

"Kolkata Port Trust has submitted its proposal for General Revision of Scale of Rates to TAMP.

The draft Scale of Rates along with the relevant Forms are attached as per the directions of

TAMP. The comments may be sent to the following email ids within 15 days from 07.08.2019:-

1. [tariff@tariffauthority.gov.in](mailto:tariff@tariffauthority.gov.in)

2. [koptsor@kolkataporttrust.gov.in](mailto:koptsor@kolkataporttrust.gov.in) "

#### Annex

#### KOLKATA PORT TRUST DRAFT SCALE OF RATES GENERAL

<b>S.1</b>	<b><u>Short title of Commencement</u></b>
	The Scale of Tolls, Dues and Rates set out herein shall be called 'SCALE OF RATES' of the Kolkata Port Trust and charges shall be levied by Kolkata Port Trust in terms of provisions of the Scale of Rates.
<b>S.2</b>	<b><u>Definition</u></b>
	In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply.
	(i) 'Board' shall have the same meaning as assigned to it in the Major Port Trust Act, 1963.
	(ii) 'Coastal Vessel' shall mean any vessel exclusively employed in trading between any Port or place in India to any other Port or place in India having a valid coastal license issued by the 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.  <b>Note:</b> For storage of cargo at the areas allotted to any port user by KoPT on license /lease basis, provisions of Schedule of Rent shall apply during the entire period of occupation (i.e. till vacation) of the storage area by the port user.
	(v) 'Foreign Going Vessel' shall mean any vessel other than coastal vessel, Inland vessel, boat and flat.
	(vi) 'Full Container Load (FCL)' shall mean a container having cargo of a single Importer/Exporter.
	(vii) 'Haldia Dock Complex (HDC)' shall mean the Oil Jetties, Other Jetties, Wharves and Berths at Haldia and River Moorings at Haldia Anchorages.

	(viii)	'Hazardous-I' shall mean the cargo categorized as Hazardous-I in the list of Hazardous Cargo adopted by the Board from time to time.
	(ix)	'IWT Cargo' / 'IWT Container' shall mean cargo/container, carried by Inland Vessel / barge/ boat/ flat through Inland Waterways but shall not include lighterage cargo/container.
	(x)	<p>'Inland Vessel' shall mean any vessel registered as such under the provision of the Inland Vessels Act, 1917.</p> <p>Note: The charges leviable on 'Inland Vessels' will also be applicable on vessels operating through riverine route between Bangladesh and KoPT under protocol.</p>
	(xi)	'Kolkata Dock System (KDS)' shall mean Netaji Subhash Dock, Kidderpore Dock, Sandhead, Saugor, River Anchorages, River Moorings, Budge-Budge Petroleum Wharves, Inland Vessel's Wharves and all other establishments of KoPT, excepting those specifically under Haldia Dock Complex.
	(xii)	'Kolkata Port Trust (KoPT)' shall mean the corporate entity and will include Kolkata Dock System and Haldia Dock Complex.

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

S.3	General Principles		
	(i)	The minimum weight/measurement chargeable shall be 1 tonne/1 CBM although the gross weight/measurement may be less than 1 tonne/1 CBM. In case where the charge is on weight basis and the gross weight is not an exact multiple of 100 Kgs, the same will be rounded off to the next higher multiple of 100 Kgs. Where the gross CBM includes decimals, the same should be rounded off to the next higher whole unit of CBM.	
	(ii)	Rates applicable for a period/unit other than weight shall be applicable to the part of a period/ unit thereof.	
	(iii)	Unless otherwise specified, if port equipment is used for landing/shipment of cargo / container from/into vessel or for any other purpose by the vessel, equipment charges specified in Section 16.1 shall be levied.	
	(iv)	Cargo Related Charges shall be levied on the owners of the cargo or their Clearing and Forwarding Agents / Handling Agents except where specified otherwise, or in cases where Ship Owners/Steamer Agents agree to pay such charges. In case of Shipper's own container, the owners of the cargo or their Clearing and Forwarding Agents/ Handling Agents can also pay the charges.	
	(v)	All charges related to Load / Empty Containers including demurrage thereon shall be levied on Container Agents/ Main Line Operators (MLO).  However, after de-stuffing or prior to stuffing, the cargo related charges, if any, shall be levied on the owner of the cargo or his Clearing & Forwarding Agent / Handling Agent.	
	(vi)	(a)	Vessel related charges shall be levied on the Ship Owners/Steamer Agents. Wherever rates have been denominated in US Dollar terms, the charge shall be recovered in Indian Rupees after conversion of US currency to Indian Rupee at the reference rate published by Financial Benchmark 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 Financial Benchmark India Pvt. Ltd prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into port, in case of export containers.
	(vii)	(a)	The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
		(b)	The cargo /container related charges for all Coastal cargo/containers, other than Thermal coal, POL including Crude oil, Iron Ore Fines, Iron Ore Lumps, Iron Ore Pellets and all forms of iron ore in dry bulk form, 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 Special Period License issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.</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> <p><u>Note:</u></p> <p>The provisions prescribed at (iii) and (iv) above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.</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 KoPT's use shall be exempted from payment of all cargo related charges.	
	(x)	No charge shall be levied on stores/ provisions supplied on board KoPT crafts/ vessels.	
	(xi)	No demurrage shall be charged for the days during which delivery cannot be effected due to strike by the Port employees provided the concerned Importer or his Authorized Agent files the complete delivery documents on payment of all Port charges prior to commencement of the strike.	
	(xii)	(a)	Berth hire charge shall stop 4 hours after the time of the vessel's signalling its readiness to sail. The time limit prescribed for cessation of berth hire charge shall exclude the ship's waiting time for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities or non-acceptance of the vessel by HDC.
		(b)	There shall be penal berth hire equal to berth hire charge of one day for a false signal.
	(xiii)	Interest on delayed payments / refunds:	
		(a)	The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, KoPT shall pay penal interest on delayed refunds.
		(b)	The rate of penal interest will be 15 % p.a. The penal interest rate will apply to both the KoPT and the port users equally.
		(c)	The delay in refunds will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
		(d)	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by KoPT. This provision shall, however, not apply to the cases where payment is to be made before availing the services / use of Port Trust's properties as stipulated in the Major Port Trust Act and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.
	(xiv)	Before classifying any cargo under "unspecified category" under the Wharfage schedule, the relevant Customs classification should be referred to find out whether the cargo could be classified under any of the specific categories mentioned in the wharfage schedule.	
	(xv)	(a)	<u>System of classification of vessel for levy of Vessel Related Charges (VRC)</u>  (i). A foreign going vessel of Indian flag having a General Trading Licence can 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.

		<p>(b) <u>Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate</u></p> <p>(i) In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.</p> <p>(ii) In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.</p> <p>(iii) For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.</p> <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 Trust 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 Trust shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services 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>
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			<p>Note:</p> <p>1) The provisions prescribed at (iv) and (v) above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.</p> <p>2) Provisions prescribed at (vi) above will be governed by Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement.</p>
		(c)	<del>The corresponding vessel related rates should be applied depending on the status of the vessel at the time of the incidence of such charge read with condition mentioned in S.3 (xv) (b) above.</del>
	(xvi)		For all types of cargo, cargo related charges shall be levied on the gross weight of the consignment.
	(xvii)		For the purpose of charging, Shipper's Own Containers will be at par with the rates that of Marine Freight Containers.
	(xviii)		Users will not be required to pay charges for delays beyond a reasonable level attributable to KoPT.
	(xix)	(a)	<p>Wherever a specific tariff for a service/cargo is not available in the notified Scale of rates, KoPT would approach TAMP for notification of tariff for the said new cargo/ equipment/service adopting the tariff and performance standards, if any, fixed for comparable cargo /equipment/service in any other Major Port Trusts.</p> <p>If there is no rate available in any other Major Port Trusts or if the rate available is not representative enough of the proposed new cargo/service/facility, then the port would file the proposal for notification of tariff for the said new cargo/equipment/service with reference to optimal capacity assessed following the principles of 2008 guidelines or based on rated capacity or technical specification /facility /equipment.</p> <p>If determination of tariff based on the above prescribed options is not possible, then KoPT after giving sufficient reasons would proposed rates based on cost plus 16% return formula.</p>
		(b)	Simultaneously with the submission of the proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
		(c)	The ad hoc rate to be operated and the performance standards to be applied in the interim period in the interim period must be based on the approach in clause (a) above and it must be in consultation with the concerned users.
		(d)	The final rate fixed by the TAMP for new cargo/service for which rate is not prescribed in the Scale of Rates of KoPT will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.
	(xx)	(a)	The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts prescribed are floor levels. KoPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
		(b)	KoPT may also, if it so desires, rationalize the prescribed conditionality governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates

			prescribed in the Scale of Rates do not exceed the ceiling levels.																
		(c)	Provided that KoPT should notify the public such lower rates and / or rationalization of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.																
	(xxi)		Taxes, Duties, etc. as may be levied by the State or Central Govt. or any legal/Statutory Authority from time to time, shall be have to be paid extra.																
	(xxii)		In order to decongest ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessel related services as well as special discount will be offered in port charges for services rendered after regular hours.																
	(xxiii)		<p><b><u>ANNUAL ESCALATION (Except for SOR prescribed under Part - IX)</u></b></p> <p>(a) The SOR (except Part - IX) is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 April 2020 subject to the either of KDS or HDC or both achieving the Performance Standards prescribed in below. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in SOR for that particular year.</p> <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.</p> <p>In case any Dock System achieves the benchmark for any one 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 of the activity against which it is able to achieve the performance benchmark.</p>																
		(b)	The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the KOPT to be intimated by the port to the concerned users and to the Authority.																
	(xxiv)		<p><b><u>PERFORMANCE STANDARDS</u></b></p> <p>KOPT 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><b><u>CARGO RELATED SERVICES</u></b></th><th>KDS</th><th>HDC</th></tr> </thead> <tbody> <tr> <td>(a)</td><td>Average Ship Berth Day Output (In tonnes)</td><td>4,248</td><td>8,201</td></tr> <tr> <td>(b)</td><td>Average moves per hour (in TEUS) in respect of containers</td><td>21</td><td>21</td></tr> <tr> <td></td><td></td><td></td><td></td></tr> </tbody> </table>	1	<b><u>CARGO RELATED SERVICES</u></b>	KDS	HDC	(a)	Average Ship Berth Day Output (In tonnes)	4,248	8,201	(b)	Average moves per hour (in TEUS) in respect of containers	21	21				
1	<b><u>CARGO RELATED SERVICES</u></b>	KDS	HDC																
(a)	Average Ship Berth Day Output (In tonnes)	4,248	8,201																
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		2	<b><u>VESSEL RELATED SERVICES</u></b>		
		(a)	Average Turnround Time of Vessels (in days)	4.27	3.43
		(b)	Average Pre-berthing Time of Vessels (in days)	0.60	1.58

**PART- I**

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

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

Sl. No.	Description	Rates in <b>Rs</b> per tonne or part thereof (unless other unit is specified)
<b>Liquids/ Gas handled through pipeline</b>		
1.	Crude Oil;	110.26
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; POL/POL products and any other liquid /gas having a flash point of 23°C (73.4°F) or above, if not otherwise specified;	110.26
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;	
	(a) For quantity upto 50000 tonnes per Financial Year	155.93
	(b) On the incremental quantity handled above 50000 tonnes per Financial Year	118.50
4.	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; Py Gas; Propane; Hexane ; N-Hexane, CBFS; Reformate;	118.50
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;	89.19
6.	Vegetable Oils;	68.61
7	Molasses;	41.16
<b>Liquids handled other than through pipeline</b>		
8.	All liquids including ship's bunker	110.26
<b>Cargo handled through mechanical system</b>		
9.	Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode	59.28
10.	Thermal Coal	82.50

Sl. No.	Description	Rates in <b>Rs</b> per tonne or part thereof (unless other unit is specified)
11.	All types of Coal not specified, Fertilizer; Fertilizer Raw Materials; Soda Ash and all other Dry Bulks;	165.00
<b>Cargo handled other than through mechanical system</b>		
12.	Salt, Fly Ash; Sand,	29.65
13.	Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode	29.65
14.	Limestone; Coking Coal; Petroleum Coke; Bauxite; Manganese Ore; All types of Coal / Coke / Ore not specified; Sponge Iron; Pig Iron; Gypsum; Mill Scale; All other Dry Bulk Cargo, not specified;	59.28
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; Metallurgical Coke; News Print; Slag ; Cement; Clinker;	74.10
16.	<p>Magnesite; Granite; All types of Scrap; Oil Cake; Bone &amp; Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Non ferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Plywood; Fire Bricks &amp; other Refractory Materials; CI goods; Soda (Caustic or Ash);</p> <p>Rock Phosphate, Sulphur &amp; 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 &amp; 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>	103.74
17.	Iron and Steel; Pipes & Tubes;	88.91
18.	Log, Timber, Veneer	155.60 per CBM or part thereof
19.	Car ; Any rubber tyred vehicle; Cargo moving equipment; Earth-moving equipment;	5927.65 per unit
20	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	304.92

Sl. No.	Description	Rates in <b>Rs</b> per tonne or part thereof (unless other unit is specified)

**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 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 <b>Coastal cargo</b> landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-	
Sl. No.	Description	Rates in Rs per tonne or part thereof
1	Crude oil, POL and POL products, 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	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 Rs. 35.57/- 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/ Virtual Jetty/ any other anchorage point/ mooring, other than the cargo specified at S.4.3(b) and S.4.4, wharfage shall be levied at the following rates:	
	Description of operation	Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring
		Charges leviable at Jetty/ Berth of KDS/ HDC

	Description of operation	Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at Jetty/ Berth of KDS/ HDC
	(i)	(ii)	(iii)
	a) Dry Bulk cargo discharged at the at Saugor / Sandheads / Virtual Jetty/ any other anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities upstream of 3 <sup>rd</sup> Oil Jetty at HDC or vice versa	25% of the wharfage rate as specified at S 4.1 and S.4.2	75% of the wharfage rate as specified at S 4.1 and S.4.2
	b) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Virtual Jetty / any other anchorage point and proceed for subsequent unloading to any Jetty/berth of KoPT (other than Floating Cargo Handling Facilities upstream of 3 <sup>rd</sup> Oil Jetty at HDC or any declared IVW) or vice versa:		
	i) Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode	90% of the wharfage rate as specified at S 4.1 and S.4.	7.40
	ii) Other than Iron Ore	90% of the wharfage rate as specified at S 4.1 and S.4.2	29.65
	c) Dry Bulk Cargo and all other cargo, if discharged at Sandheads/ Virtual Jetty/ any other anchorage point and proceed for subsequent unloading to any declared IVW or vice versa	90% of the wharfage rate as specified at S 4.1 and S.4.	7.40

S.4.6	On IWT cargo loaded/unloaded at any Berth / Jetty/ declared Inland Vessel Wharves belonging to port, wharfage, unless otherwise specified in this Scale of Rates, shall be realised at the following rates :		
	Sl. No	Place of operation	Rates in Rs Per tonne or part thereof
	1.	Berth/jetty meant for handling sea-going vessel	75 % of wharfage as specified at S.4.1
	2	Declared Inland Vessel Wharves of KoPT	
	a)	Fly Ash	14.82
	b)	All Other cargo	29.65

S.4.7	<p>a) Wharfage shall be levied separately by each dock system for cargo operation within their system, unless otherwise specified in this Scale of Rates.</p> <p>b) In case of overside discharge of cargo from vessel, wharfage as per S.4.1 or S.4.2, as the case may be, shall be levied. For subsequent discharge of the said cargo at berth in the same dock system, 50% of the rate provided under S.4.1 or S.4.2, as the case may be, shall be levied in addition to the above.</p>						
S.4.8	<p>In case a cargo is unloaded / loaded at anchorages more than once, the wharfage shall be levied at 150% of the rate specified at S.4.1 and S.4.2 irrespective of number of handling done at various anchorages.</p> <p>In addition, if such cargo is carried by barge/ boat/ flat or any other vessel for unloading/ loading at any berth/ jetty/ declared Inland Vessel Wharves belonging to port, wharfage shall be realised for such discharge/shipment at the rates specified against handling at Jetty/Berth of KoPT as per S.4.5 under column (iii).</p>						
S.4.9	<p>On shutout cargo /stock cargo, which are taken back from Port premises, 50% of wharfage shall be levied. In addition, if labour and / or equipment are/ is supplied by port for handling of cargo, on-board handling charges and/ or shore handling charges, as the case may be, shall be levied.</p> <p>No additional wharfage shall be levied on shutout cargo if the same is subsequently shipped without being removed from port premises.</p>						
S.4.10	<p>Due to operational reasons, if any cargo is landed from a vessel for subsequent shipment by the same vessel, consolidated wharfage shall be levied @ Rs.148.19 per tonne or part thereof.</p>						
S.4.11	<p>On liquid cargo transferred through pipeline between HDC and KDS or from any other point to KDS/HDC or vice-versa, 50 % of the wharfage shall be levied at the dock system where it is so transferred.</p>						
S.4.12	<p><b><u>Cargo Handling Charge for Dry Bulk cargo handled at Floating Cargo Handling Jetty at HDC:</u></b></p> <p>Consolidated Cargo Handling Charges involving Barge to Interim storage Transfer by use of Floating Crane &amp; conveyer System, Providing Pay loader on board, subsequent loading at interim storage and transfer from interim Storage to storage yard inside Dock and unloading of cargo there at.</p> <table><tr><td>Cargo classified under S.4.1.14</td><td>Cargo classified under S.4.1.15</td><td>Cargo classified under S.4.1.16</td></tr><tr><td>258.01</td><td>272.83</td><td>302.47</td></tr></table> <p>Note:</p> <p>i) 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> <p>ii) No other cargo charges shall be levied for handling at the Floating Cargo Handling Jetty at HDC except for the charges mentioned at 4.12 and 6.4.</p>	Cargo classified under S.4.1.14	Cargo classified under S.4.1.15	Cargo classified under S.4.1.16	258.01	272.83	302.47
Cargo classified under S.4.1.14	Cargo classified under S.4.1.15	Cargo classified under S.4.1.16					
258.01	272.83	302.47					

S.5	<b>On board handling charges:</b>
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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 Rs. 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.	44.45
2	Iron and Steel; Pipes & Tubes;	118.55
3	All types of cargo handled in bags or drums;	51.87
4	Log ; Timber ; Veneer ;	37.05 per CBM
5	Car, any rubber tyred vehicle, cargo moving equipments or earth moving equipments when discharged / shipped by use of slings.	74.10 per unit
6	All other cargo not specified under Sl. No. 1, 2, 3, 4 and 5 above	165.00

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

SL No.	Description	Rates in Rs per tonne or part thereof
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			Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)	Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving
	(i)	(ii)	(iii)	(iv)
	1.	Bagged cargo and packages (where handling is entirely done manually by using hand carts only if necessary)	24.82	12.22
	2.	Iron and Steel; Pipes & Tubes;	119.15	58.69
	3.	All other break bulk cargo for which rates otherwise not specified- (per Pkg. Or Unit weight)		
		i) Less than 5 tonne	39.72	19.56
		ii) 5 tonne to less than 10 tonne	74.47	36.67
		iii) 10 tonne to less than 20 tonne	148.93	73.36
		iv) 20 tonne to less than 40 tonne	198.57	97.80
		v) 40 tonne and above	397.16	195.61
	4.	i) Tippling of Thermal Coal wagon by Wagon Tippler		82.50
		ii) Manual unloading of Thermal Coal Wagon		44.45
		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.	88.91	
		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	88.91	

	SL No.	Description		Rates in Rs per tonne or part thereof	
	(i)	(ii)		(iii)	(iv)
			point		
	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		82.50
		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		59.28
		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.	96.33	
		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	96.33	

	SL No.	Description		Rates in Rs per tonne or part thereof	
				Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)	Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving
	(i)	(ii)		(iii)	(iv)
			point/ unloading point to Hook point, including loading at stack point/ unloading point and unloading at hook point.		
	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 (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.		89.36   	

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

SL No.	Description		Rates in Rs per tonne or part thereof
S.6.3.1	Heaping/ high heaping of Dry Bulk Cargo at storage area / Hook Point at HDC		15.25 per MT
S.6.3.2	a)	Despatch related services for rail borne cargo handled through MHC Berths of HDC, including cleaning, trimming, labelling and lime spraying.	16.50 per MT
	b)	Despatch related services for road bound cargo, handled through MHC Berths of HDC.	3.17 per MT
S.6.4	<b><u>Shore Handling Operation of Cargo handled at Floating Cargo Handling Jetty:</u></b>  <b>Consolidated Charges towards Services at Storage Yard for Rail / Road bound Cargo</b> including Heaping High Heaping, Loading for Delivery, Despatch Related Services and Cleaning and vice versa but excluding Weighment:		
		Description	[Rs per MT]
S.6.4.1	(a)	For Rail Bound cargo	77.41
	(b)	For Road Bound Cargo	64.08
	Note: In case weighment service is provided, rate as per S.16.1.6 shall be levied extra.		
<b>Note for Section 6.</b>			
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.6.1shall be allowed.		

S.7	<b><u>Demurrage on Cargo:</u></b>		
S.7.1	Demurrage shall be levied on Import cargo (other than containerised cargo) after allowing a demurrage-free period as specified below: -		
Sl. No.	Description	Demurrage-free period	
1.	Hazardous-I cargo	Actual date of landing	
2.	All other cargo except those mentioned at Sl. No. 1,3 & 4	3 days after the last landing date of the vessel/barge from which the cargo is discharged.	
Sl. No.	Description	Demurrage-free period	
3.	Non-hazardous cargo using port equipment for delivery; Non-hazardous cargo for Nepal and Bhutan;	6 days after the last landing date of the vessel/barge from which the cargo is discharged.	
4.	Cargo imported by voluntary / relief organization like Missionaries of Charity, Bharat Sevashram Sangha, Ramkrishna Mission, CARE, CRS, WFP and others as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the Appropriate Govt. Authority of Central Govt./State Govt. and Govt. of Nepal/ Bhutan or their local Consulate General.	30 days after the last landing date of the vessel /barge from which the cargo is discharged.	
<b>Note for Section-7:</b>			
i)	a) Last Landing Date (LLD) is the date on which a vessel completes her import discharge at quay side.  b) In case of over-side discharge as well as discharge at anchorage/ mooring/ buoy on to boats/ barges/ flats / any other vessels; the date of completion of unloading at quay by each such boat / barge/ flat / any other vessel shall be the LLD of the cargo carried by that particular boat / barge/ flat /vessel.  c) However, KoPT may declare any other date as such LLD for cargo already discharged from the vessel when the vessel is not doing cargo operation work for more than 24 hours for any fault/ reason not attributable to Port. In such cases, a vessel may have more than one LLD.		
ii)	For the purpose of calculation of free period, Customs notified holidays and/ or KoPT's non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays.  After demurrage charge begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.		
S.7.2	Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: -		
Sl. No.	Type of cargo	Rate in ` per tonne per day or part thereof	
		For the first 15 days	16 <sup>th</sup> day onwards

1.	Hazardous - I	212.06	249.48
2.	All other cargo	49.90	74.84

S.7.3	Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates: -			
Sl. No.	Type of cargo	Rate in <b>Rs.</b> per CBM per day or part thereof		
		For the first 7 days.	8 <sup>th</sup> to 14 <sup>th</sup> day	From 15 <sup>th</sup> day onwards
1.	Log, Timber, Veneer	7.48	14.97	22.45
S.7.4	No demurrage shall be levied on export/stock cargo, except Hazardous-I category, if such cargo is shipped within 15 days from the date of receipt. However, from the 16 <sup>th</sup> day, demurrage on such cargo shall be levied @ Rs. 49.90 per tonne per week or part thereof from the date of receipt till the date of shipment.			
S.7.5	Export cargo of Hazardous-I category shall be received only for direct shipment. In case such cargo is not shipped on the date of receipt, demurrage shall be levied at rate of Rs.212.06 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 Rs.12.47 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 Rs.49.90 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 of 10 days after the date the cargo is made available for delivery.			
S.7.9	The demurrage on cargo shall not accrue for the period during which the KoPT is not in a position to deliver cargo for reasons attributable to the port when requested by the user.			

S.8	<b><u>Transportation:</u></b>	
S.8.1	The following charges shall be levied on cargo, for which KOPT undertakes any transportation (excluding loading and/or unloading) not covered under 'Shore Handling Charge' at S.2 (xix).	
Sl.No.	Description	Rate in <b>Rs.</b> per tonne or part thereof
1.	Within one dock of KDS; Within Dock Interior Zone of HDC:	51.87
2.	From one dock enclosure to another dock enclosure of KDS ;	74.10

S.9	<b><u>Loading /Unloading/Re-stacking charge</u></b>
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<b>S.9.1</b>	The following charges shall be levied on cargo, for which KoPT shall undertake any loading / unloading / re-stacking, not covered under 'Shore Handling Charge' at S.2 (xix)	
<b>Sl. No.</b>	<b>Description</b>	<b>Rate in Rs. per tonne or part thereof.</b>
1.	Article/package weighing less than 1 tonne	29.65
2.	Article / package weighing 1 tonne. & above but less than 10 tonne	59.28
3.	Article/package weighing 10 tonne & above but less than 20 tonne	74.10
4.	Article/package weighing 20 tonne & above but less than 40 tonne	148.19
5.	Article/package weighing 40 tonne & above	370.48
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]	62.89 40.25
<b>Note for S.9.1:</b> For unloading of Dry Bulk Cargo from dumpers without requiring any labour or equipment support no charge shall be levied. However, if for any reason labour and/or equipment are required for unloading of dry bulk cargo from dumpers, the rate specified under S.9.1 (6) shall be levied.		

<b>S.9.2</b>	<b><u>Mobile Harbour Crane Charge:</u></b>	
<b>S.9.2.1</b>	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.  <u>Note:</u>  (a) Calculation of productivity would be done by the following formula:  $\text{Productivity} = \frac{\text{Total cargo loaded / unloaded from a vessel (in tonne)}}{\text{Vessel operation time (in hours)}} \times 24$  The vessel Operation time shall be assessed in hours by KoPT and to be computed from readiness of the vessel to load/unload cargo to Finished Work Time of the vessel. However, in case of stoppage of work of the vessel due to reasons not attributable to the Port, such stoppage of work would be deducted from the vessel operation time, for the purpose of computation of MLP  (b) The prescribed rate is a base rate for achieving Minimum Level of Productivity (MLP) of 20000 MT per day by using two MHCs.  (c). If productivity more than the MLP is achieved, then the user will pay an additional 10% of the base rate only on the additional	<b>Rate in Rs. per tonne or part thereof.</b>  98.68

cargo handled over and above the MLP. The additional cargo on which additional levy of 10% will be levied be computed as follows:

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

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

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

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

Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate
From 9000 tonnes to 9999	90%
From 8000 tonnes to 8999	80%
From 7000 tonnes to 7999	60%
Less than 7000 tonnes	40%

f) In case of deployment of MHC/s for handling of any cargo, other than dry bulk cargo, the prescribed rate shall be applicable without any MLP.

g) In case of Coastal cargo, other than Thermal Coal, Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode at the rate of 60% of the rates specified shall be levied.

S.10	<b><u>Rebate:</u></b>		
S.10.1	At HDC, rebate on wharfage shall be allowed in the following cases:-		
	(a)	If a Vessel discharges more than 25000 tonnes of coking coal/ limestone/ fertilizer/ raw material for fertilizer in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charge on quantity exceeding 25000 tonnes.	
	(b)	If a Vessel loads more than 25000 tonnes of Thermal Coal in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charges on quantity exceeding 25000 tonnes.	
S.10.2	At KDS Importer/ Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through KDS as mentioned below, during a financial year.		
Type of Cargo		Tonnage handled	Quantum of Rebate on applicable wharfage

Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, C.I Goods, LPG	Upto 75000 tonnes 75001 to 100000 tonnes Above 100000 tonnes	NIL 10% 15%
<b>Note to S.10:</b> <p>i) The above said rebate under S.10.2 shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1<sup>st</sup> April to 31<sup>st</sup> March) on submission of documents by the Importers/ Exporters in support of the throughput achieved.</p> <p>ii) The rebate against S.10.1 and 10.2 would not be applicable on cargo handled at anchorages/river mooring /lighterage points.</p>		

## P A R T - II

### CHARGES ON CONTAINER AND CONTAINERISED CARGO

S.11	<u>Composite box rate for container</u>					
S.11.1	Composite box-rate for container covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard and lift off at yard or vice versa shall be levied at the following rates :					
	Sl. No.	Category	Rate in <b>Rs</b> per TEU			
			KDS		HDC	
			Foreign	Coastal	Foreign	Coastal
	1.	Load Container other than Over Dimensional Container	5276.69	3166.02	4580.46	2748.27
	2.	Over Dimensional Load Container	6595.85	3957.51	5725.57	3435.34
3.	Empty Container	1798.59	1079.17	2175.71	1305.43	
S.11.2	Composite box-rate for IWT container, including Bangladesh moving through IWT mode, covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard or vice versa shall be levied at the following rates:					
	Sl. No.	Category	Rate in <b>Rs</b> per TEU			
			KDS		HDC	
	1.	Load Container other than Over Dimensional Container	2638.35		2290.22	
	2.	Over Dimensional Load Container	3297.93		2862.78	
	3.	Empty Container	899.34		1087.86	

	<b>Charges for lift on/lift off at yard during delivery/ receiving:</b>		
S.11.3	Charges for lift on for delivery or lift off at Yard during delivery/receiving shall be levied at the following rates on all containers:		
	Sl. No.	Category	Rate in <b>Rs</b> per TEU

	1.	Load/Empty Container other than Over Dimensional Container	593.63
	2.	Over Dimensional Container	742.03

<b>S.12</b>	<b>Rebate:</b>				
S.12.1	In case any of the basic container handling services covered under the Composite box-rate is not provided by the port, rebate(s) at the following rates shall be allowed on the composite box-rate of Foreign Containers for use of ship's crane/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.				
	<b>Type of Service</b>		<b>Rate of rebate in <b>Rs</b> per TEU</b>		
			<b>KDS</b>		<b>HDC</b>
	a)	For ship to shore transfer or vice-versa by ship's crane/party hired crane	<b>Loaded</b>	<b>Empty</b>	<b>Loaded</b>
			<b>961.90</b>	<b>366.93</b>	<b>845.86</b>
					<b>427.27</b>
	b)	For movement between berth and yard by trailer hired by the party.	147.50	105.49	129.66
	c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	224.44	114.66	197.37
					133.53
<b>Note for sections S.11 &amp; S.12</b>					
(i)	In case of Import container containing cargo consigned to Nepal and Bhutan, a 10% rebate shall be allowed on the Composite box-rate for container specified at S.11.1.				
(ii)	If the shutout load container or container received without shipment document is taken delivery instead of being shipped, rebate as provided under S.12.1 above for the services not rendered shall be allowed subject to a maximum of 60% in total of the Composite box-rates specified at S.11.1 and S.11.2. In addition, charges for lift on/ lift off for delivery/receiving as specified at S.11.3 and/or for extra handling services, if any, charges as specified at S. 14.shall also be levied.				
(iii)	If the containerised export cargo is de-stuffed and taken delivery as break-bulk, 50% of Wharfage as specified at S.4 shall be levied. In addition, all other charges shall be levied on such container for the operations actually undertaken for such cargo and container.				
(iv)	For anchorage discharge and subsequent landing of containers at Docks or vice versa, Composite box rate as specified at S.11.1 shall be levied only once at the dock system where it will be finally landed or from where the shipment will initiate.				
(v)	In case of Coastal Containers, the rates of rebate shall be 60% of the rates specified at S.12.1 above applicable for Foreign Containers.				
(vi)	In case of IWT Containers, the rates of rebate shall be 50% of the rates specified at S.12.1 above applicable for Foreign Containers.				
(vii)	a) Composite Box rate shall be levied separately by each dock system for container operation within their system, unless otherwise specified in this Scale of Rates.  b) In case of overside discharge /shipment of Container from/to vessel, composite box rate as per S.11.1 shall be levied after allowing rebates under S.12.1 against services not rendered.				

<b>S.13</b>	<b><u>Charges for Transhipment container</u></b>
S.13.1	In case of Normal Transhipment container, consolidated charge at the following rates shall be levied:

	Sl. No.	Particulars	KDS		HDC	
			Loaded (Rs per TEU)	Empty (Rs per TEU)	Loaded (Rs per TEU)	Empty (Rs per TEU)
	1.	Transshipment rates if both legs are foreign	7915.03	2697.89	6870.68	3263.57
	2.	Transshipment rates if both legs are coastal	4749.02	1618.74	4122.40	1958.13
	3.	Transshipment rates if one leg is foreign and one leg is coastal	6332.03	2158.32	5496.55	2610.86
<b>Note:</b>	(i)	The above rates include wharfage, ship to shore transfer, transportation from quay to container yard including lift-off at the yard and subsequent transportation from container yard to quay including lift on at yard and shore to ship transfer.				
	(ii)	In case any of the services is not rendered by port, 75% of the rate of rebates specified at S.12.1 shall be allowed.				
	(iii)	In case of Over Dimensional transshipment Container, the rate will be 1.25 times the rate for normal transshipment container.				

S.14	<u>Charges for Miscellaneous Services rendered to container/container vessel.</u>		
S.14.1	For the services not covered under S.11, S.12 & S.13 miscellaneous charges on loaded/ empty container shall be levied at the following rates:-		
Sl. No.	Services		Rate in Rs per TEU
1.	a). Shifting of containers on board via quay head KDS HDC  b). Shifting of containers on board without via quay head where port labour is deployed.  <b>Note:</b> i) For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied.  ii) In these cases the composite box rate would not be levied separately.		916.09 962.68  494.80
2.	Transportation / shifting of container by port trailer for operation not included in any charge under S.11 and S.13		
	a)	Within same Berth / Yard	412.90
	b)	Between two berths / Yards	549.78
3.	Supply of power to Reefer Container		392.70 per 4 hrs or part thereof
4.	Lift on/Lift off to/from trailer/wagon or restacking (not involving transportation by trailer) by port equipment not included in the services mentioned at S.11 and S.13 or any other services under S.14.		494.80

5.	Use of Port equipment (other than Mobile Harbour Crane/Rail Mounted Gantry Crane/ 200 tonne Cantilever Crane) for ship/ barge to shore discharge or vice versa or for any other on board operation, other than services covered under S.11.1, S.11.2 and S.13.1.	659.74
6.	<p>Stuffing / De-stuffing:</p> <p>(i) Where operation inside &amp; outside container is done by port:-</p> <p>(a) Where CDLB gang is required to be booked. 8244.82</p> <p>(b) Where CDLB gang is not required to be booked and operation inside and outside is done by Port labour. 412.23</p> <p>(ii) Where operation inside container is done by agencies other than by port: -</p> <p>(a) Operations outside container are carried out by port. 1374.13</p> <p>(b) Operations outside the container are done by agencies other than Port 171.77</p> <p>(iii) Where only operation inside the container is done by port (in part or full) and no CDLB gang is used 206.12</p>	
7.	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	1374.13
8.	Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under S.11 and S.13.	1145.11
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	2908.22
	HDC	3053.63
10.	Gate delivery / receiving charge on container on which Composite Box rate is not levied.	589.05
11.	On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary documentations.	
	KDS	122.40
	HDC	141.37
12.	For export load containers entered after the cut off period or export load containers made ready after the cut off period for readiness	561.00
13.	Customs Inspection within the Container Terminal	589.05
14.	Container Scanning Charge of loaded EXIM containers through mobile X-ray containers scanner system at KDS .	225.00
<b>Note for Sections 11, 12, 13 &amp; 14</b>		
i)	Charges / Rebates for handling of containers above 20' and upto 40' in length shall be 1.5 times the rates specified at S.11, S.12, S.13 & S.14 . Charges / Rebates for handling of container above 40' shall be 2 times the rates specified at S.11, S.12, S.13 & S.14.	
ii)	If only one operation is carried out, half of the Hatch cover handling charge rates specified at S.14, Sl. No.9 shall be levied.	

<b>S.15</b>	<b>Demurrage on container and containerised cargo.</b>		
S.15.1	Demurrage on loaded import container other than those specified at S.15.2, S.15.4, S.15.5 and 15.7 shall be levied at the following rates: -		
	<i>Period</i>	<b>Foreign rates in US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs Per TEU per day or part thereof</b>
	First 3 days after the day of landing	Free	Free
	From the 4th day to 9th day	3.50	156.11
	From the 10th day to 15th day	7.00	312.26
	From the 16th day to 20th day	10.51	468.37
	From the 21st day to 30th day	20.99	936.74
	From the 31st day onwards	41.99	1873.49

S.15.2	Demurrage on loaded import container containing relief commodities shall be levied at the following rates: -		
	<i>Period</i>	<b>Foreign rates in US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs Per TEU per day or part thereof</b>
	First 3 days after the day of landing	Free	Free
	From the 4 <sup>th</sup> day to 9 <sup>th</sup> day	3.50	156.11
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	7.00	312.26
	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	8.39	374.70
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	10.51	468.37
	From the 31 <sup>st</sup> day onwards	13.99	624.49
	<b>Note:</b> Relief commodities for the purpose of S.15.2 shall mean the cargo imported by voluntary /relief organization like Missionaries of Charity, Ramkrishna Mission, Bharat Sevashram Sangha CARE, CRS, WFP and others, as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the appropriate Govt. Authority of Central Govt./State Govt. or Govt. of Nepal/Bhutan or their local Consulate General and for Missionaries of Charity, Ramkrishna Mission and Bharat Sevashram Sangha.		

S.15.3	Demurrage on loaded export / stock containers, excepting ICD containers and container loaded with Hazardous -I cargo shall be levied at the following rates.		
	<b>Period</b>	<b>Foreign rates in US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs Per TEU per day or part thereof</b>
	First 10 days from the day of receiving / stuffing	Free	Free
	From the 11 <sup>th</sup> to 15 <sup>th</sup> day	3.50	156.11
	From 16 <sup>th</sup> day onwards	4.91	218.57

S.15.4	Demurrage on loaded import/export ICD container moving by Rail, excepting those loaded with Hazardous -I cargo, shall be levied at the following rates:		
	<b>Period</b>	<b>Foreign rates in US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs Per TEU per day or part thereof</b>
	First 20 days after the day of landing/ first 20 days from the day of receiving	Free	Free
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	3.50	156.11
	From the 31 <sup>st</sup> day onwards	7.00	312.26

S.15.5	Demurrage on loaded import/ export/ transshipment container containing Hazardous-I cargo shall be levied at the following rates: -		
	<b>Period</b>	<b>Foreign rates in US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs Per TEU per day or part thereof</b>
	First day of actual landing/receiving	Free	Free
	From the 2 <sup>nd</sup> day to 9 <sup>th</sup> day	4.38	195.15
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	8.76	390.31
	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	13.11	585.48
	From 21 <sup>st</sup> day to 30 <sup>th</sup> day	26.24	1170.92
	From the 31 <sup>st</sup> day onwards	52.49	2341.86

S.15.6	Demurrage on empty containers shall be levied at the following rates: -		
	<b>Period</b>	<b>Foreign rates in US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs Per TEU per day or part thereof</b>
	First 3 days after the day of landing/ first 3 days from the day of receiving/ de-stuffing	Free	Free
	From the 4 <sup>th</sup> day to 9 <sup>th</sup> day	3.59	160.02
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	7.18	320.06
	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	10.76	480.08
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	14.36	640.10
	From the 31 <sup>st</sup> day onwards	21.52	960.17
S.15.7	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 Rs Per TEU per day or part thereof
	First 20 days after the day of landing	Free	Free
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	3.59	160.02
	From the 31 <sup>st</sup> day onwards	7.18	320.06

**Note for Section 15:**

1.	For the purpose of calculation of free period, Customs notified holidays and/or KoPT's non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays.  After Demurrage begins to accrue, no allowance would be made for Customs notified holidays or KoPT'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.15 and on containers above 40' in length, Demurrage shall be levied @ 3 times the rates specified at S.15.  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 15.4 of the Scale of Rates.
4.	The day of landing of import load and empty container / transshipment container (except container loaded with Hazardous-I cargo) shall be the last landing date of the vessel by which the container is imported under a single call to a specific Dock System. For container with Hazardous-I cargo the date of landing for the purpose of Demurrage shall be the actual date of landing.
5.	Last Landing Date (LLD) is the date on which the vessel completes her import discharge at a specific Dock System. However, KOPT may declare any other date as such LLD for container already discharged from the vessel, when the vessel is not doing cargo operation work in the working berth for more than 24 hours for any fault/ reason not attributable to port. In such cases, a vessel may have more than one LLD.
6.	Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the containers and for export containers the free period shall commence from the time containers enter the terminal.
7.	In case of export load container, which has been stuffed inside the docks, the date of commencement of stuffing with export cargo shall be reckoned as the first day to ascertain rate as per S.15.3.

8.	In case, loading of import load container for the purpose of delivery cannot be done by KOPT within 24 hours from the time of entry of the truck/trailer, as indicated in the entry gate pass (EGP) at KDS /issuance of Loading Order at HDC or such other documents as may be decided by KOPT from time to time, 75% rebate on the Demurrage shall be allowed for the period during which such containers are not loaded beyond the said 24 hours. The aforesaid rebate shall be allowed provided the container is being loaded from the area where only port equipment is used exclusively. Such rebate shall not apply when importer applies for advance loading prior to submission of complete delivery documents.		
9.	The Demurrage on abandoned FCL container/Shipper Owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of the container whichever is earlier subject to the following conditions: -		
	(a)	(i)	The consignee can issue a letter of abandonment at any time; <b>OR</b>
		(ii)	If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the conditions that,
		(a)	the Line/MLO shall resume the custody of container along with cargo and either take back it or remove it from the port premises; and
		(b)	the Line/MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.
	(b)	The container agent/MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines/MLO for de-stuffing the cargo or removal of the load container from the port premises.	
	(c)	Where the container is seized /confiscated by Customs Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the Demurrage will cease to apply from the day the Customs order release of the cargo, subject to the line's observing the necessary formalities & bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Line / Consignee from the port premises to the Customs' bonded area and in that case the Demurrage shall cease to apply from the day of such removal.	
10.	No Demurrage free period shall be allowed for export load container / stock container / empty container received at docks for shipment but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified, thereafter, till the date of removal from port premises.		
11.	No Demurrage free period shall be allowed for export load container received at docks if subsequently de-stuffed and the cargo is taken back from port premises. For such containers, the highest rate specified at S.15.3 shall apply from the date of receiving till the date of de-stuffing and on cargo the rate specified at S.7.6 shall be applied from the date following the date of de-stuffing till the date of delivery.		
12.	If during the course of stayal of a Container inside Dock Premises any change in status of the Container from Load to Empty or vice versa is effected, the Demurrage free period for the said Container shall be calculated for each stage separately.		
13.	The cargo, on de-stuffing from container, will not enjoy any Demurrage free period excepting the day of de-stuffing and demurrage shall be levied on the cargo as per the rate provided under S.7.2 and S.7.3, as the case may be, from the day after the date of de-stuffing.		
14	No Demurrage shall accrue for the period during which the KOPT is not in a position to deliver		

	containers for reasons attributable to it when requested by the user.
15.	In case of Demurrage for IWT container, Demurrage rate applicable for coastal container shall apply.
16.	Import and Export ICD Containers moving by modes of transport other than rail will pay demurrage and enjoy free time as per Section 15.1 and 15.3 respectively.

### PART-III

#### MISCELLANEOUS CHARGES

<b>S.16</b>	<b><u>Miscellaneous charges</u></b>	
S.16.1	Charge at the following rates shall be levied for miscellaneous services: -	
Sl. No.	Description	Rate in Rs
1.	Issue of duplicate short landing certificate / Out -Turn Report or any certificate or amendment.	65.86 per certificate/ report/ amendment.
2.	Gazette & Advertisement cost of sale.	149.69 per publication.
3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	550.00 per axle.
4.	Supply of staff for escorting lorry.	2200.00 per shift per head.
5.	Deployment of extra labours (on requisition by port users).	2200.00 per shift per labour
6	<p>a) Use of Port's Road Weigh bridge                      KDS</p> <p style="text-align: right;">HDC</p> <p>b) Use of Port's Rail Weighbridge</p> <p>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.</p>	<p>Rs 5.18 Per ton subject to a minimum of Rs 25.92 for an empty vehicle and Rs 51.84 for a loaded vehicle.</p> <p>Rs 5.98 Per ton subject to a minimum of Rs 29.92 for an empty vehicle and Rs 56.58 for a loaded vehicle.</p> <p>Rs 5.98 Per ton subject to a minimum of Rs 110.00 for an empty wagon and Rs 220 for a loaded Wagon</p>
7.	<p>Gate delivery / receiving charge on cargo on which Wharfage charge is not levied.</p> <p>Note: Gate delivery / receiving charge is leviable when the KoPT provides the service with reference to the cargo handled by it.</p>	33.68 per ton

Sl. No.	Description		Rate in Rs
8.	Hire of Locomotive		6600.00 per hour or part thereof subject to a minimum of 13200.00
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 550.00 per wagon per day or part thereof from the time of arrival to the time of removal. For haulage of such wagon locomotive hire charge shall be levied as specified under Sl. No. 8.
10.	Infringement, Local Haulage, Terminal Charge and Wagon Hire/Demurrage charge.		Rate as notified by the Rly. Board from time to time shall be levied.
11.	Consolidated charge on rail borne cargo on wagons arriving in KDS Rly. System.		
	(a)	On wagon not carrying containers, loaded or unloaded at berths / sheds inside the docks/ jetty including EXIM cargo loaded/unloaded between custom bonded dock and EJC Yard.	16.63 per ton on the marked carrying capacity of the wagon
	(b)	On wagon not carrying containers, loaded or unloaded at sidings or places outside the Docks.	48.51 per ton on the marked carrying capacity of the wagon.
	(c)	On wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road of KDS.	909.56 per 20' container 1364.35 per 40' container
12.	Hiring charge for each of the following port Equipment (Rs per shift or part thereof):-		
	a)	Mobile / wrecking Crane	13471.92
	b)	Forklift	4490.64
	c)	Shore Crane (other than cranes specified below)	5388.77
	d)	Tractor	2245.32
	e)	Trailer:	
	i)	Upto 10 MT SWL	2245.32
	ii)	Above 10 MT SWL	3367.98
	f)	Pay loader:	14032.70
	g)	Hand Truck	70.16
	h)	Air Compressor	4009.50
	i)	Bull Dozer 10 MT and above	19646.55
	j)	Bull Dozer less than 10 MT	9823.28
	k)	Cantilever Crane	89812.80
	l)	Floating Crane (above 30 tonne capacity)	134719.20
	m)	Top lift Truck / Reach Stacker	36486.45

Sl. No.	Description		Rate in Rs
	n)	Use of Fire Fighting Equipments & Apparatus	
		i) Fire tender	1160.00 per tender per hour
		ii) Shore pumps ( Diesel Driven)	1528.00 per pump per hour
		iii) Shore Pump ( Electric Driven)	1022.00 per pump per hour
		iii) Other Fire Fighting apparatus and equipment excluding use of Fire Floats	5613.30 per apparatus per hour plus consumables at cost
	o)	Excavators	2617.52 per hour or part thereof
13	Hiring charge of each of the following Oil Spill Response equipments:		Rs per equipment per day or part thereof
	a)	Multi skimmer	1775.00
	b)	Oil spill dispersant applicator + Shore Cleanup Equipment+ <del>Sorbent Boom Pack</del>	2539.00
	c)	Permanent boom 25 mtr section with accessories	1562.00
	d)	U Boom 200 mtrs + power pack with accessories	10303.00
	e)	Air blower with accessories	401.00
	f)	RO Boom with accessories	2444.00
	g)	Weir Skimmer with accessories	1551.00
	h)	Flex barge (10 Tonne) with accessories	634.00
	i)	Boom Reel with accessories	2091.00
14.	Cleaning charge for handling of Coking coal, all types Coke & Ore, Limestone, Sulphur, Rock Phosphate, Cement, Pyroxenite, Dolomite, Clinker, Soda Ash, Finished fertilizers and Pulses.		1.65 per MT

**Note:**

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

S.16.2	For haulage of wagon to any Railway weighbridge for weighment/ re-weighment, locomotive hire charge, as specified under Sl.No.8 of S.16.1, shall be levied. This is in addition to re-weighment charge as fixed by the Railway Board from time to time.
S.16.3	In case a wagon after arriving at Kolkata dock Railway system is re-booked without unloading, Consolidated charge, as specified under Sl No. 11 of S.16.1, shall be levied only once.

S.16.4	On wagon carrying export cargo unloaded at places other than berth/ shed inside the Dock /Jetty and if shipped subsequently through KDS, Consolidated charges as specified at 11(a) shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to KoPT.
S.16.5	Where Surveyor/Valuer is appointed by KOPT for valuation of any cargo for the purpose of sale, the cost of such valuation shall be recovered from the Importer or his Clearing Agent if the cargo is taken delivery by them and from the Container Agent/MLO, in case the cargo within the container is removed from docks prior to sale.

<b>S.17</b>	<b>Permit &amp; Licenses:</b>
S.17.1	Charges shall be levied at the following rates for issue /renewal of permits/license for entering into or operating at Docks, Jetties, Wharves and Ghats, where applicable:

Sl. No.	Description	Rate in Rs
1.	Dock Permit per person	9.35 per daily permit (maximum 12 hrs. validity). 252.45 per monthly permit 759.28 per quarterly permit 2524.50 per annual permit 4039.20 per biennial permit
2.	Dock Permit per vehicle and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	46.78 per daily permit 1263.14 per monthly permit 2526.28 per quarterly permit 5052.56 per annual permit
3.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter (inclusive of overnight stayal)/ Dumper / Payloader	187.11 per daily permit 5051.97 per monthly permit 10102.84 per quarterly permit 20207.88 per annual permit
4.	Dock Permit for Fork-lift / Trailer or any other handling equipment (inclusive of overnight stayal)	112.27 per daily permit 3031.18 per monthly permit 6062.36 per quarterly permit 12124.73 per annual permit
5.	Dock Permit for cart (inclusive of overnight stayal).	18.70 per daily permit 505.99 per monthly permit 1363.23 per quarterly permit 4907.85 per annual permit
6.	Permit for Hawkers / Vendors.	1403.33 per annual permit
	<del>Ship personnel permit book (consisting of 50 permits)-</del>	<del>1069.20 per book</del>
7.	Clearing & Forwarding Agency License	427.90 per licence for 1 month 4620.00 per licence for 1 year 11547.80 per licence for 3 years 15396.70 per licence for 5 Years 28500.00 per licence for 10 years
8.	Jetty Sircar's / Cooper License (inclusive of Dock entry).	257.40 per licence for 1 month 2310.00 per licence for 1 year 5560.50 per licence for 3 years 7698.90 per licence for 5 years
9.	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking License.	4704.70 per licence per year.

Sl. No.	Description	Rate in Rs
10.	Stevedoring License / Handling Agents Licence.	55,000.00 per license per year
11.	Licence for occupation of Panda seats at KDS.	64.90 per monthly licence.
12.	Licence for occupation of 1Sq.mtr. of space or for temporary construction at any place 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 any place in the Inland Vessel Wharves at HDC.	11.00 per day. 321.20 per quarter.
13a	Permit for using Truck Terminal at HDC/ KDS per truck/ lorry/trailer.	110.00 per day
14	Permit for Pre-gate-cum-parking facility at Coal Dock Road and all other similar facilities at KDS or HDC per truck / lorry / trailer:	<p><u>For Truck/Lorry:</u>  1a. Upto 12 hrs - Rs.168.00  1b. Above 12 hrs. Upto 24 hrs - Rs 336.00</p> <p><u>For Trailer:</u>  2a. Upto 12 hrs - Rs 336/-  2b. Above 12 hrs. Upto 24 hrs - Rs 672/-</p> <p><u>Note:</u>  1. The rate shall be same for loaded/Empty vehicle.  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 12 hrs.  3. After first 10 days i.e. from 11<sup>th</sup> day to 20<sup>th</sup> day, the rates would be twice the above rates. Thereafter i.e. from 21<sup>st</sup> day onwards, the rates would be 2.5 times the above rates.</p> <p><u>4. Definition:</u>  <ul style="list-style-type: none"> <li><u>Truck/Lorry:</u> Any vehicle capable of carrying maximum 1(one) Twenty feet container or Equivalent.</li> <li><u>Trailer:</u> Any vehicle capable of carrying 2 (two) Twenty</li> </ul> </p>

Sl. No.	Description	Rate in Rs
		<p>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> <p>5. Any other large transport unit mean for movement of specialised cargo like Heavy packages, OD (over dimensional) cargo, Project machine etc will be charged at multiples of 1 (a) considering the ratio of area occupied by 1 TEU &amp; the subject vehicle.</p>

S.17.2	In case of damage/loss, charge for issue of duplicate /triplicate permit/ licence shall be levied at 50% of the rate applicable for the original. For permit issued free of cost such charge shall be 25% of the rate provided for similar permit/licence at section 17.1
S.17.3	For any amendment in permit/licence, amendment charge as mentioned at Section 16.1, Sl. No. 1 shall be levied.
S.17.4	The daily permits issued under Sl no-1, 2, 3, 4 and 5 can be used for multiple entry in the Docks during its validity.
S.17.5	In case of licenses issued under <b>Sl. No. 8, 9 &amp; 10</b> of Section 17.1, the application for renewal shall be submitted at least one month before the date of expiry of the licence. Application received after the period specified above, shall be liable to an additional fee of 25% of the original.
S.17.6	The rate specified under <b>Sr No-10</b> would be valid till notification of Kolkata Port Trust (Stevedoring & Shore Handling License) Regulation 2015 with approval of Govt of India in terms of the Stevedoring & Shore Handling Policy 2015.

**P A R T - IV**  
**CHARGES RELATED TO SHIP BREAKING**

<b>S.18</b>	<b><u>Ship Breaking Charges</u></b>
S.18.1	For Ship breaking activities in KOPT, Ship breaking charges @ Rs 239.08 per LDT shall be levied.
<b>Notes:</b>	
1.	LDT for the purpose of levy of charges under any clause of this Part of the Scale of Rates shall means the LDT of the vessel declared at the time of obtaining ship-breaking permission from KOPT.

2.	The rates includes charges for occupation of ship breaking berth along with adjacent land area (including beaching area) of 3250 Sq.m. for the specified period as mentioned below:	
i)	For Vessel upto 2000 LDT	35 days
ii)	For Vessel of 2001 LDT to 3000 LDT	40 days
iii)	For Vessel of 3001 LDT to 5000 LDT	50 days
iv)	For Vessel of 5001 LDT to 8000 LDT	60 days
v)	For Vessel of 8001 LDT and above	70 days
3.	The number of days mentioned at Note-2 shall commence from the day following the day on which KOPT grants specific permission for ship breaking of the vessel for which application has been made or the day, on which the vessel is placed at the nominated ship breaking berth, whichever is later.	

S.18.2	If any ship-breaking berth is under the occupation of a ship breaker and he brings in any ship before completion of ship breaking of the earlier vessel, then that ship breaker shall have the priority over the others in respect of allocation of that particular berth for the vessel he so brings in. The number days in such cases shall be calculated in the same manner as has been stated in the S.18.1, Note-3.	
S.18.3	The charges for additional land area, other than the quantum of area specified at S.18.1, Note-2 shall be levied extra as per relevant land schedule.	
S.18.4	In cases, no additional land area at Off 29 KPD berth is available; the period specified at S.18.1, Note-2 shall be increased by 10 days.	
S.18.5	Separate charges shall be levied for supply of port equipment, supply of electricity by port, deployment of port fire service and port fire personnel.	
S.18.6	If breaking of a vessel is extended beyond the period specified at S.18.1 or S.18.4, as the case may be, charges at the following rates shall be levied extra for the period of extension.	
		<b>Rate in Rs per LDT per day</b>
i)	For vessel upto 2000 LDT	15.88
ii)	For vessel of 2001 LDT to 3000 LDT	14.44
iii)	For vessel of 3001 LDT to 5000 LDT	11.55
iv)	For vessel of 5001 LDT to 8000 LDT	10.11
v)	For vessel of 8001 LDT and above	8.67

S.18.7	For completion of ship-breaking before the period specified in S.18.1 and S.18.4 above, a rebate @ 0.5% of the rate specified at S.18.1 above shall be allowed for each day of saving subject to maximum of 10% of the rates.	
S.18.8	For the period vessel is awaiting breaking, the Berth Hire and Mooring Hire, as the case may be, shall be levied at the following rates:-	
i)	For the first 5 days -	15% of the rates specified at S.21.1 or S.22.1
ii)	For the next 10 days -	10% of the rates specified at S.21.1 or S.22.1
iii)	Thereafter -	5% of the rates specified at S.21.1 or S.22.1

<b>Note:</b>	Vessel awaiting breaking shall mean and include the period a vessel is awaiting breaking after discharge of cargo/dis-embarkation of passenger and in case of a vessel which arrives in ballast for breaking, the period of waiting in the river mooring, dock mooring or in any berth including ship breaking berth till the day on which KOPT grant specific permission for ship breaking of the vessel or the day on which the vessel is placed at the nominated ship breaking berth, whichever is later.	
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S.18.9	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.18.10	Ship Breakers shall be granted a rebate at the following rates on the rate specified at S.18.1 for undertaking ship breaking at KOPT-	
	Upto 10000 LDT per annum	Nil
	10001 to 25000 LDT per annum	5%
	25001 to 40000 LDT per annum	10%
	Above 40000 LDT per annum	15%

## P A R T - V

### CHARGES FOR DRY DOCKS

S.19	Dry Dock Charges					
S.19.1	Charges for Docking & Undocking					
Size of vessel	1 & 2 N.S. Dry Dock		1 & 2 K. P. Dry Dock		3 K.P. Dry Dock	
	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel
	US \$	Rs	US \$	Rs	US \$	Rs
Upto 1000 GRT	8316.00	222637.80	8316.00	222637.80	8316.00	222637.80
Above 1000 GRT	8316+ 1940.40 for every additional 1000 GRT or part thereof	222637.80+4 1580 for every additional 1000 GRT or part thereof	8316+ 1940.40 for every additional 1000 GRT or part thereof	222637.80+4 1580 for every additional 1000 GRT or part thereof	8316+ 1940.40 for every additional 1000 GRT or part thereof	222637.80+4 1580 for every additional 1000 GRT or part thereof
Note :						
i) If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be chargeable. This, shall, however, not be applicable for Saturdays/ Sundays / Holidays.						

S.19.2	<u>Dry Dock Hire Charges</u>					
	i)	During first 10 days of occupancy of vessel (per day or part thereof): -				
Size Of vessel	1 & 2 N.S. Dry Dock		1 & 2 K. P. Dry Dock		3 K.P. Dry Dock	
	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel
	US \$	Rs	US \$	Rs	US \$	Rs
Upto 1000 GRT	2772.00	60984.00	2494.80	58212.00	2494.80	55440.00
1001 to 2000 GRT	3049.20	66528.00	2772.00	63756.00	2494.80	59598.00
2001 to 3000 GRT	3326.40	72072.00	3049.20	69300.00	2494.80	60984.00
3001 to 4000 GRT	3603.60	83160.00	3326.40	77616.00	2494.80	62370.00
4001 to 5000 GRT	3880.80	94248.00	3603.60	85932.00	2494.80	63756.00
5001 to 10000 GRT	4435.20	105336.00	3880.80	97020.00	2494.80	66528.00

10001 & above	4989.60	116424.00	4158.00	108108.00	2494.80	69300.00
ii)	From 11 <sup>th</sup> to 30 <sup>th</sup> day of occupation: 200% of rates as stated in S.19.2 (i) for per day or part thereof.					
iii)	Beyond 30 <sup>th</sup> day of occupation: 300% of rates as stated in S.19.2 (i) for per day or part thereof.					
iv)	If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be charged. This shall, however, be not applicable for Saturdays/ Sundays / Holidays					
v)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted due to reasons attributable to the KoPT, the dry dock hire charge for the period of such extension will not be chargeable. This shall, however, not be applicable for Saturdays / Sundays / Holidays.					
vi)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted for reasons other than (iv) and (v) above, the hire charges shall be levied at 1.5 times the rate prescribed at (i) to (iii) above for the period of such over stayal.					
vii)	If the vessel has requisitioned for a dry dock but it is not ready to dock at the time specified according to the docking programme, no charges shall be leviable provided an intimation of cancellation/ postponement of dry docking is given (excluding the day of docking) 2 days in advance of the specified time of docking. In such cases, a cancellation fee of US dollar US \$ 57.75 / Rs 2310/- will be recovered in case of Foreign /Coastal respectively. However, if no such intimation is given 5% additional charge shall be recovered calculated on the rates applicable during the first 10 days of occupation for the period the vessel did not actually occupy the dry dock.					
S.19.3	In case of vessel requiring laying of Special Keel Block due to their configuration, extra rental charges at the rates prescribed under S.19.2 (i) above will be recovered for the period required for laying and removal of such special keel blocks. The rental charges for occupation of dry docks as above will be recoverable as per the period groups applicable.					
Note:	For laying of Special Keel Blocks by outside agency, the prescribed rate as specified at S.19.3 will not be applicable since the service is not provided by the Port. However, dry dock hire charges as specified at S.19.2 will be applicable during the work of laying Special Keel Blocks by outside agency.					
S.19.4	Charges for each operation of re-docking or part of such activity are to be paid as per Docking & Undocking rates prescribed in S.19.1.					

S.19.5	Charges for removal or repositioning of each block:
For Foreign going Vessel	278.933 US Dollar
For Coastal Vessel	Rs 7438.20

S.19.6	The period of vessel's occupation of a dry dock counts from the time the Caisson is placed in position after she enters the dry dock, upto the time she vacates the drydock.
S.19.7	In case a vessel is detained in No.2 N.S.Dry Dock owing to No.1 N.S.Dry Dock being occupied by another vessel, appropriate mooring hire charges as per S.22.1, Sl.No.1 shall be levied instead of usual dry dock hire charges for the period the vessel is so detained.
S.19.8	When more than one vessel are using the same dry dock as a common operation facility a rebate of 25% of the rate specified under S.19.2 above shall be allowed for each vessel. This rebate shall also be applicable when a dry dock is shared with a KOPT vessel.
S.19.9	Services of dry dock crane may be made available for repair and other work at the following rates:

Sl. No.	Equipment Type	Foreign going vessel Rate in US \$ per 8 hours shift or part thereof	Rate per GRT per hr. Or part thereof for vessel engaged in coastal trade (In Rs)
1.	More than 7 Tonne Crane	557.87	11157.30
2.	7 Tonne Crane	223.15	5973.00
3.	Upto 6 Tonne Crane	111.57	2986.50
Note:			
i)	Crane facility is strictly as per availability and shall have no bearing on dry dock occupancy or hire charges.		
ii)	In case of non-availability of crane for more than an hour during any shift, for reasons attributable to KoPT, there will be pro-rata reduction in hire charges. Fraction of an hour of availability will be treated as an hour of availability.		
S.19.10	Vessel shall pay for the electricity supplied to it by the KOPT at actual.		

<b>S.20</b>	<b>Concession in Vessel related charges under Part VI of Scale of Rates</b>
S.20.1	<p>Vessel arriving only for Dry Docking shall pay Port Dues, Towage &amp; Pilotage and Berth Hire / Mooring Hire at 25 % of the applicable rates as specified at Part VI of the Scale of Rates.</p> <p>However, for such vessel upto 1000 GRT, no Berth Hire/ Mooring Hire shall be levied for the first 20 days from the date of arrival at the berth, dock buoys, river mooring and river anchorages. Similarly no Pilotage shall be levied if the vessel upto 1000 GRT enters or leaves the port without requiring the services of river pilots in terms of the exemption granted under the provision of Section 31 of the Indian Ports Act, 1908.</p>
S.20.2	Vessel availing of Dry Dock facilities after cargo discharge/passenger disembarkation shall pay Berth Hire/ Mooring Hire at 25% of the applicable rates as specified at Part VI of the Scale of Rates from the shift following the shift when the vessel is ready for Dry Docking.
S.20.3	Shifting charge, if applicable for shifting of vessel shall be levied at 25% of the applicable rates as specified at Part VI of the Scale of Rates.

**P A R T - VI****VESSEL RELATED CHARGES FOR VESSEL ENGAGED IN FOREIGN TRADE & VESSEL ENGAGED IN COASTAL TRADE**

<b>S.21</b>	<b><u>Berth Hire</u></b>	
S.21.1	Berth hire on foreign going vessel shall be levied at the following rates:	
<b>Sl.No.</b>	<b>Description of vessel</b>	<b>Rate per hour per GRT</b>
1.	Vessel engaged in Foreign trade and except as specified at Sl. No. 4 (in US Currency)	0.4378 Cents subject to a minimum of \$ 21.89 per hour
2.	Vessel engaged in Coastal trade other than those plying between Andaman and KoPT and except as specified at Sl. No. 4 (in Indian Currency)	Rs 0.0666 subject to a minimum of Rs 333.00 per hour
3.	Vessel engaged in Coastal trade between Andaman and KoPT(in Indian Currency)	Rs 0.0472 subject to a minimum of Rs 94.40/- 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
<b>Note:</b>		
i)	If any vessel does not work against its booking for work on Holiday due to reasons not attributable to port, the Berth Hire for the shifts in which it does not work against such booking shall be levied at twice the rates specified at S.21.1.	
ii)	Whenever, a vessel is double/ triple banked with another Sea-going vessel occupying a berth, the vessel so double / triple banked will be charged at the rate of 50% of the Berth Hire charges specified above, provided the vessel is in non-working condition.	
iii)	For fishing trawler occupying barge jetty/anchorage jetty at HDC or any other riverside jetty or landing stage or moorings Rs 22.00 per hour shall be levied.	
iv)	In case a vessel idles due to non-availability or breakdown of the port equipment or power failure at KOPT or any other reasons attributable to the KOPT, rebate equivalent to berth hire charges accrued during the period of idling of vessel shall be allowed.	
v)	After completion of cargo work and signalling 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.21.1, 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.	
S.21.4	<b><u>Priority / Ousting priority charges.</u></b>	
	Charges for according 'Priority/Ousting Priority' berthing for vessels shall be levied at the following rates in addition to berth hire charges as per S.21.1of the Scale of Rates.	
<b>Priority Berthing:</b>	A charge equivalent to 75% of berth hire charges calculated for the total period of actual stayal at the working berth subject to a minimum of one day's berth hire charge.	
<b>Ousting priority berthing:</b>	A charge equivalent to 100% of berth hire charges calculated for the total period of actual stayal at the working berth and shifting charges at the rates under S.24.11 for 'Shifting In' and 'Shifting Out' of the vessels ousted.	
<b>Note</b>	The above charges ( Priority/ Ousting Priority) shall not be leviable for the following categories: -	
i)	Vessels carrying 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)	<p>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.</p> <p>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.</p>
vi)	The fee for according 'priority'/'ousting priority' is not leviable on the vessels where though the necessary directions have been issued for according 'Priority/Ousting Priority', but on arrival such vessels are berthed in normal course on their turn.
vii)	The fee for according 'Priority'/'Ousting Priority' is not leviable on the vessels which are berthed at the berth leased on long term basis with the approval of the Government and are on account of lessee. However, the fee shall be leviable if any vessel on account of any other user is berthed at the leased berth by according 'Priority/Ousting Priority'.
viii)	Priority Berthing of Coastal Vessel at Major Ports issued by the Govt of India as notified by TAMP vide Gazette No-G-351 dated 04.12.2014 shall apply as specified below:
	a) KoPT 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.
	b) KoPT 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.
	c) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
	d) Coastal vessels which are to be accorded priority berthing shall not be liable to pay priority berthing charges.
	e) 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.
	f) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.

S.21.5	PENALTY FORNON ACHIEVEMENT OF BENCHMARK PUMPING RATE/ DELAYED SAILING DUE TO REASONS ATTRIBUTABLE TO VESSEL & INCENTIVE FOR ACHIEVING HIGHER PUMPING RATE THAN THE BENCHMARK:		
21.5.1	Benchmark Pumping Rate of Liquid Bulk Cargo handled at HDC		
	Sl. No.	Commodity	Benchmark Pumping Rate (MT/ Hr)
	1	Acetic Acid	358
	2	Ammonia Anhydrous	330
	3	Aviation Turbine Fuel	161
	4	Benzene (Export)	203
	5	Benzene (LAB) (Import)	322
	6	Bitumen (Export)	360
	7	Bitumen (Import)	193
	8	Butadiene	159
	9	Butane	306
	10	Butene (Butylene)	97
	11	Caustic Soda	251
	12	CBFS (Carbon Black Feed Stock)	672
	13	Crude Degummed Soya Bean / Sunflower Oil	450
	14	Crude Oil	1854
	15	Crude Palm Oil / RBD Palm Oil	250
	16	DEG (Diethylene Glycol)	162
	17	Furnace Oil (Export)	500
	18	Furnace Oil (Import)	589
	19	High Speed Diesel	674
	20	Light Diesel Oil	178
	21	Lubricating Oil	213
	22	MEG (Monoethylene Glycol)	277
	23	Methyl Alcohol	164
	24	Methyl Tert Butyl Ether	319
	25	Motor Spirit	175
	26	Naphtha	870
	27	Nitric Acid	241
	28	Paraxylene	403
	29	Phosphoric Acid	452
	30	Propane	413
	31	PY Gas	397
	32	Reformate	405
	33	Simultaneous discharge of Butane & Propane	595
34	Sulphuric Acid	336	
35	Superior Kerosene Oil	225	

	<p><b><u>Penalty / Incentive Norms:</u></b></p> <p>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:</p> <p>(a) If the working time of the vessel (considering hauled in time till completion of cargo work) exceeds the stipulated time based on the above productivity norms by 2 hours or less, then no penalty will be levied</p> <p>(b) If the working time of the vessel (considering hauled in time till completion of cargo work) 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:</p> <p>If the working time of the vessel (considering hauled in time till completion of cargo work) 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><b><u>Note to provisions regarding Penalty/ Incentive Norms:</u></b></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>(iii) If Propane &amp; Butane are discharged simultaneously even for a smaller period, the benchmark pumping rate prescribed for <b>Simultaneous discharge of Butane &amp; Propane</b> would be applicable for calculating penalty / incentives. However, for discharging Propane &amp; 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 &amp; Butane, duration from Hauled in Time to Finished Work Time (for the 1st cargo) and Finished Work Time of 1<sup>st</sup> / previous cargo to Finished Work Time (for 2nd cargo) is to be considered.</p>
S.21.5.2	<p>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.</p>



	<p>(ii). <b><u>Penalty/Incentive:</u></b></p> <p>(a). The stipulated time for a vessel's stay at berth will be calculated based on the Benchmark performance norms as mentioned above.</p> <p>(b). For failure or success in achieving the stipulated time at berth, penalty / incentive will be applicable as per the provision given below:</p> <p>(i). If the actual working period of the ship (time between berthing at the working berth till completion of vessel's operation) remains within 5% (higher or lower) of the stipulated time for that commodity, then no penalty / incentive will be levied / paid.</p> <p>(ii). In case where actual working period of the ship (time between berthing at the working berth till completion of vessel's operation) exceeds 5% of the stipulated time for that commodity, penalty will be levied @ 2 times of the normal berth hire charges for additional hours taken to complete the ship's cargo operation.</p> <p>(iii). In cases where actual working period of the ship (time between berthing at the working berth till completion of vessel's operation) is lower than the stipulated time by more than 5% of the same then incentive will be paid at the rate of berth hire charges for every additional hour saved.</p> <p><b><u>Note to provisions regarding penalty / incentives norms:</u></b></p> <p>(i). For the purpose of calculation of time for computation of penalty / incentive, fraction of an hour will be considered as full hour.</p> <p>(ii). In computing actual performance achieved by each ship for the purpose of calculating penalty / incentive and stoppage of operation on account of port related or weather related issues will be discounted. Such exclusions are listed below:</p> <p>(a). Breakdown / non-availability of port provided equipment at berth.</p> <p>(b). Weather related stoppage</p> <p>(c). Shifting of ships between berths on account of port.</p> <p>(d). Time consumed for each draft surveys upto maximum period of 30 minutes</p> <p>(e). Any other reason which are beyond the control of vessel, Importer / Exporter or Handling Agent.</p>	
S.21.7	<b><u>Levy of Anchorage / Penal Charge at the reporting stations / Lighterage Points :-</u></b>	
S.21.7.1	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:	
	Idling Time	Applicable penal charges
	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.				
	Note: Idling period is to be consider from the time when the vessel is initially called till actual pilot boarding time					
S.21.8	<b>Performance norm based Incentive / Penalty, Anchorage charges in respect of Dry Bulk Cargo handled at Kolkata Dock System (KDS) at KOPT :</b>					
S.21.8.1	<b><u>Benchmark Productivity for Dry Bulk Cargo handled at Kolkata Dock System (KDS) at KOPT</u></b> <table><tr><td>Coal</td><td>1500</td></tr><tr><td>Industrial Salt</td><td>1400</td></tr></table> <p><b><u>Penalty / Incentive Norms:</u></b></p> <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>		Coal	1500	Industrial Salt	1400
Coal	1500					
Industrial Salt	1400					

<b>S.22</b>	<b>MOORING/ANCHORAGE CHARGE</b>		
S.22.1	When foreign 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: -		
<b>Sl.No.</b>	<b>Description of vessel and place of occupancy.</b>	<b>Rate per GRT per hr. or part thereof for vessel engaged in foreign trade (in U.S currency)</b>	<b>Rate per GRT per hr. or part thereof for vessel engaged in coastal trade</b>
1.	Vessel moored at any dock buoy.	0.2112 cents	Rs 0.0355
2.	Vessel moored at any river mooring/any other mooring	0.1056 cents	Rs 0.0175
3.	Vessel anchored at any river anchorage or any other anchorage	0.0616 cents	Rs 0.0088
<b>S.23</b>	<b>Miscellaneous:</b>		
S.23.1	Charges shall be levied at the following rates for miscellaneous services to foreign going vessels.		
<b>Sl.No</b>	<b>Services</b>	<b>Vessel engaged in foreign Trade (in US Dollars)</b>	<b>Vessel engaged in Coastal Trade (in Rs )</b>
1.	Hire of launch for special job on requisition.	175.33 per hour.	5785.86 per hour
2.	Hire of Fire Float	1753.29 per day	57858.57 per day
3.	Hire of Skin Diver/Gas Mask Diver	17.53 per hour	578.59 per hour
4.	Hire of Dress Diver	350.66 per hour	11673.35 per hour
5.	Additional labour deployed for diving related work	5.26 per man hour	173.58 per man hour
6.	Supply of Fresh water (Including supply of required manpower):-		
	a) Through pipeline	9.82 per 1000 litres	324.09 per 1000 liters
	b) Through water barge	12.28 per 1000 litres.	405.01 per 1000 liters
7.	Supply of electricity	0.455 per unit plus installation charge of \$ 54.78	15.06 per unit plus installation charge of ` 635.25
8.	Additional charges on vessel carrying passengers.	254.10 per complete voyage or 127.05 for each leg.	8766.45 per complete voyage or 4383.23 for each leg

Sl.No	Services	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in Rs )
9.	Service for providing pneumatic fenders (including to and fro transportation of fenders at Dock / Oil Jetties/ Barge Jetties/ IWAI Jetty/ Any other 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 KoPT.	127.05 per fender per day	4192.65 per fender per day
S.23.2	Charges for cancellation of any requisition for services under Sl. no. 1 to 5 of S.23.1 shall be levied at the rate of 10% of the charge applicable for the particular service.		
S.23.3	<b>Charges for treatment of ballast-water on foreign going P.O.L. tanker / other vessels handled at KOPT shall be levied at the following rates:</b>		
	<b>Vessel size</b>	<b>Vessel engaged in foreign Trade (in US Dollars)</b>	<b>Vessel engaged in Coastal Trade (in Rs)</b>
	Vessel upto 5000 GRT	841.58 per vessel	27772.12 per vessel
	Vessel above 5000 GRT upto 20000 GRT.	1577.96 per vessel	52072.71 per vessel
	Vessel above 20000 GRT	7889.81 per vessel	260363.57 per vessel
S.23.4	Charges for cancellation of any requisition under S.23.3 shall be levied at 20% of the charge applicable for the particular service.		

<b>S.24</b>	<b><u>Towage &amp; Pilotage of Vessels</u></b>				
S.24.1	Charges for piloting a foreign going vessel from Sand heads to any point in Kolkata Dock System or Haldia Dock Complex either directly or via any other point during inward journey and back to Sandheads either direct or via any other point during outward journey shall be levied at the following rates: -				
	<b>Sl No.</b>	<b>Particulars</b>	<b>For GRT upto 30000</b>	<b>For GRT above 30000 and upto 60000</b>	<b>For GRT above 60000</b>
	1	Vessel engaged in Foreign Trade	94.020 cents per GRT subject to a minimum of 4701.00 US \$	28206.09 US \$ + 75.216 cents per GRT on 30001 to 60000 GRT	50770.83 US \$ + 65.813 cents per GRT on GRT above 60000
	2	Vessel engaged in Coastal Trade	Rs 17.357 per GRT subject to minimum of Rs 86,785.00	Rs 520707.00 + Rs 13.8861 per GRT on 30001 to 60000 GRT	Rs 937289.00 + Rs 12.1503 per GRT on GRT above 60000

	3	Coastal vessel plying between Andaman and KoPT only	Rs 16.5534 per GRT subject to a minimum of Rs 33107.00	Rs 496601.00+ Rs 13.237 per GRT on 30001 to 60000 GRT	Rs 893723.00 + Rs 11.572 per GRT on GRT above 60000
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S.24.2	Vessel availing of pilotage from Sandheads to Virtual Jetty or Saugor/ Diamond Harbour Anchorage or any other river anchorage below Diamond Harbour and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 25% in rate specified in S.24.1 above.				
S.24.3	Vessel availing of pilotage from Sandheads to Haldia Anchorage and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 20% in pilotage rate specified in Section 24.1 above.				
S.24.4	50% of the rates at S.24.1 shall apply to inward or outward journey.				
S.24.5	Vessels which enters or leaves the port without requiring the services of River pilots in terms of dispensation granted by Director, Marine Dept. under the provision of Section 31 of the Indian Ports Act, 1908 shall be allowed a rebate of 30% of the above rates, including the minimum charge, for the inward or outward journey, as the case may be.				
S.24.6	For piloting a fishing trawler/ foreign barge/ coastal barge including their towing tug/launch, if any, charges shall be levied @ 50% of the rates specified under S.24.1 and S.24.4, as the case may be.				
S.24.7	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.24.8	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.24.1 , Towage & Pilotage at the rate of 40% of the rates specified under S. 24.1 shall be levied for each movement by the dock system from where journey commences.				
S.24.9	<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 &amp; pilotage shall be levied at the rate of 1.5 times of the rate specified under S.24.1 for the entire voyage. The aforesaid additional 50% towage &amp; pilotage shall be levied by the dock system where the vessel visits finally via Sand heads.</p> <p><b>Note:</b></p> <p>i) In case any vessels while moving between HDC &amp; KDS through Sagar, Middleton, Gasper Intermediate, Eden, Upper Auckland and sometimes via Sandheads due to operational and navigational reasons attributable to KoPT the 50% additional Towage and Pilotage would not be levied.</p> <p>ii) In case the vessels move between HDC &amp; KDS via Sandhead, 50% Pilotage would not be levied if the reason for such movement is due to KoPT's operational/navigational requirement.</p>				

iii) For following would be considered for clarity:		
	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 lightering 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.24:**

(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 S24.1 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.24.10	<b><u>Shifting Charge</u></b>		
	For shifting of any foreign 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 Rs )
a)	Within KDS or within HDC only	17.534 cents subject to a minimum of 175.33	4.384 subject to a minimum of Rs 4384.00/-
b)	Between KDS and HDC	21.043 cents subject to a minimum of 210.397	5.260 subject to a minimum of Rs 5260.00/-
<b>Note:</b>			
i)	In case of shifting of 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.		
ii)	No charges shall be levied for shifting of vessel due to port convenience.		
<b><u>Port Convenience for the above purpose shall mean the following-</u></b>			
i)	Shifting(s) of a double-banked ship to facilitate sailing and/or shifting of the ship alongside the berth.		

ii)	Shifting(s) of ship from one working berth to another location to accommodate ship having ousting priority as the shifting charges are borne by the other ship. The same would also be considered for 'Port Convenience' if the incoming ship is exempted from paying priority charge unless the ship in question was not idling at berth without doing any cargo handling operation.
iii)	Shifting of ship from one working berth to other location to accommodate ship having MOU priority, unless the shifted ship also qualifies for priority under the same MOU under which the other ship was accorded priority.
iv)	Shifting of a ship coming with MOU priority and allotted a different berth other than the berth covered by MOU, due to occupation of the MOU berth by other vessel (excepting vessel getting priority under the same MOU), from the allotted berth to the MOU berth.
v)	Shifting of ship from one working berth to other location to accommodate ship having cargo priority. Cargo Priority means priority for berthing vessels carrying the specified cargo to be handled at the specific berth.
vi)	Shifting(s) of a ship to accommodate another vessel having priority at the adjacent berth and unless the vessel shifts, another vessel cannot be berthed at the adjacent berth due to length or other similar technical restriction.
vii)	Shifting(s) of a ship from one berth/location to another for undertaking dredging, repair & maintenance of berth or any other similar works of the port.
viii)	Shifting(s) of ship from one berth/location to another for rearranging working ships' position to accommodate other ship in between.
ix)	Shifting(s) of ship that cannot work due to inclement weather condition for placement of another workable ship in her place at Port's option.
x)	Shifting(s) of a ship from berth to waiting location after completion of cargo work if the sailing cannot be done due to non-availability of suitable tide or due to Port's inability to provide Pilot 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.
S.24.11	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 306.82 US dollars or Rs 8007.00 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 lock gate being out of commission or for any reasons attributable to Port.

S.24.12	For piloting a vessel undergoing trials, a charge of <b>Rs 14611.00</b> shall be levied for trials above and upto Garden Reach and <b>Rs 36527.00</b> per trial below Garden Reach.
S.24.13	For mother vessel doing lighterage operation at Sandheads an all-inclusive charge (including anchorage charge but except Port Dues as per Section 25) of <b>7.305</b> Cents per GRT in case of Foreign going vessel <b>Rs 1.96</b> per GRT in case of Coastal vessel shall be levied. For daughter vessel proceeding to other port with cargo discharged at Sandhead from mother vessel, the aforesaid rate shall also apply.
S.24.14	The rates under S.24.1, S.24.4, S.24.8 & S.24.12 are inclusive of services of tugs/launches and mooring/unmooring of vessels and turning if necessary except when services of additional tugs or launches is provided against specific requisition of the Shipowner/ Agent/ Charterer.

S.24.15	For use of the Kolkata Port Trust Tugs/ Despatch vessel/ Survey vessel/ Anti pollution vessel etc., by foreign going vessel on requisition by the Shipowner/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 <b>Rs</b> )
i)	Vessel not exceeding 1,000 IHP.	350.66 dollars per hour subject to a minimum of 1051.97 dollars per operation.	9117.11 per hour subject to a minimum of <b>Rs</b> 27352.00 per operation
ii)	Vessel exceeding 1,000 IHP.	438. <b>33</b> dollars per hour subject to a minimum of 1314.97 dollars per operation.	11396.39 per hour subject to a minimum of <b>Rs</b> 34189.00
<b>Note:</b>	The period shall be counted from the time the vessel leaves for the operation till it comes back or deployed for another work, whichever is earlier.		

S.24.16	An additional charge of 25% shall be levied when Kolkata Port Trust tug/vessel is deployed for salvage operation.
S.24.17	Ship owners/Agent of vessels shall be required to pay the actual Insurance premium plus 20% whenever Kolkata Port Trust tug/vessel is deployed on requisition for towage assistance/salvage operation. In such cases claims for damages shall not be made against the hirer in case of accident.

S.25	<b><u>Port Dues</u></b>	
S.25.1	Port dues shall be levied on foreign sea going vessels entering the Port of Kolkata at the following rates. The dues are payable on each entry of the same vessel into the port: -	
Sl. No	Description of vessel	Rate per GRT
i)	Vessel engaged in Foreign trade	52.599 Cents
ii)	Vessels engaged in Coastal trade other than those plying between Andaman and KoPT	<b>Rs</b> 14.08
iii)	Vessel engaged in Coastal trade between Andaman and KoPT	<b>Rs</b> 8.135

iv)	Vessel entering in ballast and not carrying Passengers.	75% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.
v)	Vessel entering for but not discharging or taking any cargo or Passenger therein (with the exception of such unshipment and /or re-shipment as may be necessary for purposes of repair)	50% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.
vi)	Vessels attending at Sandheads for lighterage operation.	25% of the respective rates specified at Sl. No. (i), (ii) & (iii) above

**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 KoPT limits, the provision of S.25.1 (vi) shall not apply and Port Dues shall be levied as per provision of S.25.1 (i) and S.25.1 (ii) as the case may be.

**P A R T - VII****VESSEL RELATED CHARGES FOR INLAND VESSEL AND NON- PROPELLED VESSEL**

S.26	The rates under this chapter shall apply to -	
	i)	All Inland 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.27	<b>Stayal Charge on vessels</b>		
S.27.1	Stayal charge shall be levied on vessels at the following rates for occupying berth/ jetty/dock buoy/or any other point at Kidderpore Dock-I, Kidderpore Dock-II, Netaji Subhas Dock, Budge Budge Oil jetty, Haldia Oil Jetty, Haldia Docks, Floating Cargo Handling facility at HDC:-		
<b>Sl. No.</b>	<b>Period</b>		<b>Rate in `</b>
1.	On vessel of less than 200 tonnes -		
	i)	Upto 5 days from the date of entry	46.20 per vessel per day or part thereof
	ii)	6 <sup>th</sup> to 10 <sup>th</sup> day	91.30 per vessel per day or part thereof
	iii)	11 <sup>th</sup> to 20 <sup>th</sup> day	272.8 per vessel per day or part thereof
	iv)	21 <sup>st</sup> day onwards	909.70 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 upstream of 3 <sup>rd</sup> Oil Jetty at HDC)		1.10 per tonne per day or part thereof

3.	Inland vessels of 200 tons and above handled at Floating Cargo Handling Jetty at HDC	(i) <u>Barge with GRT upto 3000:</u> Rs 5000.00 per call. (ii) <u>Barge with GRT from 3001-5000</u> Rs 8000.00 per call. (iii) <u>Barge with GRT from 5001-10000</u> Rs 16,000.00 per call. (iv) <u>Barge with GRT beyond 10000</u> Rs 24,000.00 per call
S.27.2	Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of KOPT-	
Sl. No.	Description	Rate in <b>Rs</b>
1.	On Non-propelled vessel	
	i) Upto 4 tonne capacity	28.60 per vessel per day or part thereof
	ii) Above 4 tonne capacity	73.70 per vessel per day or part thereof
2.	On propelled vessel	126.50 per vessel per day or part thereof
S.27.3	Stayal charge shall be levied on vessels other than Tourist/Ferry launch @ <b>Rs 46.20/-</b> per day for occupying any other riverside jetty/river mooring/riverside landing stage belonging to KOPT.	
S.27.4	Tourist/Ferry launch using riverside jetty belonging to KOPT shall be charged <b>Rs 273.90/-</b> per visit per day.	

S.28	<b>Dock Toll</b>	
S.28.1	Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded docks	
Sl. No	Capacity	Rates in <b>Rs</b>
1.	Upto 15 tonnes	364.10 per vessel per entry
2.	15 tonnes and above	16.50 per tonne, subject to a minimum of 364.10 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.29	<b>Miscellaneous Charges on Non-propelled Vessel</b>	
S.29.1	Registration fees shall be levied @ <b>Rs 173.80</b> per tonne, subject to a minimum of ` 1018.60/- and maximum of ` 20366.50/- per craft.	

S.29.2	Annual licence fee shall be levied @ <b>Rs</b> 30.80 per tonne, subject to a minimum of ` 611.60/- and maximum of <b>Rs</b> 20366.50/- per craft.
S.29.3	Charges for extension of annual license shall be levied @ 25% of the annual licence fees per month.
<b>S.29.4</b>	<b>Other charges on non-propelled vessel shall be levied at the following rates: -</b>

Sl. No.	Services		Rate in Rs
1.	Majhi licence/ licence plate for passenger craft/duplicate licence.		204.60 per issue
2.	Endorsement of change of ownership on certificate of Registry & Licence.		1018.60 per issue
3.	Issue of dead weight certificate/ duplicate certificate of Registry		611.60 per issue
4.	Fees for Surveying at owner's workshop: -		
	a)	Within port limit	<b>Rs</b> 30.80 per tonne subject to a minimum of <b>Rs</b> 1018.60/- & maximum of <b>Rs</b> 2037.20/- per visit.
	b)	Outside port limit	<b>Rs</b> 61.60 per tonne subject to a minimum of <b>Rs</b> 4073.30/- and maximum of <b>Rs</b> 10183.80/- per visit.
5.	Fees for Special inspection and issuance of certificate		
	i)	Inspection if carried out within Port limit	
	a)	For plying upto Haldia	2037.20
	b)	For carrying explosives	2037.20
	ii)	Inspection if carried out outside Port limit	
	a)	For plying upto Haldia	10183.80
	b)	For carrying explosives	10183.80
6.	Fees for scrutiny and approval of drawing and plans for new construction.		4073.30 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	1018.60
	b)	Steel / metallic boat	2037.20
	ii)	Outside Port limit	
	a)	Wooden/non-metallic boat	4073.30
	b)	Steel / metallic boat	10183.80
8.	Supply of Manjhi Book		51.70 per copy

Sl. No.	Services	Rate in Rs
9.	Supply of instruction book for guidance and rules of construction/re-construction and survey.	408.10 per copy
10.	Charges for Re-registration	
	a) Wooden/non-metallic boat	611.60 per craft
	b) Steel / metallic boat	2037.20 per craft
<b>Note:</b>	If the Special Inspection Survey and the Annual licensing survey are carried out on the same date, Survey fees for annual licensing survey will not be applicable.	

S.29.5	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.
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S.30	<b>Towage &amp; Pilotage for inland vessels and non-propelled crafts</b>
S.30.1	If a vessel requires services of port for towage & pilotage, the rates specified at S.24.1 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.24.10 for coastal vessel shall be levied.
S.30.2	If a vessel does not require the services of port as mentioned at S.30.1, Dock Toll charge as specified at section S.28.1 shall be levied.
S.30.3	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.31	For handling of Fly Ash vessel at TT Shed of KDS/ 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 Rs 50.60 per MT.
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**Note for Part-VII of this of Scale of Rates**

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

**P A R T - VIII**

**SLIPWAY HIRE CHARGES**

S.32	<b>Slipway hire charges</b>		
S.32.1	Charges for hire of slipways without back up adjacent land at North Workshop Complex shall be levied at the following rates: -		
	<b>Period</b>	<b>Rate in Rs. per day</b>	
		<b>Slipway No. 1</b>	<b>Slipway No. 2</b>
			<b>Slipway No. 3</b>
	1 <sup>st</sup> to 10 <sup>th</sup> day	4070.00	2145.00

11 <sup>th</sup> day onwards	3850.00	1925.00	2002.00
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### **PART-IX**

#### **TARIFF FOR INLAND CRUISE TOURISM**

S.33	Tariff for use of Indentured Memorial Jetty for promotion of Inland Cruise Tourism	Rate in Rs.
S.33.1	Composite charge for any Tourist/ Ferry Launch irrespective of its size	12,000 for the first 12 hours or part thereof of stay each day
S.33.2	Beyond the initial 12 hours as mentioned in section 34.1	1,000 for each additional hour or part thereof

### **PART - X**

#### **CHARGES FOR AUTHORISED SERVICE PROVIDERS**

**Section-1: Tariff for the floating pipeline handling facilities for unloading edible oil from vessels berthed at berth No.5/off 5/6/ off 6.**

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

(ii). **Charges for Handling of Edible Oils by Floating Pipeline Handling Facilities from the Vessels berthed At Berth No. 5/ Off 5/ 6/ Off 6:**

Commodity	Unit Rate in <b>Rs</b> 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:

- (a). bringing the Floating Pipeline in position from the parked position and connecting the Floating Pipeline with the ship manifold and manifold of the importer on shore
- (b). 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 KOPT.**

- (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 Transloading 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 Rs per GRT
1.	Vessel engaged in Foreign trade	30.39
2.	Vessel engaged in Coastal trade	18.23

**(iii). Transloading Charge:**

Sl No	Commodity	Rate in Rs 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 KOPT 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:-

(Rs 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.

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

	<b>Cargo Transfer time (in hours) [CTT].</b>
(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 <sup>nd</sup> 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 <sup>nd</sup> 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 Rs 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 KOPT; the Service Provider will be entitled to recover the actual cost of same paid by them to KOPT.

(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.”
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### Section 3: Cargo Transfer Charge by Floating Crane:

Sl No	Commodity	Unit	Rate in Rupees																			
			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 KoPT 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 Kolkata Port Trust, as per Scale of Rates of KoPT 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: <b>For Dry Bulk Cargo:</b> (Rate in Rs per MT)																						
<table><tr><th>Performance Standard in tons</th><th>Foreign</th><th>Coastal</th></tr><tr><td>8501-9000</td><td>135.88</td><td>81.53</td></tr><tr><td>7921-8500</td><td>132.56</td><td>79.54</td></tr><tr><td>7920</td><td>129.33</td><td>77.60</td></tr><tr><td>7919-7500</td><td>126.10</td><td>75.66</td></tr><tr><td>7499-7000</td><td>122.94</td><td>73.77</td></tr></table>					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
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																				
<b>For other Cargo:</b> (Rate in Rs per MT)																						
<table><tr><th>Performance Standard in tons</th><th>Foreign</th><th>Coastal</th></tr><tr><td>4726-5225</td><td>239.37</td><td>143.62</td></tr><tr><td>4225-4725</td><td>233.54</td><td>140.12</td></tr><tr><td>4224</td><td>227.84</td><td>136.70</td></tr><tr><td>4223-3725</td><td>222.14</td><td>133.29</td></tr><tr><td>3724-3225</td><td>216.59</td><td>129.95</td></tr></table>					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
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																				
<u>Note:</u>  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 2 <sup>nd</sup> 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																						

	<p>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 2<sup>nd</sup> 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> <p><b><u>Total cargo transferred between mother vessel and the barges / daughter vessels x 24</u></b>  <b>Cargo Transfer Time (in hours)</b></p> <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> <p>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.</p> <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, 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) Regulations, 2016 will be governed by the Notification of Tariff Authority for Major Ports vide No. G.No.63 dated 21 February 2017 or any revision thereof notified by the 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, 2016 will be governed by the Notification of Tariff Authority for Major Ports vide No. G.No. 79 New Delhi, 1 March 2017 or any revision thereof notified by the Authority.

**Section-5: Mandatory User Charge on Containers**

The levy of Mandatory User Charge (MIC) 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-248 dated 03 July 2018 or any revision thereof notified by the Authority.

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## Computation of Annual Revenue Requirement under Policy for Determination of Tariff for Major Port Trusts 2018 - Ko.P.T.

					Rs. in Lakhs
Sl.No.	Description		Y1 (2015-2016)	Y2 (2016-2017)	Y3 (2017-2018)
(1)	<b>Total Expenditure: (As per Audited Annual Accounts)</b>	<b>Note 1</b>			
(i)	Operating Expenses (Including depreciation)		106145.11	104585.42	117030.87
(ii)	Management & General Overheads		33714.35	35088.74	36200.84
(iii)	Finance & Miscellaneous Expenses		77299.12	79436.34	129362.49
	<b>Total Expenditure 1 = (i)+(ii)+(iii)</b>		<b>217158.58</b>	<b>219110.50</b>	<b>282594.20</b>
(2)	<b>Less, Adjustments:</b>				
(i)	Estate Related Expenses				
	(a) Operating Expenses (Including depreciation)		4157.14	4857.07	5990.12
	(b) Management & Administrative Overheads		4249.12	5184.95	5035.26
	(c) Allocated FME		2617.24	2460.41	4528.97
	<b>Sub Total 2(i)=[(a)+(b)+(c)]</b>		<b>11023.51</b>	<b>12502.42</b>	<b>15554.35</b>
(ii)	Interest on Loans		0.00	0.00	0.00
(iii)	2/3rd of One Time Expenses, if any like Arrears of wages, Arrears of Pension / Gratuity, Arrears of Ex-gratia Payment etc (List out each of the items)	<b>Note 2</b>			
	(a) Arrears of Pay & Allowances		0.00	0.00	3605.15
	(b) Arrears of Pension		0.00	0.00	23.64
	<b>Sub-Total 2(iii)=[(a)+(b)]</b>		<b>0.00</b>	<b>0.00</b>	<b>3628.79</b>
(iv)	2/3rd of the Contribution to the Pension Fund	<b>Note 3</b>	25146.80	29096.61	60400.14

**Computation of Annual Revenue Requirement under Policy for Determination of Tariff for Major Port Trusts 2018 - Ko.P.T.**

					Rs. in Lakhs
Sl.No.	Description		Y1 (2015-2016)	Y2 (2016-2017)	Y3 (2017-2018)
(v)	Management & Gen.Overheads over & above 25% of the aggregate of the Operating expenditure & Depreciation	As per Form 2	8217.36	10156.65	8440.65
(vi).	<b>Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10. of the Tariff Policy, 2015.</b>				
	(a). Operating Expenses		0.00	0.00	0.00
	(b). Depreciation		0.00	0.00	0.00
	(c). Allocated Management and Administrative Overheads		0.00	0.00	0.00
	(d). Allocated FME		0.00	0.00	0.00
	Subtotal 2(vi) = [(a)+(b)+(c)+(d)]		0.00	0.00	0.00
(vii)	Dredging subsidy received from the Ministry:		27555.00	16250.00	16739.00
(viii)	Reimbursement of On Board handling Charge of Container to CDLB		3398.16	3668.57	3806.47
	<b>Total of 2 = 2(i)+2(ii)+2(iii)+2(iv)+2(v)+2(vi)+2(vii)+2(viii)</b>		<b>75340.82</b>	<b>71674.26</b>	<b>108569.40</b>
(3).	<b>Total Expenditure after Total Adjustments : [ 3 = 1 - 2(i)-2(ii)-2(iii)-2(iv)-2(v)-2(vi)-2(vii)-2(viii) ]</b>		<b>141817.76</b>	<b>147436.24</b>	<b>174024.80</b>
(4).	<b>Average Expenses of Sl. No. 3 = [ Y1 + Y2 + Y3 ] / 3</b>		<b>154426.27</b>		
(5).	<b>Capital Employed</b>				
	(i). Net Fixed Assets as on 31.03.2018 (As per Audited Annual Accounts)		81501.46		
	(ii). Add:Work in Progress as on 31.03.2018 (As per Audited Annual Accounts)		13754.92		
	(iii). Less: Net value of Fixed assets related to Estate activity as on 31.03.2018 as per Audited Annual Accounts.		6304.61		

[illegible]

**Computation of Annual Revenue Requirement under Policy for Determination of Tariff for Major Port Trusts 2018 - Ko.P.T.**

					Rs. in Lakhs
Sl.No.	Description		Y1 (2015-2016)	Y2 (2016-2017)	Y3 (2017-2018)
			CHARTERED ACCOUNTANTS		
			FIRM REGISTRATION NUMBER 312071E		
	M. S. RAY				
	FINANCIAL ADVISER &			P. K. DATTA	
	CHIEF ACCOUNTS OFFICER			PROPRIETOR	
				MEMBERSHIP NO. 050549	
				UDIN: 19050549AAAAAE4907	
				DATE: 05.07.2019	
				PLACE: KOLKATA	

**Working relating Management and General Overheads**

				(Rs. in Lakhs)
Sl.No.	Description	Y1 (2015-2016)	Y2 (2016-2017)	Y3 (2017-2018)
(1)	Management and General Overheads (Inclusive of Depreciation) (As per Audited Annual Accounts)	19481.18	20420.86	20323.94
(2)	Operating Expenditure (including depreciation but excluding operating expenditure relating to Estate) (As per Audited Annual Accounts)	37326.43	34139.04	34940.16
(3)	25% of (2) above	9331.61	8534.76	8735.04
(4)	Management & General Overheads admissible (Lower of (1) and (3) above)	9331.61	8534.76	8735.04
(5)	Management & General Overheads considered for adjustment in Form 1 ( 1 - 4 )	10149.57	11886.10	11588.90

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
<b>I</b>	<b>Cargo handling &amp; Storage</b>									
<b>A</b>	<b>Liquid / Gas handled through Pipeline:</b>		<b>S.4.1</b>			<b>S.4.1</b>				
1	- Crude Oil	100.24	S.4.1 & SI.No.1	110.26	MT	S.4.1 & SI.No.1	2,85,067	285.75	314.33	10%
	Ammonia ; Aviation Turbine Fuel; CBFS; Furnace Oil; High Speed Diesel; Light Diesel Oil; Lubricating Oil; Superior Kerosene Oil; Motor Spirit; Paraxylene; Slack Wax; Ship's bunker; POL/POL products and any other liquid /gas having a flash point of 23 <sup>0</sup> C (73.4 <sup>0</sup> F) or above, if not otherwise specified; <i>(includes Bitumen)</i>									
	- Ammonia	100.24	S.4.1 & SI.No.2	110.26	MT	S.4.1 & SI.No.2	58,113	58.25	64.08	10%
	- Paraxylene	100.24	S.4.1 & SI.No.2	110.26	MT	S.4.1 & SI.No.2	8,46,767	848.80	933.68	10%
	- P.O.L Product	100.24	S.4.1 & SI.No.2	110.26	MT	S.4.1 & SI.No.2	46,79,687	4,690.92	5,160.01	10%
3	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; Py Gas; Propane; Hexane ; N-Hexane									
	- LPG,	107.73	S.4.1 & SI.No.4	118.50	MT	S.4.1 & SI.No.4	24,90,374	2,682.88	2,951.17	10%
	- NAPHTHA / <b>REFORMATE</b>	107.73	S.4.1 & SI.No.4	118.50	MT	S.4.1 & SI.No.4	17,31,998	1,865.88	2,052.47	10%
	- C.B.F.S	107.73	S.4.1 & SI.No.4	118.50	MT	S.4.1 & SI.No.4	4,67,061	503.16	553.48	10%
	- <b>Butadiene, Butene, Benzene, Py Gas,</b> Hexane, N-Hexane	107.73	S.4.1 & SI.No.4	118.50	MT	S.4.1 & SI.No.4	3,48,718	375.67	413.24	10%
4	Ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Acids; Fatty Acids; Mineral Oil; Tallow; Alcohol; Palm									

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	- Phosphoric Acid	81.08	S.4.1 & SI.No.5	89.19	MT	S.4.1 & SI.No.5	2,32,578	188.57	207.43	10%
	- M.E.G	81.08	S.4.1 & SI.No.5	89.19	MT	S.4.1 & SI.No.5	1,56,333	126.75	139.43	10%
	- Acetic Acid	81.08	S.4.1 & SI.No.5	89.19	MT	S.4.1 & SI.No.5	62,425	50.61	55.68	10%
	- Other Liquid	81.08	S.4.1 & SI.No.5	89.19	MT	S.4.1 & SI.No.5	36,053	29.23	32.15	10%
	- Sulphuric Acid / Nitric Acid	81.08	S.4.1 & SI.No.5	89.19	MT	S.4.1 & SI.No.5	66,610	54.01	59.41	10%
5	Vegetable Oils	62.37	S.4.1 & SI.No.6	68.61	MT	S.4.1 & SI.No.6	31,19,384	1,945.56	2,140.12	10%
<b>B</b>	<b>Cargo handled through mechanical system:</b>									
1	- Thermal Coal	150.00	S.4.1 & SI.No.10 & S.6.1 SI.No.4(i)	165.00	MT	S.4.1 & SI.No.10 & S.6.1 SI.No.4(i)	21,80,796	3,271.19	3,598.31	10%
<b>C</b>	<b>Cargo handled other than through mechanical system:</b>									
1	- Salt / Sand - Foreign HDC	67.36	S4.1 SI No 12, S.5.1 SI.No.1	74.10	MT	S4.1 SI No 12, S.5.1 SI.No.1	26,000	17.51	19.26	10%
	- Salt / Sand - Coastal HDC	40.42	S4.1 SI No 12, S.5.1 SI.No.1 S.4.2 SI.No.2 & 5.2 SI	44.46	MT	S4.1 SI No 12, S.5.1 SI.No.1 S.4.2 SI.No.2 & 5.2 SI	1,11,554	45.09	49.59	10%
	- Salt - Foreign KDS	26.95	S4.1 SI No 12	29.65	MT	S4.1 SI No 12	5,000	1.35	1.48	10%
2	- Iron Ore, Iron Ore Pellets	67.36	S.4.1 SI.No.13, S.5.1 SI.No.1	74.10	MT	S.4.1 SI.No.13, S.5.1 SI.No.1	15,76,340	1,061.82	1,168.00	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
3	Limestone; Coking Coal; Petroleum Coke; Metallurgical Coke; Bauxite; Manganese Ore; All types of Coal / Coke / Ore not specified; Sponge Iron; Pig Iron; All other Dry Bulk Cargo, not specified;		S.4.1 SI.No.14, S.5.1 SI.No.1			S.4.1 SI.No.14, S.5.1 SI.No.1				
	- Coking Coal - Foreign - HDC	95.80	S.4.1 SI.No.14, S.5.1 SI.No.1 & S.16.1 SI.No.16	105.38	MT	S.4.1 SI.No.14, S.5.1 SI.No.1 & S.16.1 SI.No.16	40,91,191	3,919.36	4,311.30	10%
	- Coking Coal - Coastal - HDC	58.08	S.4.1 SI.No.14, S.5.1 SI.No.1 S.16.1 SI.No.16, S.4.2 SI.No.2 & 5.2	63.89	MT	S.4.1 SI.No.14, S.5.1 SI.No.1 S.16.1 SI.No.16, S.4.2 SI.No.2 & 5.2	5,90,037	342.69	376.96	10%
	- Coking Coal - Foreign - KDS	53.89	S.4.1 SI.No.14, S.4.1 SI.No.14,	59.28	MT	S.4.1 SI.No.14, S.4.1 SI.No.14,	1,72,000	92.69	101.96	10%
	- Non-Coking Coal - Foreign	95.80	S.5.1 SI.No.1 & S.16.1 SI.No.16 S.4.1 SI.No.14,	105.38	MT	S.5.1 SI.No.1 & S.16.1 SI.No.16 S.4.1 SI.No.14,	38,43,547	3,682.12	4,050.33	10%
	- Non-Coking Coal - Coastal	58.08	S.5.1 SI.No.1 S.16.1 SI.No.16, S.4.2 SI.No.2 & 5.2	63.89	MT	S.5.1 SI.No.1 S.16.1 SI.No.16, S.4.2 SI.No.2 & 5.2	85,649	49.74	54.72	10%
	- Non-Coking Coal (Transshipment)				MT		-	-	-	
	- Limestone - Foreign + Pyroxinite	95.80	S.4.1 SI.No.14, S.5.1 SI.No.1 & S.16.1 SI.No.16 S.4.1 SI.No.14,	105.38	MT	S.4.1 SI.No.14, S.5.1 SI.No.1 & S.16.1 SI.No.16 S.4.1 SI.No.14,	11,60,585	1,111.84	1,223.02	10%
	- Limestone - Coastal	58.08	S.5.1 SI.No.1 S.16.1 SI.No.16, S.4.2 SI.No.2 & 5.2	63.89	MT	S.5.1 SI.No.1 S.16.1 SI.No.16, S.4.2 SI.No.2 & 5.2	51,151	29.71	32.68	10%
	- Met Coke / R.P Coke / Other coke - HDC	95.80	S.4.1 SI.No.14, S.5.1 SI.No.1 & S.16.1 SI.No.16	105.38	MT	S.4.1 SI.No.14, S.5.1 SI.No.1 & S.16.1 SI.No.16	6,79,544	651.00	716.10	10%
	- Met Coke / R.P Coke / Other coke - KDS	53.89	S.4.1 SI.No.14,	59.28	MT	S.4.1 SI.No.14,	7,42,000	399.86	439.85	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	- Manganese Ore /Met Ore/Dolomite	95.80	S.4.1 SI.No.14, S.5.1 SI.No.1	105.38	MT	S.4.1 SI.No.14, S.5.1 SI.No.1	14,93,368	1,430.65	1,573.71	10%
	Manganese Ore	53.89	S.4.1 SI.No.14,	59.28	MT	S.4.1 SI.No.14,	80,000	43.11	47.42	10%
	Wheat; Rice; Pulses; Peas; Rapeseed; Cereals & their products ; Bulgur wheat; Corn Soya blend; 4 Milk powder; Seeds of all kinds; Sugar (both raw and refined);Bran; News Print; Gypsum; Slag ; Soda (Caustic or Ash); Cement; Clinker;		S.4.1 SI.No.15, S.5.1 SI.No.1			S.4.1 SI.No.15, S.5.1 SI.No.1				
	- Pulse, Peas	67.36	S.4.1 SI.No.15,	74.10	MT	S.4.1 SI.No.15,	18,02,000	1,213.83	1,335.21	10%
	- Sugar HDC	107.77	S.4.1 SI.No.15, S.5.1 SI.No.1	118.55	MT	S.4.1 SI.No.15, S.5.1 SI.No.1	1,75,919	189.59	208.55	10%
	- Sugar HDC	114.51	S.4.1 SI.No.15, S.5.1 SI.No.3	125.96	MT	S.4.1 SI.No.15, S.5.1 SI.No.3	26,780	30.67	33.73	10%
	- Sugar KDS	67.36	S.4.1 SI.No.15,	74.10	MT	S.4.1 SI.No.15,	3,000	2.02	2.22	10%
	- Slag / Gypsum / Soda Ash	107.77	S.4.1 SI.No.15, S.5.1 SI.No.1	118.55	MT	S.4.1 SI.No.15, S.5.1 SI.No.1	3,21,003	345.94	380.54	10%
	- Cement Clinkers - Foreign	109.27	S.4.1 SI.No.15, S.5.1 SI.No.1, SI.16.1 SI No. 13	120.20	MT	S.4.1 SI.No.15, S.5.1 SI.No.1, SI.16.1 SI No. 13	3,59,068	392.35	431.59	10%
	- Cement Clinkers - Coastal	66.16	S.4.1 SI.No.15, S.5.1 SI.No.1, S.16.1 SI.No.13, S.4.2 SI.No.2 & 5.2	72.78	MT	S.4.1 SI.No.15, S.5.1 SI.No.1, S.16.1 SI.No.13, S.4.2 SI.No.2 & 5.2	7,54,019	498.87	548.76	10%
	Food Grains and others	67.36	S.4.1 SI.No.15,	74.10	MT	S.4.1 SI.No.15,	42,000	28.29	31.12	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	Mill Scale, Magnesite, Granite, All types of Scrap; Oil Cake; Bone & Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Non ferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Blended Fire Bricks & other Rock Phosphate, Sulphur & Other Fertilizer raw materials; Murate of Potash (MOP), Di-Ammonium Phosphate (DAP), Urea and other Finished Fertilizers; Asphalt pitch (including Coal Tar pitch); Bitumen; Carbon Black; HDC	136.22	S.4.1 SI.No.16, S.5.1 SI.No.1, S.5.1 SI.No.3	149.84	MT	S.4.1 SI.No.16, S.5.1 SI.No.1, S.5.1 SI.No.3	53,629	73.05	80.36	10%
	Finished and Raw Fertiliser KDS 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;	136.22	S.4.1 SI.No.16, S.5.1 SI.No.1, S.5.1 SI.No.3 & S.16.1 SI.No.16	149.84	MT	S.4.1 SI.No.16, S.5.1 SI.No.1, S.5.1 SI.No.3 & S.16.1 SI.No.16	5,23,714	713.40	784.74	10%
5	Finished and Raw Fertiliser KDS 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;	94.31	S.4.1 SI.No.16	103.74	MT	S.4.1 SI.No.16	3,08,000	290.47	319.52	10%
	Ship Store; Dunnage;		S.4.1 SI.No.16, S.5.1 SI.No.1 & S.5.1 SI.No.3			S.4.1 SI.No.16, S.5.1 SI.No.1 & S.5.1 SI.No.3	-			
	All other cargo not specified but handled in bags; (Break Bulk)		S.4.1 SI.No.16, S.5.1 SI.No.1 & S.5.1 SI.No.3			S.4.1 SI.No.16, S.5.1 SI.No.1 & S.5.1 SI.No.3	-			

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
	- Finished Fertilizer	142.96	S.4.1 SI.No.16, S.5.1 SI.No.1	157.26	MT	S.4.1 SI.No.16, S.5.1 SI.No.1	1,46,931	210.05	231.06	10%
	- Fertilizer Raw Materials	142.96	S.4.1 SI.No.16, S.5.1 SI.No.1 & S.16.1 SI.No.16	157.26	MT	S.4.1 SI.No.16, S.5.1 SI.No.1 & S.16.1 SI.No.16	-	-	-	10%
	- Other Cargo (Wood Pulp)	141.46	S.4.1 SI.No.16, S.5.1 SI.No.1	155.61	MT	S.4.1 SI.No.16, S.5.1 SI.No.1	19,000	26.88	29.57	10%
							-	-	-	
6	Iron and Steel; Pipes & Tubes; - Foreign	188.60	S.4.1 SI.No.17, S.5.1 SI.No.2	207.46	MT	S.4.1 SI.No.17, S.5.1 SI.No.2	2,59,158	488.77	537.65	10%
	Iron and Steel; Pipes & Tubes; - Coastal	113.16	S.4.1 SI.No.17, S.4.2 SI No 2, S.5.1 SI.No.2 S.5.2 SIno. 2	124.48	MT	S.4.1 SI.No.17, S.4.2 SI No 2, S.5.1 SI.No.2 S.5.2 SIno. 2	10,779	12.20	13.42	10%
	Iron and Steel; Pipes & Tubes; - Coastal	80.83	S.4.1 SI.No.17	88.91	MT	S.4.1 SI.No.17	64,000	51.73	56.90	10%
							-	-	-	
7	Log, Timber	141.45	S.4.1 SI.No.18	155.60	CBM	S.4.1 SI.No.18	2,38,760	308.14	338.96	10%
							-	-	-	
8 (a)	Project material, Project equipment, Machinery and Spares HDC	427.20	S.4.1 SI.No.20, S.5.1 SI.No.6	469.92	MT	S.4.1 SI.No.20, S.5.1 SI.No.6	8,630	36.87	40.55	10%
8 (a)	Project material, Project equipment, Machinery and Spares KDS	277.20	S.4.1 SI.No.20, S.5.1 SI.No.6	304.92	MT	S.4.1 SI.No.20, S.5.1 SI.No.6	1,38,900	385.03	423.53	10%
9	On river cargo loaded/unloaded at any Berth / Jetty/ declared Inland Vessel Wharves belonging to port, wharfage, unless otherwise specified in this Scale of Rates, shall be realised at the following rates:		S.4.6			S.4.6				
	- Fly Ash (IWAI)	13.47	S.4.6 SI.No.2(a)	14.82	MT	S.4.6 SI.No.2(a)	9,46,738	127.53	140.28	10%
	- Fly Ash (Port)	46.00		50.60	MT		1,58,422	72.87	80.16	10%
	- All Other Cargo	26.95	S.4.6 SI.No.2(b)	29.65	MT	S.4.6 SI.No.2(b)	4,97,506	123.49	147.49	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
A)	Additional Operation of Loading									
10	/ Unloading / Restacking of Cargo including Shore handling		S 6 & S 9							
a)	Iron & Steel; Pipes & Tubes	161.67	S 6.1, SI.No.2	177.84	MT	S 6.1, SI.No.2	-			10%
b)	All Other Break bulk cargo for which rates otherwise not specified:		S.6.1 SI.No.3		MT	S 6.1, SI.No.3	-			
i)	Less than 5 Tonne	53.89	S.6.1 SI.No.3 (i)	59.28	MT	S.6.1 SI.No.3 (i)	-			10%
ii)	5 Tonne to less than 10 Tonne	101.04	S.6.1 SI.No.3 (ii)	111.14	MT	S.6.1 SI.No.3 (ii)	-			10%
iii)	10 Tonne to less than 20 Tonne	202.08	S.6.1 SI.No.3 (iii)	222.29	MT	S.6.1 SI.No.3 (iii)	-			10%
iv)	20 Tonne to less than 40 Tonne	269.43	S.6.1 SI.No.3 (iv)	296.37	MT	S.6.1 SI.No.3 (iv)	-			10%
v)	40 Tonne & above	538.88	S.6.1 SI.No.3 (v)	592.77	MT	S.6.1 SI.No.3 (v)	-			10%
c)	Logs; Timber: Vaneer	53.89	S.6.1 SI.No.7	59.28	CBM	S.6.1 SI.No.7	-			10%
B)	The following charges shall be levied on cargo for which Ko.P.T shall undertake any loading/unloading/re stacking not covered under Ahore handling charges at S 9 (iii)		S.9.1				-	622.90	685.19	
	Articles/package weighing less than 1 tonne	26.95	S.9.1 SI.No.1	29.65	MT	S.9.1 SI.No.1	-			10%
	Articles/package weighing 1 tonne and above but less than 10 tonne	53.89	S.9.1 SI.No.2	59.28	MT	S.9.1 SI.No.2	-			10%
	Articles/package weighing 10 tonnes and above but less than 20 tonnes	67.36	S.9.1 SI.No.3	74.10	MT	S.9.1 SI.No.3	-			10%
	Articles/package weighing 20 tonnes and above but less than 40 tonnes	134.72	S.9.1 SI.No.4	148.19	MT	S.9.1 SI.No.4	-			10%
	Articles/package weighing 40 tonnes and above	336.80	S.9.1 SI.No.5	370.48	MT	S.9.1 SI.No.5	-			10%

**D Shore Handling Charge**

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
1	Transfer of Iron ore (other than through Mechanical System) from unloading point to stack point	67.36	S.6.1 SI 5 (iii)	74.10	Per MT	S.6.1 SI 5 (iii)	-	-	-	
2	Transfer of Iron ore (other than through Mechanical System) from Stack point / Unloading point to hook point, as well as heaping of	87.57	S.6.1 SI 5	96.33	Per MT	S.6.1 SI 5	2,15,793	188.97	207.87	
3	All types of dry bulk cargo not specified (other than the cargo landed from or shipped/to be shipped through mechanical									
	(i) When the cargo landed at a berth is stored at the immediate back up area of the same berth and finally delivered, or vice versa - Foreign	121.25	S.6.1.6 (i)	133.38	Per MT	S.6.1.6 (i)	35,03,018	4,247.41	4,672.15	
	When the cargo landed at a berth is stored at the immediate back up area of the same berth and finally delivered, or vice versa - Coastal	88.75	S.6.1.6 (i), S.6.2	97.63	Per MT	S.6.1.6 (i), S.6.2	1,26,716	112.46	123.71	
	(ii) When the cargo landed at a berth is stored at any area (within the dock), other than in the immediate back up area of the same berth, and finally delivered therefrom or vice versa - Foreign	139.27	S.6.1.6 (ii)	153.20	Per MT	S.6.1.6 (ii)	37,87,679	5,275.10	5,802.61	
	(iii) 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 therefrom or vice versa - Coastal	99.57	S.6.1.6 (ii), S.6.2	109.53	Per MT	S.6.1.6 (ii), S.6.2	1,61,274	160.58	176.64	
4	<b>Heaping / High Heaping</b>	13.86	S.6.3.1	15.25	Per MT	S.6.3.1	73,17,189	1,014.16	1,115.58	
5	<b>Despatch Related Services</b>							-	-	

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
	Through Rail	20.44	S.6.3.2 (a)	22.48	Per MT	S.6.3.2 (a)	46,76,407	955.86	1,051.44	
	Through Road	8.32	S.6.3.2 (b)	9.15	Per MT	S.6.3.2 (b)	29,02,279	241.47	265.62	
<b>E Mobile Harbour Crane Charge</b>										
	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 - Foreign Cargo	89.71	S.9.2.1	98.68	Per MT	S.9.2.1	1,33,92,737	12,014.62	13,216.09	10%
	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 - Coastal Cargo	53.83	S.9.2.1, SI No. g	59.21	Per MT	S.9.2.1, SI No. g	18,13,683	976.31	1,073.94	10%
<b>F Charges on Container and Containerised cargo:</b>										
	Composite box-rate for container (other than specified ICDs) covering wharfage and basic container handling services of ship to shore		S.11			S.11				
1	transfer, movement between berth and yard, lift off at yard and subsequent lift on for delivery or vice versa shall be levied at the following rates:		S.11.1, S.11.3			S.11.1, S.11.3				
	Load Container other than Over	4832.23	S.11.1 SI.No.1,	5315.45	20Ft	S.11.1 SI.No.1,	49,899	2,411.23	2,652.36	10%
	Dimensional Container - Foreign -	7248.35	S.11.3 SI No.1,	7973.18	40Ft.	S.11.3 SI No.1,	14,706	1,065.94	1,172.54	10%
	HDC	9664.46	S.14.1 SI No.11	10630.91	Above 40 Ft.	S.14.1 SI No.11	29	2.80	3.08	10%
	Load Container other than Over	5336.65	S.11.1, SI.No.1 &	5870.32	20Ft	S.11.1, SI.No.1 &	2,88,192	15,379.80	16,917.78	10%
	Dimensional Container - Foreign -	8004.98	S.11.3 SI.No.1	8805.48	40Ft.	S.11.3 SI.No.1	84,485	6,763.01	7,439.31	10%
	KDS	10673.30		11740.63	Above 40 Ft.		135	14.41	15.85	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
a	Load Container other than Over Dimensional Container - Coastal HDC	3166.61	S.11.1 SI.No.1,	3483.27	20Ft	S.11.1 SI.No.1,	27,905	883.64	972.01	10%
		4749.92	S.11.3 SI No.1,	5224.91	40Ft.	S.11.3 SI No.1,	2,209	104.93	115.42	10%
		6333.22	S.14.1 SI No.11	6966.54	Above 40 Ft.	S.14.1 SI No.11	-	-	-	10%
	Load Container other than Over Dimensional Container - Coastal KDS	3417.86	S.11.1, SI.No.1 &	3759.65	20Ft	S.11.1, SI.No.1 &	13,198	451.09	496.20	10%
		5126.79	S.11.3 SI.No.1	5639.47	40Ft.	S.11.3 SI.No.1	63	3.23	3.55	10%
		6835.72		7519.29	Above 40 Ft.		-	-	-	10%
	All Over Dimensional Load Container - Foreign HDC	6008.15	S.11.1 SI.No.2,	6608.97	20Ft	S.11.1 SI.No.2,	-	-	-	10%
		9012.23	S.11.3 SI No.2,	9913.45	40Ft.	S.11.3 SI No.2,	-	-	-	10%
		12016.30	S.14.1 SI No.11	13217.93	Above 40 Ft.	S.14.1 SI No.11	-	-	-	10%
	All Over Dimensional Load Container - Foreign KDS	6670.80	S.11.1, SI.No.2 &	7337.88	20Ft	S.11.1, SI.No.2 &	315	21.01	23.11	10%
		10006.20	S.11.3 SI.No.2	11006.82	40Ft.	S.11.3 SI.No.2	975	97.56	107.32	10%
		13341.60		14675.76	Above 40 Ft.		-	-	-	10%
b	All Over Dimensional Load Container - Coastal HDC	3926.13	S.11.1 SI.No.2,	4318.74	20Ft	S.11.1 SI.No.2,	-	-	-	10%
		5889.20	S.11.3 SI No.2,	6478.11	40Ft.	S.11.3 SI No.2,	-	-	-	10%
		7852.26	S.14.1 SI No.11	8637.49	Above 40 Ft.	S.14.1 SI No.11	-	-	-	10%
	All Over Dimensional Load Container - Coastal KDS	4272.31	S.11.1, SI.No.2 &	4699.54	20Ft	S.11.1, SI.No.2 &	-	-	-	10%
		6408.47	S.11.3 SI.No.2	7049.31	40Ft.	S.11.3 SI.No.2	-	-	-	10%
		8544.62		9399.08	Above 40 Ft.		-	-	-	10%
	Empty Container - Foreign HDC	2646.10	S.11.1 SI.No.3,	2910.71	20Ft	S.11.1 SI.No.3,	4,908	129.87	142.86	10%
		3969.15	S.11.3 SI No.1,	4366.07	40Ft.	S.11.3 SI No.1,	10,376	411.84	453.02	10%
		5292.20	S.14.1 SI No.11	5821.42	Above 40 Ft.	S.14.1 SI No.11	19	1.01	1.11	10%
	Empty Container - Foreign KDS	2174.74	S.11.1, SI.No.3 &	2392.21	20Ft	S.11.1, SI.No.3 &	34,772	756.20	831.82	10%
		3262.11	S.11.3 SI.No.1	3588.32	40Ft.	S.11.3 SI.No.1	19,684	642.11	706.33	10%
		4349.48		4784.43	Above 40 Ft.		105	4.57	5.02	10%
	Empty Container - Coastal HDC	1854.93	S.11.1 SI.No.3,	2040.42	20Ft	S.11.1 SI.No.3,	14,528	269.48	296.43	10%
		2782.40	S.11.3 SI No.1,	3060.63	40Ft.	S.11.3 SI No.1,	2,103	58.51	64.37	10%
		3709.86	S.14.1 SI No.11	4080.85	Above 40 Ft.	S.14.1 SI No.11	-	-	-	10%
	Empty Container - Coastal KDS	1520.72	S.11.1, SI.No.3 &	1672.79	20Ft	S.11.1, SI.No.3 &	17,072	259.62	285.58	10%
		2281.08	S.11.3 SI.No.1	2509.19	40Ft.	S.11.3 SI.No.1	3,617	82.51	90.76	10%
		3041.44		3345.58	Above 40 Ft.		-	-	-	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
2 (a)	in case of import container containing cargo consigned to Nepal and Bhutan, a 10% rebate shall be allowed on the Composite box -rate for container specified at S 11.1.4									
	Load Container other than Over	4856.95	Sec 11.1, S.11.3 &	5342.65	20Ft	Sec 11.1, S.11.3 &	40,609	1,972.36	2,169.60	10%
	Dimensional Container ( <b>Nepal and</b>	7285.43	Note for S 11 & S	8013.97	40Ft.	Note for S 11 & S	14,478	1,054.78	1,160.26	10%
	<b>Bhutan</b> ) - Foreign	9713.90	12 (i)	10685.29	Above 40 Ft.	12 (i)	80	7.77	8.55	10%
2(b)	in case of import container containing cargo consigned to Nepal and Bhutan, a 10% rebate shall be allowed on the Composite box -rate for container specified at S 11.1.4									
	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	3982.50		4380.75	20Ft		4,512	179.69	197.66	10%
	Containers for use of ship & crane/party hired crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard and use of party hired equipment for lift- on at yard for delivery or vice versa. Load	5973.75	Sec 11.1, S.11.3 & Note for S 11 & S 12 (i)	6571.13	40Ft.	Sec 11.1, S.11.3 & Note for S 11 & S 12 (i)	1,609	96.12	105.73	10%
	Container other than Over Dimensional Container ( <b>Nepal and Bhutan</b> ) - Foreign	7965.00		8761.50	Above 40 Ft.		9	0.72	0.79	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
3	In case any or 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 and use of party hired equipment for lift- on at yard for delivery or vice versa		S.11.1, S.11.3, S 12.1 (a) & Note for sections S.11 & 12 Note (v)			S.11.1, S.11.3, S 12.1 (a) & Note for sections S.11 & 12 Note (v)				
	Load Container other than Over Dimensional Container - Foreign	4462.20	S 11.1 SI No.1 & S 12.1 (a)	4908.42	20Ft	S 11.1 & 11.3 SI No.1 & S 12.1 (a)	32,021	1,428.84	1,571.73	10%
		6693.30		7362.63	40Ft.		9,387	628.30	691.13	10%
a		8924.40		9816.84	Above 40 Ft.		15	1.34	1.47	10%
	Load Container other than Over Dimensional Container - Coastal	2893.19	S 11.1 SI No.1, S 12.1 (a) & Note for sections S.11 & 12	3182.51	20Ft	S 11.1 & 11.3 SI No.1, S 12.1 (a), Note for sections	1,466	42.41	46.66	10%
		4339.79		4773.76	40Ft.		7	0.30	0.33	10%
		5786.38		6365.02	Above 40 Ft.		-	-	-	10%
	All Over Dimensional Load Container - Foreign	5796.35	S 11.1 SI No.2 & S 12.1 (a)	6375.99	20Ft	S.11.1 & S.11.3 SI.No.2 & S 12.1 (a)	35	2.03	2.23	10%
		8694.53		9563.98	40Ft.		108	9.39	10.33	10%
b		11592.70		12751.97	Above 40 Ft.		-	-	-	10%
	All Over Dimensional Load Container - Coastal	3747.64	S 11.1 SI No.2, S 12.1 (a) & Note for sections S.11 & 12	4122.40	20Ft	S.11.1 & S.11.3 SI.No.2, S 12.1 (a),Note for sec.	-	-	-	10%
		5621.46		6183.61	40Ft.		-	-	-	10%
		7495.28		8244.81	Above 40 Ft.		-	-	-	10%
	Empty Container - Foreign	1841.17	S 11.1 SI No. 3 & 12.1 (a)	2025.29	20Ft	S.11.1 SI.No.3, S.11.3 SI.No.1 & S 12.1 (a)	3,864	71.14	78.26	10%
		2761.76		3037.93	40Ft.		2,187	60.40	66.44	10%
c		3682.34		4050.57	Above 40 Ft.		12	0.44	0.49	10%
	Empty Container - Coastal	1320.58	S 11.1 SI No.3, S 12.1 (a) & Note for sections S.11 & 12	1452.64	20Ft	S.11.1 SI.No.3, S.11.3 SI.No.1,S 12.1 (a) & Note for	1,897	25.05	27.56	10%
		1980.87		2178.95	40Ft.		402	7.96	8.76	10%
		2641.16		2905.27	Above 40 Ft.		-	-	-	10%
4	Demurrage on container and containerised cargo.		S.15			S.15				

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
a(i)	Demurrage on loaded import container other than those specified at S.15.2, S.15.4, S.15.5, S.15.7 shall be levied at the following		S.15.1			S.15.1				
	First 3 days after the day of landing	Free	S.15.1			S.15.1				
	From the 4th day to 9th day	\$ 3.18 per Teu per day	S.15.1	\$ 3.50 per Teu per day		S.15.1				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	204.96 409.91 614.87	S.15.1	225.58 451.16 676.74	20Ft 40Ft. Above 40 Ft.	S.15.1				10% 10% 10%
	From the 10th day to 15th day	\$ 6.36 per Teu per day	S.15.1	\$ 7.00 per Teu per day		S.15.1				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	409.91 819.82 1229.74	S.15.1	451.16 902.32 1353.48	20Ft 40Ft. Above 40 Ft.	S.15.1				10% 10% 10%
	From the 16th day to 20th day	\$ 9.55 per Teu per day	S.15.1	\$ 10.50 per Teu per day		S.15.1				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	615.51 1231.03 1846.54	S.15.1	676.74 1353.48 2030.23	20Ft 40Ft. Above 40 Ft.	S.15.1				10% 10% 10%
	From the 21st day to 30th day	\$ 19.08 per Teu per day	S.15.1	\$ 20.99 per Teu per day		S.15.1				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	1229.74 2459.47 3689.21	S.15.1	1352.84 2705.68 4058.52	20Ft 40Ft. Above 40 Ft.	S.15.1				10% 10% 10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	From the 31st day onwards	\$ 38.17 per Teu per day	S.15.1	\$ 41.99 per Teu per day		S.15.1				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	2460.12 4920.24 7380.35	S.15.1	2706.32 5412.65 8118.97	20Ft 40Ft. Above 40 Ft.	S.15.1				10% 10% 10%
b	Demurrage on loaded export / stock containers, excepting ICD containers and container loaded with Hazardous . I cargo shall be levied at the following rates:		S.15.3			S.15.3				
	First 10 days from the day of receiving / stuffing	Free	S.15.3			S.15.3				
	From the 11th day to 15th day	\$ 3.18 per Teu per day	S.15.3	\$ 3.50 per Teu per day		S.15.3				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	204.96 409.91 614.87	S.15.3	225.58 451.16 676.74	20Ft 40Ft. Above 40 Ft.	S.15.3				10% 10% 10%
	From the 16th day onwards	\$ 4.46 per Teu per day	S.15.3	\$ 4.91 per Teu per day		S.15.3				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	287.45 574.91 862.36	S.15.3	316.46 632.91 949.37	20Ft 40Ft. Above 40 Ft.	S.15.3				10% 10% 10%
c	Demurrage on loaded import/export ICD container, excepting those loaded with Hazardous . I cargo, shall be levied at the following		S.15.4			S.15.4		1,262.60	1,388.86	

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	First 20 days after the day of landing/ first 20 days from the day of	Free	S.15.4			S.15.4				
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	\$ 3.18 per Teu per day	S.15.4	\$ 3.50 per Teu per day		S.15.4				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	204.96 409.91 614.87	S.15.4	225.58 451.16 676.74	20Ft 40Ft. Above 40 Ft.	S.15.4				10% 10% 10%
	From the 31 <sup>st</sup> day onwards	\$ 6.36 per Teu per day	S.15.5	\$ 7.00 per Teu per day		S.15.5				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	409.91 819.82 1229.74	S.15.4	451.16 902.32 1353.48	20Ft 40Ft. Above 40 Ft.	S.15.4				10% 10% 10%
d	Demurrage on empty containers shall be levied at the following		S.15.6			S.15.6				
	First 3 days after the day of landing/ first 3 days from the day of receiving/ destuffing	Free	S.15.6			S.15.6				
	From the 4 <sup>th</sup> day to 9 <sup>th</sup> day	\$ 3.26 per Teu per day	S.15.6	\$ 3.59 per Teu per day		S.15.6				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	210.11 420.22 630.34	S.15.6	231.38 462.76 694.14	20Ft 40Ft. Above 40 Ft.	S.15.6				10% 10% 10%
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	\$ 6.53 per Teu per day	S.15.6	\$ 7.18 per Teu per day		S.15.6				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	420.87 841.74	S.15.6	462.76 925.52	20Ft 40Ft.	S.15.6				10% 10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	(2017-18 - Rs.64.4516)	1262.61		1388.29	Above 40 Ft.					10%
	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	\$9.78 per Teu per day	S.15.6	\$10.76 per Teu per day		S.15.6				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	630.34		693.50	20Ft					10%
		1260.68	S.15.6	1387.00	40Ft.	S.15.6				10%
		1891.02		2080.5	Above 40 Ft.					10%
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	\$ 13.05 per Teu per day	S.15.6	\$ 14.35 per Teu per day		S.15.6				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	841.10		924.89	20Ft					10%
		1682.20	S.15.6	1849.78	40Ft.	S.15.6				10%
		2523.30		2774.67	Above 40 Ft.					10%
	From the 31 <sup>st</sup> day onwards	\$19.56 per Teu per day	S.15.6	\$21.52 per Teu per day		S.15.6				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	1260.68		1387.00	20Ft					10%
		2521.36	S.15.6	2774.00	40Ft.	S.15.6				10%
		3782.04		4161.00	Above 40 Ft.					10%
e	Demurrage on Containerisd Cargo		S 7							
	Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: -									
	Hazardous . I - First 15 Days	192.78	S.7.2 SI.No.1	212.06	Per MT	S.7.2 SI.No.1				10%
	Hazardous . I - 16 Days onwards	226.80	S.7.2 SI.No.1	249.48	Per MT	S.7.2 SI.No.1				10%
	All other cargo - First 15 Days	45.36	S.7.2 SI.No.2	49.90	Per MT	S.7.2 SI.No.2				10%
	All other cargo - 16 Days onwards	68.04	S.7.2 SI.No.2	74.84	Per MT	S.7.2 SI.No.2				10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates: -							295.15	324.67	
	First 7 Days	6.80	S.7.3 SI.No.1	7.48	Per MT	S.7.3 SI.No.1				10%
	8th to 14th Day	13.61	S.7.3 SI.No.1	14.97	Per MT	S.7.3 SI.No.1				10%
	15th Day onwards	20.41	S.7.3 SI.No.1	22.45	Per MT	S.7.3 SI.No.1				10%
<b>5</b>	<b>Container Misc. Charges:</b>									
	Shifting of containers on board via quay head - HDC	875.16	S.14.1, SI.No.1 (a)	962.68	Per TEU	S.14.1, SI.No.1 (a)				10%
	Shifting of containers on board via quay head - KDS	832.81	S.14.1, SI.No.1 (a)	916.09	Per TEU	S.14.1, SI.No.1 (a)				
	Shifting of containers on board without via quay head where port labour is deployed.	449.82	S.14.1, SI.No.1 (b)	494.80	Per TEU	S.14.1, SI.No.1 (b)				10%
	Transportation / shifting of container by port trailer for operation not included in any charge under									
	Within same Berth / Yard	375.36	S.14.1, SI.No.2 (a)	412.90	Per TEU	S.14.1, SI.No.2 (a)				10%
	Between two berths / Yards	499.80	S.14.1, SI.No.2 (b)	549.78	Per TEU	S.14.1, SI.No.2 (b)				10%
	LIFT ON/LIFT OFF TO/FROM trailer/wagon or restacking(not involving transportation by trailer) by port equipment not included in the services mentioned at S.11 and S.12 or any other services under	449.82	S.14.1, SI.No.4	494.80	Per TEU	S.14.1, SI.No.4				10%
	Stuffing / De-stuffing:		S.14.1, SI.No.6			S.14.1, SI.No.6				
	(i) Where operation inside & outside container is done by port:-									

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
(a)	Where CDLB gang is required to be booked.	7495.29	S.14.1, SI.No.6(i)(a)	8244.82	Per TEU	S.14.1, SI.No.6(i)(a)				10%
(b)	Where CDLB gang is not required to be booked and operation inside and outside is done by Port	374.75	S.14.1, SI.No.6(i)(b)	412.22	Per TEU	S.14.1, SI.No.6(i)(b)				10%
(ii)	Where operation inside container is done by agencies other									
(a)	Operations outside container are carried out by port.	1249.21	S.14.1, SI.No.6(ii)(a)	1374.14	Per TEU	S.14.1, SI.No.6(ii)(a)		325.32	357.85	10%
(b)	Operations outside the container are done by agencies	156.15	S.14.1, SI.No.6(ii)(b)	171.77	Per TEU	S.14.1, SI.No.6(ii)(b)				10%
(iii).	Where only operation inside the container is done by port (in part or full) and no CDLB gang is used	187.38	S.14.1, SI.No.6(iii)	206.12	Per TEU	S.14.1, SI.No.6(iii)				10%
	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	1249.21	S.14.1, SI.No.7	1374.14	Per TEU	S.14.1, SI.No.7				10%
	Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under use of mobile harbour crane (MHC) / Rail Mounted Quay Crane (RMQC)/	1041.01	S.14.1, SI.No.8	1145.11	Per TEU	S.14.1, SI.No.8				10%
	any other port equipments (other than 200 tonne cantilever crane) for opening of Hatch Cover and	2776.03	S.14.1, SI.No.9	3053.64	No. of Operation	S.14.1, SI.No.9				10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	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 enclosing it. KDS	2643.84	S.14.1, SI.No.9	2908.22	No. of Operation	S.14.1, SI.No.9				10%
	Gate delivery / receiving charge on container on which Composite Box rate is not levied.	535.50	S.14.1, SI.No.10	589.05	Per TEU	S.14.1, SI.No.10				10%
	On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary	128.52	S.14.1, SI.No. 11	141.37	Per TEU	S.14.1, SI.No. 11				10%
	On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary	122.40	S.14.1, SI.No. 11	134.64	Per TEU	S.14.1, SI.No. 11				10%
<b>G Miscellaneous other income:</b>										
(i)	Deployment of extra labours (on requisition by port users)	2000.00	S.16.1, SI.No.5	2200.00	Per shift per labour	S.16.1, SI.No.5				10%
(ii)	Port Equipment hire charges		S.16.1, SI.No.8 &			S.16.1, SI.No.8 &				
a	- Hire of Locomotive	6000.00	S.16.1 SI.No.8	6600.00	Per Hour	S.16.1 SI.No.8				10%
b	Mobile / wrecking Crane	12247.20	S.16.1 SI.No. 12(a)	13471.92	Per Shift	S.16.1 SI.No. 12(a)				10%
c	Forklift	4082.40	S.16.1 SI.No. 12(b)	4490.64	Per Shift	S.16.1 SI.No. 12(b)				10%
d	Shore Crane (other than cranes specified below)	4898.88	S.16.1 SI.No. 12(c)	5388.77	Per Shift	S.16.1 SI.No. 12(c)				10%
e	Tractor	2041.20	S.16.1 SI.No. 12(d)	2245.32	Per Shift	S.16.1 SI.No. 12(d)				10%
f	Trailer:									
	- Upto 10 MT SWL	2041.20	S.16.1 SI.No.	2245.32	Per Shift	S.16.1 SI.No.				10%
	- Above 10 MT SWL	3061.80	S.16.1 SI.No.	3367.98	Per Shift	S.16.1 SI.No.				10%
g	Pay Loader:	12757	S.16.1 SI.No. 12(f)	14032.70	Per Shift	S.16.1 SI.No. 12(f)				
h	Hand Truck	63.78	S.16.1 SI.No. 12(g)	70.16	Per Shift	S.16.1 SI.No. 12(g)				10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
i	Air Compressor	3645.00	S.16.1 SI.No. 12(h)	4009.50	Per Shift	S.16.1 SI.No. 12(h)				10%
j	Bull Dozer 10 MT and above	17860.50	S.16.1 SI.No. 12(i)	19646.55	Per Shift	S.16.1 SI.No. 12(i)				10%
	Bull Dozer less than 10 MT	8930.25	S.16.1 SI.No. 12(j)	9823.28	Per Shift	S.16.1 SI.No. 12(j)				10%
k	Cantilever Crane	81648.00	S.16.1 SI.No. 12(k)	89812.80	Per Shift	S.16.1 SI.No. 12(k)				10%
l	Floating Crane (above 30 tonne capacity)	122472.00	S.16.1 SI.No. 12(l)	134719.20	Per Shift	S.16.1 SI.No. 12(l)				10%
m	Toplift Truck / Reach Stacker	33169.50	S.16.1 SI.No. 12(m)	36486.45	Per Shift	S.16.1 SI.No.				10%
n	Use of fire fighting apparatus and equipment excluding use of fire	5103.00	S.16.1 SI.No. 12(o)	5613.30	Per Apparatus	S.16.1 SI.No. 12(o)				10%
o	Excavators	2379.56	S.16.1 SI.No. 12(p)	2617.52	Per Hour	S.16.1 SI.No. 12(p)				10%
(iii)	a) Use of Port's Road Weigh bridge HDC	5.44	S.16.1, SI.No.6(a)	5.44	Per MT	S.16.1, SI.No.6(a)				0%
(iv)	a) Use of Port's Road Weigh bridge KDS	5.18	S.16.1, SI.No.6(a)	5.18	Per MT	S.16.1, SI.No.6(a)				0%
	b) Use of Port's Rail Weigh bridge	5.44	S.16.1, SI.No.6(b)	5.44	Per MT	S.16.1, SI.No.6(b)				
(v)	<b>Permit fees</b>		S.17, SI.No.1 to 11 & 14 to 15			S.17, SI.No.1 to 11 & 14 to 15				
	Daily Dock Permit per person	8.50		9.35	Per Person					10%
	Monthly Dock Permit per person	229.50		252.45	Per Person					10%
	Quarterly Dock Permit per person	690.25	S.17 SI.No.1	759.28	Per Person	S.17 SI.No.1				10%
	Annual Dock Permit per person	2295.00		2524.50	Per Person					-
	Biennial Dock Permit per person	3672.00		4039.20	Per Person					10%
	Daily Dock Permit per Vehicle	42.53		46.78	Per Vehicle					10%
	Monthly Dock Permit per Vehicle	1148.31	S.17 SI.No.2	1263.14	Per Vehicle	S.17 SI.No.2				
	Quarterly Dock Permit per Vehicle	2296.62		2526.28	Per Vehicle					
	Annual Dock Permit per Vehicle	4593.24		5052.56	Per Vehicle					10%
	Daily Dock Permit per Mobile Crane, Reach Stacker, Top Lifter etc	170.10		187.11	Per Equipment			1,812.07	1,993.28	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	Monthly Dock Permit per Mobile Crane, Reach Stacker, Top Lifter	4592.70	S.17 SI.No.3	5051.97	Per Equipment	S.17 SI.No.3				
	Quarterly Dock Permit per Mobile Crane, Reach Stacker, Top Lifter	9184.40		10102.84	Per Equipment					
	Annual Dock Permit per Mobile Crane, Reach Stacker, Top Lifter	18370.80		20207.88	Per Equipment					10%
	Daily Dock Permit per Fork Lift / Trailer & Any Other Handling	102.06	S.17 SI.No.4	112.27	Per Equipment	S.17 SI.No.4				10%
	Monthly Dock Permit per Fork Lift / Trailer & Any Other Handling	2755.62		3031.18	Per Equipment					
	Quarterly Dock Permit per Fork Lift / Trailer & Any Other Handling	5511.24		6062.36	Per Equipment					
	Annual Dock Permit per Fork Lift / Trailer & Any Other Handling	11022.48	S.17 SI.No.5	12124.73	Per Cart	S.17 SI.No.5				10%
	Daily Dock Permit per Cart	17.00		18.70	Per Cart					10%
	Monthly Dock Permit per Cart	459.99		505.99	Per Cart					
	Quarterly Dock Permit per Cart	1239.30	S.17 SI.No.6	1363.23	Per Cart	S.17 SI.No.6				10%
	Annual Dock Permit per Cart	4461.68		4907.85	Per Cart					10%
	Annual Dock Permit per Hawkers/ Vendors	1275.75		1403.33	Per Hawker / Vendor					10%
	Ship personnel permit book (consisting of 50 permits).	972.00	S.17 SI.No.7	1069.20	Per Permit Book	S.17 SI.No.7				10%
	Monthly Clearing & Forwarding Agency License	389.00	S.17 SI.No.8	427.90	Per License	S.17 SI.No.8				10%
	Annual Clearing & Forwarding Agency License	4200.00		4620.00	Per License					10%
	3 Year Clearing & Forwarding Agency License	10498.00		11547.80	Per License					10%
	5 Year Clearing & Forwarding Agency License	13997.00	S.17 SI.No.9	15396.70	Per License	S.17 SI.No.9				10%
	Monthly Jetty Sircar's / Cooper License (inclusive of Dock entry).	234.00		257.40	Per License					10%
	Yearly Jetty Sircar's / Cooper License (inclusive of Dock entry).	2100.00		2310.00	Per License					10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	3 Year Jetty Sircar's / Cooper License (inclusive of Dock entry).	5055.00	S.17 SI.No.9	5560.50	Per License	S.17 SI.No.9				10%
	5 Year Jetty Sircar's / Cooper License (inclusive of Dock entry).	6999.00		7698.90	Per License					10%
	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking	4277.00	S.17 SI.No.10	4704.70	Per License per Year	S.17 SI.No.10				10%
	Annual Stevedoring License / Handling Agents Licence.	50000.00	S.17 SI.No.11	55000.00	Per License per year	S.17 SI.No.11				
	Licence for occupation of 1 Sq.mtrs. of space or for temporary construction at any place in the Inland Vessel Wharves at HDC.	10.00	S.17 SI.No.14	11.00	Per Sq Mtr Per Day	S.17 SI.No.14				10%
		292.00		321.20	Per Sq Mtr Per Quarter					10%
	Permit for using Truck Terminal at HDC/ KDS per truck/ lorry/trailer.	100.00	S.17 SI.No.15	110.00	Truck/Lorry/T railer	S.17 SI.No.15				10%
H	Ship Breaking	217.35	S.18	239.09	Per LDT		3,018	6.56	7.22	10%
i.	ii) Vessel related charge on inland vessel and Non-Propelled vessels:		S.26 (i) & (ii)			S.26 (i) & (ii)		84.70	92.44	
	ii) Charges on Inland Vessels and Non-Propelled Vessels									
	Stayat 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 Dock:		S.27.1			S.27.1				
	On vessel of less than 200 tonnes -									
	Upto 5 days from the date of entry	42.00		46.00	Per Vessel / Day					10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	6th to 10th day	83.00	S.27.1 SI.No.1	91.00	Per Vessel / Day	S.27.1 SI.No.1				10%
	11th to 20th day	248.00		273.00	Per Vessel / Day					10%
	21st day onwards	827.00		910.00	Per Vessel / Day					10%
	On vessel of 200 tonne and above	1.00	S.27.1 SI.No.2	1.00	Per Vessel Tonne / Day	S.27.1 SI.No.2				0%
	Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of On Non-Propelled Vessels:		S.27.2							
	Upto 4 tonne capacity	26.00	S.27.2 SI.No.1(i)	29.00	Per Vessel / Day	S.27.2 SI.No.1(i)				12%
	Above 4 tonne capacity	67.00	S.27.2 SI.No.1(ii)	74.00	Per Vessel / Day	S.27.2 SI.No.1(ii)				10%
	On propelled vessel	115.00	S.27.2 SI.No.2	127.00	Per Vessel / Day	S.27.2 SI.No.2				10%
<b>TOTAL OF CARGO RELATED CHARGES:</b>								<b>1,00,477.53</b>	<b>1,10,443.77</b>	<b>110%</b>

**II Vessel Related charges:****A Berth hire**

S.21

S.21

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

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
(i)	Vessel engaged in Foreign trade (in US Currency)	0.398 Cents subject to a minimum of \$ 9.552 per hour	S.21.1, SI.No.1	0.438 Cents subject to a minimum of \$ 10.5072 per hour		S.21.1, SI.No.1				
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	0.398		0.438						10%
		0.2566		0.2823	Per GRT Shift Hours		2954811266	7,580.06	8,341.43	10%
(ii)	Vessel engaged in Coastal trade (in Indian Currency)	Rs. 0.0605 subject to a minimum of Rs.143.45 per hour	S.21.1, SI.No.2	Rs. 0.0665 subject to a minimum of Rs. 157.79 per hour		S.21.1, SI.No.2				
		0.0605		0.0665	Per GRT Shift Hours		902140322	545.79	599.92	10%
<b>B</b>	<b>Towage &amp; Pilotage of vessels</b>		S.24			S.24				
	Charges for piloting a vessel from Sand heads to any point in Kolkata Dock System or Haldia Dock Complex either directly or via any other point during inward journey and back to Sandheads either direct or via any other point during outward journey shall be levied at the following rates:		S.24.1			S.24.1				
(i)	<b>For GRT upto 30000 - Foreign</b>	85.473 cents subject to a minimum of 1859.55 USD	S.24.1, SI.No.1	94.020 cents subject to a minimum of 2045.5 USD		S.24.1, SI.No.1				
(a)	<b>Vessel Arriving / Sailing From / To Ports other than KDS:</b>	85.473		94.020						10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	55.0887	S.24.1, SI.No.1	60.60	GRTs	S.24.1, SI.No.1	18625296	10,260.44	11,286.44	10%
(b)	<b>Vessel arriving / sailing From / To KDS:</b>	42.7365		47.0100						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	27.5444	S.24.1, SI.No.1 & S.24.7	30.2987	GRTs	S.24.1, SI.No.1 & S.24.7	3033429	835.54	919.09	10%
(ii)	<b>For GRT above 30000 and upto GR1 60000 - Foreign</b>	25641.90 USD + 68.378 cents per GRT on 30001 to 60000 GRT	S.24.1, SI.No.1	28206.24 USD + 75.216 cents per GRT on 30001 to 60000 GRT		S.24.1, SI.No.1				
(a)	<b>Vessel Arriving / Sailing From / To Ports other than KDS:</b>									
	For example Rate of a vessel having GRT of 30001	25642.5838		28206.9922						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	1652705.55	S.24.1, SI.No.1	1817985.78	GRTs	S.24.1, SI.No.1	9615272	18,373.29	20,210.71	10%
					No. of		860			
(b)	<b>Vessel arriving / sailing From / To KDS:</b>									
	For example Rate of a vessel having GRT of 30001	12821.2919		14103.4961						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	826352.7764	S.24.1, SI.No.1 & S.24.7	908992.888	GRTs	S.24.1, SI.No.1 & S.24.7	774970	757.47	833.23	10%
					No. of		71			

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
		40133.30 USD +		50770.03 USD +						
(iii)	<b>For GRT above 60000 - Foreign</b>	59.830 cents per GRT on GRT above 60000		65.813 cents per GRT on GRT above 60000						
(a)	<b>Vessel Arriving / Sailing From / To Ports other than KDS:</b>									
	For example Rate of a vessel having GRT of 60001	46155.8983		50771.4881						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	2974821.49	S.24.1, SI.No.1	3272303.64	GRTs	S.24.1, SI.No.1	11,846	91.88	101.07	10%
					No. of		3			
(iv)	<b>For GRT upto 30000 - Coastal</b>	Rs.15.779 per GRT subject to minimum of Rs.34535.00	S.24.1, SI.No.2	Rs.17.3569 per GRT subject to minimum of Rs.37988.00		S.24.1, SI.No.2				
(a)	<b>Vessel Arriving / Sailing From / To Ports other than KDS:</b>	15.779	S.24.1, SI.No.2	17.357	GRTs	S.24.1, SI.No.2	7077835	1,116.81	1,228.49	10%
(b)	<b>Vessel Arriving / Sailing From / To KDS:</b>	7.890	S.24.1, SI.No.2 & S.24.7	8.6785	GRTs	S.24.1, SI.No.2 & S.24.7	102669	8.10	8.91	10%
(v)	<b>For GRT above 30000 and upto GR1 60000 - Coastal</b>	Rs.473370.00+Rs.12.6237 per GRT on 30001 to 60000 GRT	S.24.1, SI.No.2	Rs.520707.00+Rs.13.88607 per GRT on 30001 to 60000 GRT		S.24.1, SI.No.2				
	For example Rate of a vessel having GRT of 30001	473382.62		520720.89						10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
(a)	Vessel Arriving / Sailing From / To Ports other than KDS:		S.24.1, SI.No.2		GRTs	S.24.1, SI.No.2	1178631	863.10	949.41	
					No. of		144			
(b)	Vessel Arriving / Sailing From / To KDS:									
	For example Rate of a vessel having GRT of 30001	236691.3119		260360.443						10%
			S.24.1, SI.No.2 & S.24.7		GRTs	S.24.1, SI.No.2 & S.24.7	74679	37.85	41.64	
					No. of		14			
		Rs.552061.00		Rs.557269.00						
(vi)	For GRT above 60000 - Coastal	Rs.11.0457 per GRT on GRT above 60000	S.24.1, SI.No.2	Rs.12.15027 per GRT on GRT above 60000	GRTs	S.24.1, SI.No.2		-	-	
					No. of					
	Eg. Vessel having GRT 60001	852092.05	S.24.1, SI.No.2	937301.15		S.24.1, SI.No.2				10%
(vii)	Fees for Pilot Booking Cancellation		S.24.11			S.24.11				
(a)	Foreign Run Vessels	278.93 \$ per cancellation	S.24.11	306.823 \$ per cancellation	No. of cancellations	S.24.11				10%
		278.93		306.823						
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	17977.49	S.24.11	19775.23	No. of cancellations	S.24.11	234	42.07	46.27	10%
(b)	Coastal Run Vessels [60% of Foreign rate]	Rs.7279.00 per cancellation	S.24.11	Rs.8007.00 per cancellation	No. of cancellations	S.24.11				

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
		7279.00	S.24.11	8007.00	No. of cancellation	S.24.11	78	5.68	6.25	10%
								-	-	
<b>C Port Dues</b>			S.25			S.25				
Port dues shall be levied on Sea going vessels entering the Port of Kolkata at the following rates. The dues are payable on each entry of the same vessel into the port: -			S.25.1			S.25.1				
<b>(i) Vessel engaged in Foreign trade:</b>										
a) Vessels Arriving with Cargo / Sailing with Cargo / In Water Ballast From/To Ports other than	47.817 cents per GRT	S.25.1, SI.No.(i) & Note (i)	52.5987 cents per GRT			S.25.1, SI.No.(i) & Note (i)				10%
	47.817		52.599							
In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	30.82	S.25.1, SI.No.(i) & Note (i)	33.90	GRTs / Reduced GRTs		S.25.1, SI.No.(i) & Note (i)	46541033	14,312.35	15,743.59	10%
b) Vessels Arriving In Water Ballast / Sailing with Cargo From / To Ports other than HDC :	75% of 47.817cents per GRT 35.863	S.25.1, SI.No.(i), (iv) & Note (i)	75% of 52.5987cents per GRT 39.449			S.25.1, SI.No.(i), (iv) & Note (i)				10%
In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	23.11	S.25.1, SI.No.(i), (iv) & Note (i)	25.43	GRTs / Reduced GRTs		S.25.1, SI.No.(i), (iv) & Note (i)	6662691	1,540.02	1,694.02	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
c)	Vessel Arriving with Cargo Or Sailing with Cargo / In Water Ballast From / To HDC:	50% of 47.817 cents per GRT 23.909	S.25.1, SI.No.(i) & Note (ii)	50% of 52.5987 cents per 26.299		S.25.1, SI.No.(i) & Note (ii)				10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	15.41	S.25.1, SI.No.(i) & Note (ii)	16.95	GRTs / Reduced GRTs	S.25.1, SI.No.(i) & Note (ii)	4153233	639.99	703.99	10%
d)	Vessel Arriving In Water Ballast OR Sailing with Cargo From / To	75% of (c) 17.931	S.25.1, SI.No.(i), (iv) & Note (ii)	75% of (c) 19.725		S.25.1, SI.No.(i), (iv) & Note (ii)				10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	11.56	S.25.1, SI.No.(i), (iv) & Note (ii)	12.71	GRTs / Reduced GRTs	S.25.1, SI.No.(i), (iv) & Note (ii)	256738	29.67	32.64	10%
(ii) Vessels engaged in Coastal trade:										
a)	Vessels Arriving with Cargo / Sailing with Cargo / In Water Ballast From / To Ports Other than	Rs.12.80 per GRT 12.800	S.25.1, SI.No.(ii) & Note (i)	14.08 14.08	GRTs / Reduced GRTs	S.25.1, SI.No.(ii) & Note (i)	8194809	1,048.94	1,153.83	10%
b)	Vessels Arriving In Water Ballast / Sailing with Cargo From / To Ports Other than KDS :	75% of Rs.12.80 per GRT 9.60	S.25.1, SI.No.(ii), (iv) & Note (i)	75% of Rs.14.08 per GRT 10.56	GRTs / Reduced GRTs	S.25.1, SI.No.(ii), (iv) & Note (i)	3552118	341.00	375.10	10%
c)	Vessels Arriving with Cargo Or Sailing with Cargo / In Water Ballast From / To KDS:	50% of Rs.12.80 per GRT 6.4000	S.25.1, SI.No.(ii) & Note (ii)	50% of Rs.14.08 per GRT 7.04	GRTs	S.25.1, SI.No.(ii) & Note (ii)	222916	14.27 -	15.69	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
	d) Vessels Arriving In Water Ballast Or Sailing with Cargo From /	75% of (c) 4.8000	S.25.1, SI.No.(ii), (iv) & Note (ii)	75% of (c) 5.28	GRTs	S.25.1, SI.No.(ii), (iv) & Note (ii)	4408	0.21	0.23	10%
<b>D</b>	<b>Supply of Fresh water through pipeline</b>		S.23.1, SI.No.6(a)			S.23.1, SI.No.6(a)				
(i)	<b>- Foreign Run Vessels</b>	8.93 USD per 1000 litres 8.93	S.23.1 SI.No.6(a)	9.823 USD per 1000 9.82		S.23.1 SI.No.6(a)				10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	575.55		633.108067	MT		58996	340	374	10%
(ii)	<b>- Coastal Run Vessels :</b>	Rs. 294.63 per 1000 294.63	S.23.1, SI.No.6(a)	Rs. 324.09 per 1000 324.09	MT	S.23.1, SI.No.6(a)	57122	168	185	10%
<b>D (ii)</b>	<b>Supply of Fresh water through water barge</b>		S.23.1, SI.No.6(b)			S.23.1, SI.No.6(b)				
(i)	<b>- Foreign Run Vessels</b>	11.16 USD per 1000 11.16		12.276 USD per 1000 12.28		S.23.1, SI.No.6(b)				10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	719.28		791.21	MT		2654	19.09	21.00	10%
(ii)	<b>- Coastal Run Vessels :</b>	368.19 368.19	S.23.1, SI.No.6(b)	405 405	MT	S.23.1, SI.No.6(b)	29409	108.28	119.11	10%
<b>E</b>	<b>Shifting Charge</b>		S.24.10			S.24.10				
	For shifting of vessel, other than for port convenience, charges shall be levied at the following rates: -									

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
(i) Within kds only										
		15.94 cents subject to a minimum of USD 159.39	S.24.10 SI.No. (a)	17.53 cents subject to a minimum of USD 175.33	Per GRT per Shifting	S.24.10 SI.No. (a)				
(a) - Foreign Run Vessels										
		15.94		17.53						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	10.2736	S.24.10 SI.No. (a)	11.2984	Per GRT per Shifting	S.24.10 SI.No. (a)	5196834	533.90	587.16	10%
(b) - Coastal Run Vessels :										
		Rs.3.985 subject to a minimum of Rs.3985.00	S.24.10 SI.No. (a)	Rs.4.3835 subject to a minimum of Rs.4383.00	Per GRT per Shifting	S.24.10 SI.No. (a)				
		3.985		4.3835	Per GRT per Shifting		1148181	45.76	50.33	10%
(ii) Between KDS and HDC										
		19.13 cents subject to a minimum of 191.27	S.24.10 SI.No. (b) & Note (i)	21.043 cents subject to a minimum of 210.397	Per GRT per Shifting	S.24.10 SI.No. (b) & Note (i)				
(a) - Foreign Run Vessels										
		19.13		21.043						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	12.33	S.24.10 SI.No. (b) & Note (i)	13.56	Per GRT per Shifting	S.24.10 SI.No. (b) & Note (i)	3155174	214.95	236.45	10%
(b) - Coastal Run Vessels :										
		Rs.4.782 subject to a minimum of Rs.4782.00	S.24.10 SI.No. (b) & Note (i)	Rs.5.2602 subject to a minimum of Rs. 5260.00	GRT - Shiftings	S.24.10 SI.No. (b) & Note (i)				
		4.782		5.2602	GRT - Shiftings		349428	9.52	10.47	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
F	Priority Berthing:	A charge equivalent to 75% of berth hire charges calculated for the total period of actual stayal at the berth subject to a minimum of one day <del>of</del> berth hire charge	S.21.4	A charge equivalent to 75% of berth hire charges calculated for the total period of actual stayal at the berth subject to a minimum of one day <del>of</del> berth hire charge		S.21.4				
(i)	- Foreign Run Vessels	0.299 Cents subject to a minimum of one days berth hire charge		0.329 Cents subject to a minimum of one days berth hire charge	GRT-Shift Hours					10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	0.1928		0.2121	GRT Shift Hours		#####	308.80	339.71	10%
(ii)	- Coastal Run Vessels :	Rs. 0.0454 subject to a minimum of one days berth hire charge		Rs. 0.0499 Cents subject to a minimum of one days berth hire charge	GRT Shift Hours					
		0.0454		0.0499	GRT Shift Hours		9435110	4.28	4.71	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
G	Hire of launch for special job on requisition.		S.23			S.23				
(i)	- Foreign Run Vessels	159.39 USD per hour	S.23.1, SI.No.1	175.33 Cents subject to a minimum of one days berth hire above 175.33		S.23.1, SI.No.1				10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	10272.94		11300.30	Hours		306	31.44	34.58	10%
(ii)	- Coastal Run Vessels :	Rs.5259.87 per hour	S.23.1, SI.No.1	Rs.5785.86 per hour	Hours	S.23.1, SI.No.1				
		5259.87		5785.86	Hours		2.00	0.11	0.12	10%
H	Salvage & Diver's Fees		S.23.1, SI.No.3 & 4			S.23.1, SI.No.3 & 4				
(i)	- Foreign Run Vessels									
(a)	Hire of Skin Diver/Gas Mask Diver	15.94 USD per hour		17.53 USD per hour	Hours					10%
		15.94		17.53						
(b)	Hire of Dress Diver	318.78 USD per hour		360.66 USD per hour	Hours					10%
		318.78		350.66						
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)									
	Hire of Skin Diver/Gas Mask Diver	1027.36		1129.84	Hours			-	-	10%
	Hire of Dress Diver	20545.88		22600.60	Hours		0			10%
(ii)	- Coastal Run Vessels :		S.23.1, SI.No.3 & 4			S.23.1, SI.No.3 & 4				
(a)	Hire of Skin Diver/Gas Mask Diver	525.99		578.59	Hours			-	-	10%
(b)	Hire of Dress Diver	10612.14		11673.35	Hours			-	-	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
I	<b>Service for providing Pneumatic Fenders:</b>		S.23.1, SI.No.9			S.23.1, SI.No.9				
		115.50 USD		127.05 USD						
(a)	- Foreign Run Vessels	per fender per day	S.23.1, SI.No.9	per fender per day	Fender Day	S.23.1, SI.No.9				10%
		115.50		127.05						
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	7444.16		8188.58	Fender Day		305	22.68	24.95	10%
(b)	- Coastal Run Vessels :	Rs.3811.50 per fender per day	S.23.1, SI.No.9	Rs.4192.65 per fender per day	Fender Day	S.23.1, SI.No.9			-	
		3811.50		4192.65			75	2.86	3.14	10%
J	<b>For use of the Kolkata Port Trust Tugs/ Despatch vessel/ Survey vessel/ Anti pollution vessel etc., on requisition by the Ship-owner/Agent/ Charterer , charges shall be levied at the following rates:-</b>		S.24.15			S.24.15				
(i)	- Foreign Run Vessels	318.78 USD per hour		350.69 USD per hour						
	Vessel not exceeding 1,000 IHP.	subject to a minimum of 956.34 USD per operation.	S.24.15 SI.No.(i)	subject to a minimum of 1051.97 USD per operation.	Per Hour	S.24.15 SI.No.(i)				

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	Vessel exceeding 1,000 IHP.	398.48 USD per hour subject to a minimum of 1195.43 USD per operation.	S.24.15 Sl.No.(ii)	438.328 USD per hour subject to a minimum of 1314.973 USD per operation	Per Hour	S.24.15 Sl.No.(ii)				
(a)	Vessel not exceeding 1,000 IHP.(In USD)	318.78	S.24.15 Sl.No.(i)	350.69	Per Hour	S.24.15 Sl.No.(i)				10%
(b)	Vessel exceeding 1,000 IHP. (In USD)	398.48	S.24.15 Sl.No.(ii)	438.33	Per Hour	S.24.15 Sl.No.(ii)				10%
In INR based on ave.dollar rate (2017-18 - Rs.64.4516)										
	Vessel not exceeding 1,000 IHP.	20545.88		22602.53	Per Hour		96	19.72	21.70	10%
	Vessel exceeding 1,000 IHP.	25682.67		28250.94	Per Hour		50	12.84	14.13	10%
(ii) - Coastal Run Vessels :										
	Vessel not exceeding 1,000 IHP.	Rs.8288.28 per hour subject to a minimum of Rs.24865.00 per operation.	S.24.15 Sl.No.(i)	Rs.9117.11 per hour subject to a minimum of Rs. 27351.00 per operation	Per Hour	S.24.15 Sl.No.(i)				
	Vessel exceeding 1,000 IHP.	Rs.10360.35 per hour subject to a minimum of Rs.31081.00 per operation.	S.24.15 Sl.No.(ii)	Rs.11396.38 per hour subject to a minimum of Rs. 34189.00 per operation	Per Hour	S.24.15 Sl.No.(ii)				
(a)	Vessel not exceeding 1,000 IHP.	8288.28	S.24.15 Sl.No.(i)	9117.11	Per Hour	S.24.15 Sl.No.(i)	104	8.62	9.48	10%
(b)	Vessel exceeding 1,000 IHP.	10360.35	S.24.15 Sl.No.(ii)	11396.38	Per Hour	S.24.15 Sl.No.(ii)	18	1.86	2.05	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
<b>K</b>	<b>Dry Dock Charges for Commercial Vessel:</b>		S.19			S.19				
(i)	Charges for Docking & Un-Docking - Foreign vessels:		S.19.1			S.19.1				
	a) Upto 1000 GRT	7560 USD 7560.00		8316 USD 8316.00						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	487254.10		535979.51						10%
	b) Above 1000 GRT	7560 USD + 1764 USD for every additional 1000 GRT or part thereof		8316 USD + 1940 USD for every additional 1000 GRT or part thereof						
	- Eg Rate of a vessel having a GRT of 2000 (In USD)	9324.00		10256.00						10%
	In INR based on ave.dollar rate (2017-18 - Rs.64.4516)	610270.72		671271.61						10%
(ii)	Charges for Docking & Un-Docking - Coastal vessels :		S.19.1			S.19.1				
	a) Upto 1000 GRT	202398.00		222638.00						10%
		RS.202398.00 +		RS.222638.00 +						
	b) Above 1000 GRT	Rs.37800.00 for every additional 1000 GRT or part thereof		Rs.41580.00 for every additional 1000 GRT or part thereof						
	- Eg Rate of a vessel having a GRT of 2000 (In INR)	240198.00		264218.00						10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
(iii) Dry Dock Hire charges:			S.19.2							
1) During first 10 days of occupancy of vessel (per day or part thereof): -										
a) Foreign vessels - 1 & 2 N.S Dry Dock [In USD]:										
	Upto 1000 GRT	2520.00		2772.00						10%
	1001 to 2000 GRT	2772.00		3049.00						10%
	2001 to 3000 GRT	3024.00		3326.00						10%
	3001 to 4000 GRT	3276.00	S.19.2 (i)	3604.00		S.19.2 (i)				10%
	4001 to 5000 GRT	3528.00		3881.00						10%
	5001 to 10000 GRT	4032.00		4435.00						10%
	10001 & above	4536.00		4990.00						10%
b) Foreign vessels - 1 & 2 K.P Dry Dock [In USD]:										
	Upto 1000 GRT	2268.00		2495.00				267.24	293.96	10%
	1001 to 2000 GRT	2520.00		2772.00						10%
	2001 to 3000 GRT	2772.00		3049.00						10%
	3001 to 4000 GRT	3024.00	S.19.2 (i)	3326.00		S.19.2 (i)				10%
	4001 to 5000 GRT	3276.00		3604.00						10%
	5001 to 10000 GRT	3528.00		3881.00						10%
	10001 & above	3780.00		4158.00						10%
c) Foreign vessels - 3 K.P Dry Dock [In USD]:										
	Upto 1000 GRT	2268.00		2495.00						10%
	1001 to 2000 GRT	2268.00		2495.00						10%
	2001 to 3000 GRT	2268.00		2495.00						10%
	3001 to 4000 GRT	2268.00	S.19.2 (i)	2495.00		S.19.2 (i)				10%
	4001 to 5000 GRT	2268.00		2495.00						10%
	5001 to 10000 GRT	2268.00		2495.00						10%
	10001 & above	2268.00		2495.00						10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	d) Coastal vessels - 1 & 2 N.S Dry Dock [In INR] :									
	Upto 1000 GRT	55440.00		60984.00						10%
	1001 to 2000 GRT	60480.00		66528.00						10%
	2001 to 3000 GRT	65520.00		72072.00						10%
	3001 to 4000 GRT	75600.00	S.19.2 (i)	83160.00		S.19.2 (i)				10%
	4001 to 5000 GRT	85680.00		94248.00						10%
	5001 to 10000 GRT	95760.00		105336.00						10%
	10001 & above	105840.00		116424.00						10%
	e) Coastal vessels - 1 & 2 K.P Dry Dock [In INR] :									
	Upto 1000 GRT	52920.00		58212.00						10%
	1001 to 2000 GRT	57960.00		63756.00						10%
	2001 to 3000 GRT	63000.00		69300.00						10%
	3001 to 4000 GRT	70560.00	S.19.2 (i)	77616.00		S.19.2 (i)				10%
	4001 to 5000 GRT	78120.00		85932.00						10%
	5001 to 10000 GRT	88200.00		97020.00						10%
	10001 & above	98280.00		108108.00						10%
	f) Coastal vessels - 3 K.P Dry Dock [In INR] :									
	Upto 1000 GRT	50400.00		55440.00						10%
	1001 to 2000 GRT	54180.00		59598.00						10%
	2001 to 3000 GRT	55440.00		60984.00						10%
	3001 to 4000 GRT	56700.00	S.19.2 (i)	62370.00		S.19.2 (i)				10%
	4001 to 5000 GRT	57960.00		63756.00						10%
	5001 to 10000 GRT	60480.00		66528.00						10%
	10001 & above	63000.00		69300.00						10%
<b>L</b>	<b>Miscellaneous Charges</b>									
	i) Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded		S.28.1							

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	Upto 15 tonnes	331	S.28.1 SI.No.1	364	Per Vessel / Entry	S.28.1 SI.No.1				10%
	15 tonnes and above	Rs. 15.00 per tonne, subject to a minimum of 331.00 per vessel 15.00	S.28.1 SI.No.2	Rs. 16.50 per tonne, subject to a minimum of 364.00 per vessel 16.50	Per Vessel Tonne / Entry	S.28.1 SI.No.2				10%
	ii) Miscellaneous charges on Non-Propelled vessels:		S.29			S.29				
	a) Registration fees	158.00	S.29.1	174.00	Per Tonne	S.29.1				10%
	b) Annual License Fees	28.00	S.29.2	31.00	Per Tonne	S.29.2				11%
	c) Majhi licence/ licence plate for passenger craft/duplicate licence.	186.00	S.29.4 SI.No.1	205.00	Per issue	S.29.4 SI.No.1				10%
	d) Endorsement or change of ownership on certificate of Registry	926.00	S.29.4 SI.No.2	1019.00	Per issue	S.29.4 SI.No.2				10%
	e) Issue of dead weight certificate/ duplicate certificate of Registry	556.00	S.29.4 SI.No.3	612.00	Per issue	S.29.4 SI.No.3				10%
	f) Fees for surveying at owner's workshop:									
	i) Within Port Limit	28.00	S.29.4 SI.No.4(a)	31.00	Per Tonne	S.29.4 SI.No.4(a)				11%
	ii) Outside Port Limit	56.00	S.29.4 SI.No.4(b)	62.00	Per Tonne	S.29.4 SI.No.4(b)				11%
	g) Fees for Special inspection and issuance of certificate:									
	i) If carried out within Port limit:									
	a) For Plying upto Haldia	1852.00	S.29.4 SI.No.5(i)(a)	2037.00	Per act	S.29.4 SI.No.5(i)(a)				10%
	b) For Carrying explosives	1852.00	S.29.4 SI.No.5(i)(b)	2037.00	Per act	S.29.4 SI.No.5(i)(b)				10%
	ii) If carried outside Port limit:									
	a) For Plying upto Haldia	9258.00	S.29.4 SI.No.5(ii)(a)	10184.00	Per act	S.29.4				10%
	b) For Carrying explosives	9258.00	S.29.4 SI.No.5(ii)(b)	10184.00	Per act	S.29.4		386.20	424.82	10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	h) Fees for scrutiny and approval of drawing and plans for new	3703.00	S.29.4 SI.No.6	4073.00	Per craft	S.29.4 SI.No.6				10%
	i) 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	926.00	S.29.4 SI.No.7(i)(a)	1019.00	Per act	S.29.4 SI.No.7(i)(a)				10%
	b) Steel / metallic boat	1852.00	S.29.4 SI.No.7(i)(b)	2037.00	Per act	S.29.4 SI.No.7(i)(b)				10%
	ii) Outside Port limit:									
	a) Wooden/non-metallic boat	3703.00	S.29.4 SI.No.7(ii)(a)	4073.00	Per act	S.29.4				10%
	b) Steel / metallic boat	9258.00	S.29.4 SI.No.7(ii)(b)	10184.00	Per act	S.29.4				10%
	j) Supply of Manjhi Book	47.00	S.29.4 SI.No.8	52.00	Per copy	S.29.4 SI.No.8				11%
	k) Supply of instruction book for guidance and rules of construction/re-construction and	371.00	S.29.4 SI.No.9	408.00	Per copy	S.29.4 SI.No.9				10%
	l) Charges for Re-registration									
	a) Wooden/non-metallic boat	556.00	S.29.4 SI.No.10(a)	612.00	Per craft	S.29.4 SI.No.10(a)				10%
	b) Steel / metallic boat	1852.00	S.29.4 SI.No.10(b)	2037.00	Per craft	S.29.4 SI.No.10(b)				10%
	a) Wooden/non-metallic boat	926.00	S.29.4 SI.No.7(i)(a)	1019.00	Per act	S.29.4 SI.No.7(i)(a)				10%
	b) Steel / metallic boat	1852.00	S.29.4 SI.No.7(i)(b)	2037.00	Per act	S.29.4 SI.No.7(i)(b)				10%
	ii) Outside Port limit:									
	a) Wooden/non-metallic boat	3703.00	S.29.4 SI.No.7(ii)(a)	4073.00	Per act	S.29.4				10%
	b) Steel / metallic boat	9258.00	S.29.4 SI.No.7(ii)(b)	10184.00	Per act	S.29.4				10%
	j) Supply of Manjhi Book	47.00	S.29.4 SI.No.8	52.00	Per copy	S.29.4 SI.No.8				11%
	k) Supply of instruction book for guidance and rules of construction/re-construction and	371.00	S.29.4 SI.No.9	408.00	Per copy	S.29.4 SI.No.9				10%
	l) Charges for Re-registration									
	a) Wooden/non-metallic boat	556.00	S.29.4 SI.No.10(a)	612.00	Per craft	S.29.4 SI.No.10(a)				10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3
	b) Steel / metallic boat	1852.00	S.29.4 SI.No.10(b)	2037.00	Per craft	S.29.4 SI.No.10(b)				10%
<b>ij vessel related charge on inland vessel and Non-Propelled vessels:-</b>										
			S.26 (i) & (ii)			S.26 (i) & (ii)				
	i) Charges on Inland Vessels and Non-Propelled Vessels									
	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 Dock.		S.27.1			S.27.1				
	On vessel of less than 200 tonnes -									
	Upto 5 days from the date of entry	42.00		46.00	Per Vessel / Day					10%
	6th to 10th day	83.00		91.00	Per Vessel / Day					10%
	11th to 20th day	248.00	S.27.1 SI.No.1	273.00	Per Vessel / Day	S.27.1 SI.No.1				10%
	21st day onwards	827.00		910.00	Per Vessel / Day					10%
	On vessel of 200 tonne and above	1.00	S.27.1 SI.No.2	1.10	Per Vessel Tonne / Day	S.27.1 SI.No.2				10%
	Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of On Non-Propelled Vessels:		S.27.2					60.70	66.77	
	Upto 4 tonne capacity	26.00	S.27.2 SI.No.1(i)	29.00	Per Vessel / Day	S.27.2 SI.No.1(i)				12%
	Above 4 tonne capacity	67.00	S.27.2 SI.No.1(ii)	74.00	Per Vessel / Day	S.27.2 SI.No.1(ii)				10%

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)=5*8	(10)=(5-3)/3	
	On propelled vessel	115.00	S.27.2 SI.No.2	127.00	Per Vessel / Day	S.27.2 SI.No.2				10%
<b>ii) Dock Toll Charges:</b>			S.28			S.28				
i) Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded			S.28.1							
	Upto 15 tonnes	331	S.28.1 SI.No.1	364	Per Vessel / Entry	S.28.1 SI.No.1				
	15 tonnes and above	Rs. 15.00 per tonne, subject to a minimum of 331.00 per vessel 15.00	S.28.1 SI.No.2	Rs. 16.50 per tonne, subject to a minimum of 364.00 per vessel 16.50	Per Vessel Tonne / Entry	S.28.1 SI.No.2				10%
<b>TOTAL OF VESSEL RELATED CHARGES:</b>								<b>61,011.22</b>	<b>67,115.24</b>	

**Revenue from Revised Cargo and Vessel Related Charges: 1,61,488.76 1,77,559.00**

Additional revenue generated from proposed revision of rates 16,070.25

**CERTIFICATE**

It is hereby certified that the Revenue estimation furnished in the above statement has been verified and found to be in order

**Revenue Estimation at the Proposed Scale of Rates - Ko.P.T.**

Sl. No.	Description	Existing tariff	Reference to the schedule and SI No in existing SOR	Proposed Tariff	Unit of Levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the (8)	Revenue estimation at the existing tariff (Rs. In lakhs)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)=5*8	(10)=(5-3)/3

FOR PRADIP KUMAR DATTA & CO.  
 CHARTERED ACCOUNTANTS  
 FIRM REGISTRATION NUMBER 312071E

M. S. RAY  
 FINANCIAL ADVISER &  
 CHIEF ACCOUNTS OFFICER

P. K. DATTA  
 PROPRIETOR  
 MEMBERSHIP NO. 050549  
**UDIN: 19050549AAAAAE4907**  
 DATE: 05.07.2019  
 PLACE: KOLKATA

				<a href="#">Form - 4</a>
<b>Computation of Working Capital as per norms:</b>				
				Rs. in Lakhs
Sl.No.	Working Capital items as per norms	As reported in the Audited annual Accounts as on 31-03-2018	Norms as per clause 2.5 of the Working Guidelines	Considered in the Form-1
(i)	<b>Allowable Inventory</b>			
(a)	Capital spares	0.00	One year average consumption	0.00
(b)	Other inventory excluding fuel and customized spares	2026.93	Six months average requirement	1013.47
	<b>Sub total (i) = (a)+(b)</b>	<b>2026.93</b>		<b>1013.47</b>
(ii)	<b>Allowable Sundry Debtors</b>			
(a)	Estate income	31617.10	Two months	5269.52
(b)	Terminal charges payable by Indian Railways	6592.72	Two months	1098.79
	<b>Sub total (ii) = (a)+(b)</b>	<b>38209.82</b>		<b>6368.30</b>
(iii)	<b>Allowable Cash balance</b>			
	Cash Expenses	278247.14	One month's Cash expenses	23187.26
	<b>Sub total (iii)</b>	<b>278247.14</b>		<b>23187.26</b>
(iv)	<b>Total Working Capital as per norms (i+ii+iii)</b>	<b>318483.89</b>		<b>30569.03</b>

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.1	<b><u>Short title of Commencement</u></b>		S.1	<b><u>Short title of Commencement</u></b>		
		The Scale of Tolls, Dues and Rates set out herein shall be called <del>the</del> SCALE OF RATES of the Kolkata Port Trust and charges shall be levied by Kolkata Port Trust in terms of provisions of the Scale of Rates.			The Scale of Tolls, Dues and Rates set out herein shall be called <del>the</del> SCALE OF RATES of the Kolkata Port Trust and charges shall be levied by Kolkata Port Trust in terms of provisions of the Scale of Rates.		
	S.2	<b><u>Definition</u></b>		S.2	<b><u>Definition</u></b>		
		In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply.			In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply.		
	(i)	<del>Board</del> shall have the same meaning as assigned to it in the Major Port Trust Act, 1963.		(i)	'Board' shall have the same meaning as assigned to it in the Major Port Trust Act, 1963.		
	(ii)	'Coastal Vessel' shall mean any vessel exclusively employed in trading between any Port or place in India to any other Port or place in India having a valid coastal license issued by the Director General of Shipping/ Competent Authority and/or any other vessel directed to be treated as 'Coastal' by Govt of India		(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)	<del>Day</del> 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. <del>Day</del> in respect of Haldia Dock Complex shall mean the period starting from 6 am of		(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		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		a day and ending at 6 am on the next day.			a day and ending at 6 am on the next day.		
	(iv)	<p><del>Demurrage</del> 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.</p> <p><b>Note:</b> For storage of cargo at the areas allotted to any port user by KoPT on license /lease basis, provisions of Schedule of Rent shall apply during the entire period of occupation (i.e. till vacation) of the storage area by the port user.</p>		(iv)	<p>'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.</p> <p>Note: For storage of cargo at the areas allotted to any port user by KoPT on license /lease basis, provisions of Schedule of Rent shall apply during the entire period of occupation (i.e. till vacation) of the storage area by the port user.</p>		
	(v)	<del>Foreign Going Vessel</del> shall mean any vessel other than coastal vessel, Inland vessel, boat and flat.		(v)	'Foreign Going Vessel' shall mean any vessel other than coastal vessel, Inland vessel, boat and flat.		
	(vi)	<del>Full Container Load (FCL)</del> shall mean a container having cargo of a single Importer/Exporter.		(vi)	'Full Container Load (FCL)' shall mean a container having cargo of a single Importer/Exporter.		
	(vii)	<del>Haldia Dock Complex (HDC)</del> shall mean the Oil Jetties, Other Jetties, Wharves and Berths at Haldia and River Moorings at Haldia Anchorages.		(vii)	'Haldia Dock Complex (HDC)' shall mean the Oil Jetties, Other Jetties, Wharves and Berths at Haldia and River Moorings at Haldia Anchorages.		
	(viii)	<del>Hazardous-I</del> shall mean the cargo categorized as Hazardous-I in the list		(viii)	'Hazardous-I' shall mean the cargo categorized as Hazardous-I in the list		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		of Hazardous Cargo adopted by the Board from time to time.			of Hazardous Cargo adopted by the Board from time to time.		
	(ix)	<del>I</del> WT Cargo <del>q</del> <del>I</del> WT Container <del>q</del> shall mean cargo/container, carried by Inland Vessel / barge/ boat/ flat through Inland Waterways but shall not include lighterage cargo/container.		(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)	<del>I</del> nland Vessel <del>q</del> shall mean any vessel registered as such under the provision of the Inland Vessels Act, 1917.  Note: The charges leviable on <del>I</del> nland Vessels <del>q</del> will also be applicable on vessels operating through riverine route between Bangladesh and KoPT under protocol.		(x)	'Inland Vessel' shall mean any vessel registered as such under the provision of the Inland Vessels Act, 1917.  Note: The charges leviable on 'Inland Vessels' will also be applicable on vessels operating through riverine route between Bangladesh and KoPT under protocol.		
	(xi)	<del>K</del> olkata Dock System (KDS) <del>q</del> shall mean Netaji Subhash Dock, Kidderpore Dock, Sandhead, Saugor, River Anchorages, River Moorings, Budge-Budge Petroleum Wharves, Inland Vessel <del>q</del> Wharves and all other establishments of KoPT, excepting those specifically under Haldia Dock Complex.		(xi)	'Kolkata Dock System (KDS)' shall mean Netaji Subhash Dock, Kidderpore Dock, Sandhead, Saugor, River Anchorages, River Moorings, Budge-Budge Petroleum Wharves, Inland Vessel's Wharves and all other establishments of KoPT, excepting those specifically under Haldia Dock Complex.		
	(xii)	<del>K</del> olkata Port Trust (KoPT) <del>q</del> shall mean the corporate entity and will include Kolkata Dock System and Haldia Dock Complex.		(xii)	'Kolkata Port Trust (KoPT)' shall mean the corporate entity and will include Kolkata Dock System and Haldia Dock Complex.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	(xiii)	<del>Less</del> than a Container Load (LCL) shall mean a container having cargo of more than one Importer /Exporter.		(xiii)	'Less than a Container Load (LCL)' shall mean a container having cargo of more than one Importer /Exporter.		
	(xiv)	<del>Lighterage</del> Cargo <del>shall mean cargo/</del> 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.		(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)	<del>Month</del> shall mean 30 consecutive calendar days including holidays unless otherwise specified.		(xv)	'Month' shall mean 30 consecutive calendar days including holidays unless otherwise specified.		
	(xvi)	<del>On Board handling Charges</del> 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.		(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)	<del>Overside Discharge/ Shipment</del> 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.		(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)	<del>Over Dimensional Container</del> shall mean a container carrying over dimensional cargo beyond the normal		(xviii)	'Over Dimensional Container' shall mean a container carrying over dimensional cargo beyond the normal		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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.		(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.		(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.		(xxi)	'TEU' shall mean Twenty Feet Equivalent Unit of container.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	(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.		(xxii)	'Transshipment' shall mean transfer of cargo/container from a sea going vessel/barge to another sea going vessel/barge in the midstream or via shore for destination to other Port/Ports.		
	(xxiii)	Wharfage shall mean the basic dues recoverable on all Cargo/ Container landed or shipped or transhipped within the port limit and approaches or passing through the declared landing stage of the port, whether portage was provided by the port or not and shall include hooking/unhooking operation on shore, where necessary.		(xxiii)	'Wharfage' shall mean the basic dues recoverable on all Cargo/ Container landed or shipped or transhipped within the port limit and approaches or passing through the declared landing stage of the port, whether portage was provided by the port or not and shall include hooking/unhooking operation on shore, where necessary.		
	(xxiv)	Week shall mean 7 (seven) consecutive calendar days including holidays.		(xxiv)	'Week' shall mean 7 (seven) consecutive calendar days including holidays.		
	(xxv)	Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the MPT Act, 1963 and the Indian Ports Act, 1908 as amended from time to time.		(xxv)	Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the MPT Act, 1963 and the Indian Ports Act, 1908 as amended from time to time.		
	<b>S.3</b>	<b>General Principles of Assessment</b>		<b>S.3</b>	<b>General Principles</b>		
	(i)	The minimum weight/measurement chargeable shall be 1 tonne/1 CBM although the gross		(i)	The minimum weight/measurement chargeable shall be 1 tonne/1 CBM although the gross		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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.		(ii)	Rates applicable for a period/unit other than weight shall be applicable to the part of a period/unit thereof.		
	(iii)	Unless otherwise specified, if port equipment is used for landing/shipment of cargo / container from/into vessel or for any other purpose by the vessel, equipment charges specified in Section 16.1 shall be levied.		(iii)	Unless otherwise specified, if port equipment is used for landing/shipment of cargo / container from/into vessel or for any other purpose by the vessel, equipment charges specified in Section 16.1 shall be levied.		
	(iv)	Cargo Related Charges shall be levied on the owners of the cargo or their Clearing and Forwarding Agents / Handling Agents except where specified otherwise, or in cases where Ship Owners/Steamer Agents agree to pay such charges. In case of Shipper's own container, the owners of the cargo or their Clearing and Forwarding Agents/ Handling Agents can also pay the charges.		(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		(v)	All charges related to Load / Empty Containers including demurrage		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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)			(vi)			
	(a)	Vessel related charges shall be levied on the Ship Owners/Steamer Agents. Wherever rates have been denominated in US Dollar terms, the charge shall be recovered in Indian Rupees after conversion of US currency to Indian Rupee at the Reserve Bank of India's Reference Rate. The date of entry of vessel into port limit shall be reckoned as the date for such conversion.		(a)	Vessel related charges shall be levied on the Ship Owners/Steamer Agents. Wherever rates have been denominated in US Dollar terms, the charge shall be recovered in Indian Rupees after conversion of US currency to Indian Rupee at the reference rate published by Financial Benchmark India Pvt. Ltd. The date of entry of vessel into port limit shall be reckoned as the date for such conversion.		Reserve Bank of India has stopped publishing the reference rate from 09.07.2018. Further by press release dated 04.07.2018 RBI had authorized Financial Benchmark India Pvt. Ltd. to publish the reference rate for USD/INR w.e.f 10.07.2018.
	(b)	Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the Reserve Bank of India Reference Rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into port, in case of export containers.		(b)	Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the reference rate published by Financial Benchmark India Pvt. Ltd prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into port, in case of export containers.		Reserve Bank of India has stopped publishing the reference rate from 09.07.2018. Further by press release dated 04.07.2018 RBI had authorized Financial

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
							Benchmark India Pvt. Ltd. to publish the reference rate for USD/INR w.e.f 10.07.2018.
	(vii)			(vii)			
	(a)	The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.		(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.		(b)	The cargo /container related charges for all Coastal cargo/containers, other than Thermal coal, POL including Crude oil, Iron Ore Fines, Iron Ore Lumps, Iron Ore Pellets and all forms of iron ore in dry bulk form, should not exceed 60% of the normal cargo/container related charges.		Iron Ore in all forms has been included to avoid confusion
	(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.		(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.		(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.		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	(e)	<u>Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate</u> (i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:  (a) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.  (b) Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.  * The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in		(e)	<u>Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate</u> (i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:  (a) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.  (b) Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.  * The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		<p>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 Special Period License issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.</p>			<p>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 Special Period License issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.</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</p>		<p>Reference TAMP order No. TAMP/53/2015-VOCPT dated 25.09.2018</p>

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					<p>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> <p><u>Note:</u></p> <p>The provisions prescribed at (iii) and (iv) above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No. TAMP / 53 /2015-VOCPT dated 10 June 2016.</p>		
	(f)	The charges for coastal cargo/containers/vessels shall be denominated and collected in Indian Rupee.		(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		(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		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			respect of storage charge for containers staying inside the Port for more than 30 days or in respect of vessel related charges for vessels staying in the Port for more than 30 days. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.		
	(ix)	Samples, Catalogues and other articles for which Shipping Companies charge no freight and on which no Customs duty is payable, diplomatic mail bags, crew baggage and all goods meant for KoPT's use shall be exempted from payment of all cargo related charges.		(ix)	Samples, Catalogues and other articles for which Shipping Companies charge no freight and on which no Customs duty is payable, diplomatic mail bags, crew baggage and all goods meant for KoPT's use shall be exempted from payment of all cargo related charges.		
	(x)	No charge shall be levied on stores/provisions supplied on board KoPT crafts/vessels.		(x)	No charge shall be levied on stores/provisions supplied on board KoPT crafts/vessels.		
	(xi)	No demurrage shall be charged for the days during which delivery cannot be effected due to strike by the Port employees provided the concerned Importer or his Authorized Agent files the complete delivery documents on payment of all Port charges prior to commencement of the strike.		(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)			(xii)			
	(a)	Berth hire charge shall stop 4 hours after the time of the vessel's signalling its readiness to sail. The time limit		(a)	Berth hire charge shall stop 4 hours after the time of the vessel's signalling its readiness to sail. The time limit		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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.		(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:		(xiii)	Interest on delayed payments / refunds:		
	(a)	The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, KoPT shall pay penal interest on delayed refunds.		(a)	The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, KoPT shall pay penal interest on delayed refunds.		
	(b)	The rate of penal interest will be 16.75 %. The penal interest rate will apply to both the KoPT and the port users equally.		(b)	The rate of penal interest will be 15 % p.a. The penal interest rate will apply to both the KoPT and the port users equally.	<b>Please note that the rate of interest at Column 2 should be 15% instead of 16.75%</b>	
	(c)	The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.		(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 only 10 days after the date of raising the bills by KoPT. This provision shall, however, not apply to the cases where payment is to be		(d)	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by KoPT. This provision shall, however, not apply to the cases where payment is		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		made before availing the services / use of Port Trust's properties as stipulated in the Major Port Trust Act and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.			to be made before availing the services / use of Port Trust's properties as stipulated in the Major Port Trust Act and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.		
	(xiv)	Before classifying any cargo under "unspecified category" or otherwise for determination of the nature of cargo, the relevant Customs classification shall be referred to, in order to find out whether the cargo can be classified under any of the specified categories mentioned in the schedules.		(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)			(xv)			
	(a)	<u>System of classification of vessel for levy of Vessel Related Charges (VRC)</u> (i). A foreign going vessel of Indian flag having a General Trading Licence can 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 Specified Period Licence issued by the Director		(a)	<u>System of classification of vessel for levy of Vessel Related Charges (VRC)</u> (i). A foreign going vessel of Indian flag having a General Trading Licence can 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		Reference TAMP order No. TAMP/53/2015-

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		General of Shipping and a custom conversion order.			issued by the Director General of Shipping and a custom conversion order.		VOCPT dated 10.06.2016.
	(b)	<u>Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate</u> (i) In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods. (ii) In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports. (iii) For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.		(b)	<u>Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate</u> (i) In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods. (ii) In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports. (iii) For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates. (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		Reference TAMP's order reference no. TAMP/53/2015/ VOCPT dated 25.09.2018.

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					<p>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</p>		<p>Reference TAMP's order no. TAMP/53/2015/VOCPT dated 25.09.2018.</p> <p>Reference TAMP's order no. TAMP/4/2004/Genl dated 16.12.2016.</p>

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					<p>India and Bangladesh are not to be treated as foreign going (FG) vessels.</p> <p>(b) Port and other charges: (i) Port dues to be levied by the Major Port Trust 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 Trust shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services 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>Reference TAMP's order no. TAMP/4/2004/Genl dated 16.12.2016.</p> <p>Reference TAMP's order no. TAMP/4/2004/Genl dated 16.12.2016.</p>

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					<p>1) The provisions prescribed at (iv) and (v) above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.</p> <p>2) Provisions prescribed at (vi) above will be governed by Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement.</p>		
	(c)	The corresponding vessel related rates should be applied depending on the status of the vessel at the time of the incidence of such charge.					This clause does not have further relevance in view of the clauses added at S.3 XV (b) above
	(xvi)	For all types of cargo, cargo related charges shall be levied on the gross weight of the consignment.		(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		(xvii)	For the purpose of charging, Shipper's Own Containers will be at par with the rates that of Marine Freight Containers.		
	(xviii)	Users will not be required to pay charges for delays beyond a reasonable level attributable to KoPT.		(xviii)	Users will not be required to pay charges for delays beyond a reasonable level attributable to KoPT.		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	(xix)			(xix)			
	(a)	<p>Wherever a specific tariff for a service/cargo is not available in the notified Scale of rates, KoPT would approach TAMP for notification of tariff for the said new cargo/equipment/service adopting the tariff and performance standards, if any, fixed for comparable cargo /equipment/service in any other Major Port Trusts.</p> <p>If there is no rate available in any other Major Port Trusts or if the rate available is nor representative enough of the proposed new cargo/service/facility, then the port would file the proposal for notification of tariff for the said new cargo/equipment/service with reference to optimal capacity assessed following the principles of 2008 guidelines or based on rated capacity or technical specification /facility /equipment.</p> <p>If determination of tariff based on the above prescribed options is not possible, then KoPT after giving sufficient reasons would proposed</p>		(a)	<p>Wherever a specific tariff for a service/cargo is not available in the notified Scale of rates, KoPT would approach TAMP for notification of tariff for the said new cargo/equipment/service adopting the tariff and performance standards, if any, fixed for comparable cargo /equipment/service in any other Major Port Trusts.</p> <p>If there is no rate available in any other Major Port Trusts or if the rate available is nor representative enough of the proposed new cargo/service/facility, then the port would file the proposal for notification of tariff for the said new cargo/equipment/service with reference to optimal capacity assessed following the principles of 2008 guidelines or based on rated capacity or technical specification /facility /equipment.</p> <p>If determination of tariff based on the above prescribed options is not possible, then KoPT after giving sufficient reasons would proposed</p>		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
		rates based on cost plus 16% return formula.			rates based on cost plus 16% return formula.		
	(b)	Simultaneously with the submission of the proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.		(b)	Simultaneously with the submission of the proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.		
	(c)	The ad hoc rate to be operated and the performance standards to be applied in the interim period in the interim period must be based on the approach in clause (a) above and it must be in consultation with the concerned users.		(c)	The ad hoc rate to be operated and the performance standards to be applied in the interim period in the interim period must be based on the approach in clause (a) above and it must be in consultation with the concerned users.		
	(d)	The final rate fixed by the TAMP for new cargo/service for which rate is not prescribed in the Scale of Rates of KoPT will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.		(d)	The final rate fixed by the TAMP for new cargo/service for which rate is not prescribed in the Scale of Rates of KoPT will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.		
	(xx)			(xx)			
	(a)	The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts prescribed are floor levels. KoPT may, if it so desires,		(a)	The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts prescribed are floor levels. KoPT may, if it so desires,		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		charge lower rates and/ or allow higher rebates and discounts.			charge lower rates and/ or allow higher rebates and discounts.		
	(b)	KoPT may also, if it so desires, rationalize the prescribed conditionality governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.		(b)	KoPT may also, if it so desires, rationalize the prescribed conditionality governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.		
	(c)	Provided that KoPT should notify the public such lower rates and / or rationalization of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.		(c)	Provided that KoPT should notify the public such lower rates and / or rationalization of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.		
	(xxi)	Taxes, Duties, etc. as may be levied by the State or Central Govt. or any legal/Statutory Authority from time to time, shall be have to be paid extra.		(xxi)	Taxes, Duties, etc. as may be levied by the State or Central Govt. or any legal/Statutory Authority from time to time, shall be have to be paid extra.		
	(xxii)	In order to decongest ports and encourage exporters / importers to utilize the port services beyond		(xxii)	In order to decongest ports and encourage exporters / importers to utilize the port services beyond		

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KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
		regular hours, lower charges will be levied for cargo and vessel related services as well as special discount will be offered in port charges for services rendered after regular hours.			regular hours, lower charges will be levied for cargo and vessel related services as well as special discount will be offered in port charges for services rendered after regular hours.		
	(xxiii)	<u>ANNUAL ESCALATION (Except for SOR prescribed under Part - IX)</u>		(xxii)	<u>ANNUAL ESCALATION (Except for SOR prescribed under Part - IX)</u>		
	(a)	All the rates prescribed in this SOR shall be indexed annually to inflation to the extent of 100% of the variation in Wholesale Price Index (WPI) announced by the Government of India occurring between 1 st January 2014 and 1st January of the relevant year. Such automatic adjustment of SOR will be made every year and the adjusted SOR will come into force from 1st April of the relevant year to 31st March of the following year.		(a)	<p>The SOR (except Part - IX) is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 April 2020 subject to the either of KDS or HDC or both achieving the Performance Standards prescribed in below. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in SOR for that particular year.</p> <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.</p> <p>In case any Dock System achieves the benchmark for any one 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</p>		<p>Part IX is regard to charges for authorized service provider and hence the same has been excluded from automatic annual indexation.</p> <p>As KDS and HDC are two separate docks and as they function separately it has been proposed that if any dock system is able to achieve the performance</p>

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					automatic annual indexation of the activity against which it is able to achieve the performance benchmark.		standard set for it, said dock system would be eligible for the automatic annual indexation. Further, it has also been proposed that in case Benchmark for any specific activity is achieved by a Dock System, the concerned Dock System may be eligible for increase in rate of the said activity.
	(b)	The indexation of SOR as provided above will be subject to achievement of Performance Standards committed by KoPT. If the port does not fulfil the Performance Standard in any year, no indexation will be claimed for the succeeding year.		(b)	The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate		
					will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the KOPT to be intimated by the port to the concerned users and to the Authority.			
	(xxiv)	<b><u>PERFORMANCE STANDARDS</u></b>		(xxiv)	<b><u>PERFORMANCE STANDARDS</u></b>			
	Sl. No.	Performance Parameters	Proposed performance standards	Sl. No.	Performance Parameters	Proposed performance standards		
			KDS      HDC			KDS      HDC		
	(1)	<u>Cargo Related Services</u>		(1)	<u>Cargo Related Services</u>			
		(a) Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups w.r.t. all bulk	4000      6500		(a) Average Ship Berth day Output (in tonnes)	4248      8201		
		(i). Container	6500      6000					
		(ii). Liquid Bulk	2800      6500					
		(iii). Dry Bulk (Mechanical)						
		(iv). Dry Bulk (Conventional)	1200      5500					
		(v). Break Bulk	600      1500					
		(b) Average moves per hour (in TEUs) in respect of Containers	20      18		(b) Average moves per hour (in TEUs) in respect of Containers	21      21		
	(2).	<u>Vessel Related Services</u>		(2).	<u>Vessel Related Services</u>			
		(a) Average Turnaround Time of Vessels (in days)	4.20      4.50		(a) Average Turnaround Time of Vessels (in days)	4.27      3.43		
		(b) Average Pre-Berthing Time of Vessels (in days)	0.50      1.20		(b) Average Pre-Berthing Time of Vessels (in days)	0.60      1.58		
	<b>Part-I</b>	<b><u>Charges on Break-bulk and Bulk Cargo</u></b>		<b>PART-I</b>	<b><u>Charges on Break-bulk and Bulk Cargo</u></b>			
	S.4	<b><u>Wharfage:</u></b>		S.4	<b><u>Wharfage:</u></b>			

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.4.1	Wharfage on <b>Foreign cargo</b> landed/shipped at any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise: -		S.4.1	Wharfage on <b>Foreign cargo</b> landed/shipped at any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise: -		
		<b>Liquids/ Gas handled through pipeline</b>			<b>Liquids/ Gas handled through pipeline</b>		
	1	Crude Oil;	100.24	1.	Crude Oil;	110.26	
	2	Ammonia ; Aviation Turbine Fuel; Furnace Oil; High Speed Diesel; Light Diesel Oil; Lubricating Oil; Superior Kerosene Oil; Motor Spirit; Paraxylene; Slack Wax; Ship's bunker; POL/POL products and any other liquid /gas having a flash point of 23°C (73.4°F) or above, if not otherwise specified;	100.24	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; POL/POL products and any other liquid /gas having a flash point of 23°C (73.4°F) or above, if not otherwise specified;	110.26	Bitumen has been included as the said cargo is being currently handled and was not mentioned in the earlier SOR. Bitumen is similar to other cargo in this group.
	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;		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;		
		(a) For quantity upto 50000 tonnes per Financial Year	141.75		(a) For quantity upto 50000 tonnes per Financial Year	155.93	
		(b) On the incremental quantity handled above 50000 tonnes per Financial Year	107.73		(b) On the incremental quantity handled above 50000 tonnes per Financial Year	118.50	
	4.	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; Py Gas; Propane; Hexane ; N-Hexane	107.73	4.	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; Py Gas; Propane; Hexane ; N-Hexane, CBFS; Reformate;	118.50	Reformate is currently being handled and was not mentioned in the earlier SOR. This product is similar to other

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
							cargo in the group.
	5.	Ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Acids; Fatty Acids; Mineral Oil; Tallow; Alcohol; Palm Stearin.	81.08	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;	89.19	New cargo of similar nature has been added in the existing group.
	6.	Vegetable Oils;	62.37	6.	Vegetable Oils;	68.61	
	7	Molasses;	37.42	7	Molasses;	41.16	
		<b>Liquids handled other than through pipeline</b>			<b>Liquids handled other than through pipeline</b>		
	8.	All liquids including ship's bunker	100.24	8.	All liquids including ship's bunker	110.26	
		<b>Cargo handled through mechanical system</b>			<b>Cargo handled through mechanical system</b>		
	9.	Iron Ore ;	53.89	9.	Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode	59.28	All types of Iron ore have been specified to avoid confusion.
	10.	Thermal Coal;	75.00	10.	Thermal Coal	82.50	
	11.	All types of Coal not specified, Fertilizer; Fertilizer Raw Materials; Soda Ash and all other Dry Bulks;	150.00	11.	All types of Coal not specified, Fertilizer; Fertilizer Raw Materials; Soda Ash and all other Dry Bulks;	165.00	
		<b>Cargo handled other than through mechanical system</b>			<b>Cargo handled other than through mechanical system</b>		
	12.	Salt, Fly Ash; Sand	26.95	12.	Salt, Fly Ash; Sand,	29.65	
	13.	Iron Ore; Iron Ore pellets;	26.95	13.	Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other	29.65	All types of Iron ore have been

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					forms of iron ore handled in dry bulk mode		specified to avoid confusion.
	14.	Limestone; Coking Coal; Petroleum Coke; Metallurgical Coke; Bauxite; Manganese Ore; All types of Coal / Coke / Ore not specified; Sponge Iron; Pig Iron; All other Dry Bulk Cargo, not specified;	53.89	14.	Limestone; Coking Coal; Petroleum Coke; Bauxite; Manganese Ore; All types of Coal / Coke / Ore not specified; Sponge Iron; Pig Iron; Gypsum; Mill Scale; All other Dry Bulk Cargo, not specified;	59.28	Grouping of Gypsum changed from 15 to 14 and Mill Scale from 16 to 14 (u/s 4.1). This was done for applying uniform wharfage for dry bulk cargo having similar type of handling and productivity.
	15.	Wheat; Rice; Pulses; Peas; Rapeseed; Cereals & their products ; Bulgur wheat; Corn Soya blend; Milk powder; Seeds of all kinds; Sugar (both raw and refined); Bran; News Print; Gypsum; Slag ; Soda (Caustic or Ash); Cement; Clinker;	67.36	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; Metallurgical Coke; News Print; Slag ; Cement; Clinker;	74.10	Grouping of Metallurgical Coke changed from 14 to 15 (u/s 4.1). This was done for applying uniform wharfage for dry bulk cargo having similar type of handling and productivity.
	16.	Mill Scale; Magnesite; Granite; All types of Scrap; Oil Cake; Bone & Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Non ferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Plywood; Fire Bricks & other Refractory Materials; CI goods;	94.31	16.	Mill Scale; Magnesite; Granite; All types of Scrap; Oil Cake; Bone & Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Non ferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Plywood; Fire Bricks &	103.74	Grouping of Soda (Caustic or Ash) Changed from 15 to 16 (u/s 4.1). This was done for applying uniform wharfage for dry bulk cargo having similar type of

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		<p>Rock Phosphate, Sulphur &amp; 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 &amp; 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>			<p>other Refractory Materials; CI goods; Soda (Caustic or Ash);</p> <p>Rock Phosphate, Sulphur &amp; 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 &amp; 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>		handling and productivity.
	17.	Iron and Steel; Pipes & Tubes;	80.83	17.	Iron and Steel; Pipes & Tubes;	88.91	
	18.	Log, Timber, Veneer	141.45 per CBM or part thereof	18.	Log, Timber, Veneer	155.60 per CBM or part thereof	

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	19.	Car ; Any rubber tyred vehicle; Cargo moving equipment; Earth-moving equipment;	5388.77 per unit	19.	Car ; Any rubber tyred vehicle; Cargo moving equipment; Earth-moving equipment;	5927.65 per unit	
	20.	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	277.20	20.	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	304.92	
		<b>Note:</b> 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 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			<b>Note:</b> 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 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		

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		within the Port limits, wharfage shall be payable on such vessels.			takes place within the Port limits, wharfage shall be payable on such vessels.		
	S.4.2	Wharfage on <b>Coastal cargo</b> landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-		S.4.2	Wharfage on <b>Coastal cargo</b> landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-		
	1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.4.1	1	<b>Crude oil, POL and POL products, 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</b>	Same as the rates for Foreign Cargo as specified at S.4.1	All types of Iron ore have been specified to avoid confusion.
	2	All other cargo	60% of 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.		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,			b) For Transshipment cargo handled at Sandheads/ Virtual Jetty/any other anchorage point/ mooring,		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate		
		wharfage shall be levied at the rate of Rs 32.34/- per tonne or part thereof irrespective of the nature & description of the cargo.			wharfage shall be levied at the rate of Rs. 35.57/- 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.4.4	For Crude Oil/POL/POL product discharged at Sandheads /Virtual Jetty/any other anchorage point/ mooring, for subsequent landing at berth or vice-versa in case of shipment, only one full wharfage shall be levied, even if the cargo operation takes place at both the dock systems. Each dock system in such cases shall realize 50% of the applicable wharfage.			
	S.4.5	For discharge/ shipment of cargo at Sandheads/ Virtual Jetty/ any other anchorage point/ mooring, other than the cargo specified at S.4.3(b) and S.4.4, wharfage shall be levied at the following rates:		S 4.5	For discharge/ shipment of cargo at Sandheads/ Virtual Jetty/ any other anchorage point/ mooring, other than the cargo specified at S.4.3(b) and S.4.4, wharfage shall be levied at the following rates:			
		<b>Description of operation</b>	Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at Jetty/Berth of KDS/HDC		<b>Description of operation</b>	Charges leviable at Saugor/ Sandheads / Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at Jetty/Berth of KDS/HDC

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

	Existing SOR					Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
		a)Dry Bulk cargo discharged at the at Saugor / Sandheads / Virtual Jetty/ any other anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities upstream of 3 <sup>rd</sup> Oil Jetty at HDC or vice versa	25% of the wharfage rate as specified at S 4.1 and S.4.2	75% of the wharfage rate as specified at S 4.1 and S.4.2		a)Dry Bulk cargo discharged at the at Saugor / Sandheads / Virtual Jetty/ any other anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities upstream of 3 <sup>rd</sup> Oil Jetty at HDC or vice versa	25% of the wharfage rate as specified at S 4.1 and S.4.2	100% of the consolidated rate as specified at S.4.12	A consolidated rate has been proposed for handling cargo at the floating jetty at HDC. Therefore charging separate wharfage rate does not seem applicable in case of HDC.
		b) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Virtual Jetty / any other anchorage point and proceed for subsequent unloading to any Jetty/berth of KoPT (other than Floating Cargo Handling Facilities upstream of 3 <sup>rd</sup> Oil Jetty at HDC or any declared IVW) or vice versa:				b) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Virtual Jetty / any other anchorage point and proceed for subsequent unloading to any Jetty/berth of KoPT (other than Floating Cargo Handling Facilities upstream of 3 <sup>rd</sup> Oil Jetty at HDC or any declared IVW) or vice versa:			
		i) Iron Ore	90% of the wharfage rate as specified at S 4.1 and S.4.	6.73		i) Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode	90% of the wharfage rate as specified at S 4.1 and S.4.	7.40	All types of Iron ore has been specified to avoid confusion.
		ii) Other than Iron Ore	90% of the wharfage rate as specified at	26.95		ii) Other than Iron Ore	90% of the wharfage rate as	29.65	

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KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Schedule No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
			S 4.1 and S.4.2				specified at S 4.1 and S.4.2		
		c) Dry Bulk Cargo and all other cargo, if discharged at Sandheads/ Virtual Jetty/ any other anchorage point and proceed for subsequent unloading to any declared IVW or vice versa	90% of the wharfage rate as specified at S 4.1 and S.4.	6.73		c) Dry Bulk Cargo and all other cargo, if discharged at Sandheads/ Virtual Jetty/ any other anchorage point and proceed for subsequent unloading to any declared IVW or vice versa	90% of the wharfage rate as specified at S 4.1 and S.4.	7.40	
	S.4.6	On IWT cargo loaded/unloaded at any Berth / Jetty/ declared Inland Vessel Wharves belonging to port, wharfage, unless otherwise specified in this Scale of Rates, shall be realised at the following rates :			S.4.6	On IWT cargo loaded/unloaded at any Berth / Jetty/ declared Inland Vessel Wharves belonging to port, wharfage, unless otherwise specified in this Scale of Rates, shall be realised at the following rates :			
	1.	Berth/jetty meant for handling sea-going vessel	75 % of wharfage as specified at S.4.1		1.	Berth/jetty meant for handling sea-going vessel	75 % of wharfage as specified at S.4.1		
	2.	Declared Inland Vessel Wharves of KoPT			2	Declared Inland Vessel Wharves of KoPT			
	a)	Fly Ash	13.47		a)	Fly Ash	14.82		
	b)	All Other cargo	26.95		b)	All Other cargo	29.65		
	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			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			

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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	<p>In case a cargo is unloaded / loaded at anchorages more than once, the wharfrage shall be levied at 150% of the rate specified at S.4.1 and S.4.2 irrespective of number of handling done at various anchorages.</p> <p>In addition, if such cargo is carried by barge/ boat/ flat or any other vessel for unloading/ loading at any berth/ jetty/ declared Inland Vessel Wharves belonging to port, wharfage shall be realised for such discharge/shipment at the rates specified against handling at Jetty/Berth of KoPT as per S.4.5 under column (iii).</p>		S.4.8	<p>In case a cargo is unloaded / loaded at anchorages more than once, the wharfrage shall be levied at 150% of the rate specified at S.4.1 and S.4.2 irrespective of number of handling done at various anchorages.</p> <p>In addition, if such cargo is carried by barge/ boat/ flat or any other vessel for unloading/ loading at any berth/ jetty/ declared Inland Vessel Wharves belonging to port, wharfage shall be realised for such discharge/shipment at the rates specified against handling at Jetty/Berth of KoPT as per S.4.5 under column (iii).</p>		
	S.4.9	<p>On shutout cargo /stock cargo, which are taken back from Port premises, 50% of wharfage shall be levied. In addition, if labour and / or equipment are/ is supplied by port for handling of cargo, on-board handling charges and/ or shore handling charges, as the case may be, shall be levied.</p> <p>No additional wharfage shall be levied on shutout cargo if the same is</p>		S.4.9	<p>On shutout cargo /stock cargo, which are taken back from Port premises, 50% of wharfage shall be levied. In addition, if labour and / or equipment are/ is supplied by port for handling of cargo, on-board handling charges and/ or shore handling charges, as the case may be, shall be levied.</p> <p>No additional wharfage shall be levied on shutout cargo if the same is</p>		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed						
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate							
		subsequently shipped without being removed from port premises.			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 134.72 per tonne or part thereof.		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 148.19 per tonne or part thereof.								
	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.4.11	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	<b><u>Cargo Handling Charge for Dry Bulk cargo handled at Floating Cargo Handling Jetty at HDC:</u></b> Consolidated Cargo Handling Charges involving Barge to Interim storage Transfer by use of Floating Crane & conveyer System, Providing Pay loader on board, subsequent loading at interim storage and transfer from interim Storage to storage yard inside Dock and unloading of cargo there at. <table><tr><td>Cargo classified under S.4.1.14</td><td>Cargo classified under S.4.1.15</td><td>Cargo classified under S.4.1.16</td></tr><tr><td>258.01</td><td>272.83</td><td>302.47</td></tr></table>	Cargo classified under S.4.1.14	Cargo classified under S.4.1.15	Cargo classified under S.4.1.16	258.01	272.83	302.47		KoPT had proposed levy of a consolidated rate against handling of Cargo at the Floating Cargo Handling Jetty at Haldia to TAMP. Based on the rates included in the proposal, the consolidated rate of handling at the said jetty has been
Cargo classified under S.4.1.14	Cargo classified under S.4.1.15	Cargo classified under S.4.1.16											
258.01	272.83	302.47											

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					<p>Note:</p> <p>i) 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> <p>ii) No other cargo charges shall be levied for handling at the Floating Cargo Handling Jetty at HDC except for the charges mentioned at 4.12 and 6.4.</p>		proposed in two parts viz Consolidated Cargo Handling Charges upto Storage Yard involving Barge to Interim storage Transfer by use of Floating Crane & conveyer System, subsequent loading at interim storage and transfer from interim Storage to storage yard inside Dock and unloading thereat (S.4.12) and Consolidated Charges towards Services at Storage Yard including Heaping High Heaping, Loading for Delivery, Despatch Related Services and Cleaning but excluding

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
							Weighment. (S.6.4).
	S.5	<b>On board handling charges:</b>		S.5	<b>On board handling charges:</b>		
	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.		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.		
	1	Coking Coal, All types of Coal, Coke and Ore, Limestone, Other dry bulk cargo not specified, discharged/ shipped by use of Grab/ Magnet.	40.41	1	Coking Coal, All types of Coal, Coke and Ore, Limestone, Other dry bulk cargo not specified, discharged/ shipped by use of Grab/ Magnet.	44.45	
	2	Iron and Steel; Pipes & Tubes;	107.77	2	Iron and Steel; Pipes & Tubes;	118.55	
	3	All types of cargo handled in bags or drums;	47.15	3	All types of cargo handled in bags or drums;	51.87	
	4	Log ; Timber ; Veneer ;	33.68 per CBM	4	Log ; Timber ; Veneer ;	37.05 per CBM	
	5	Car, any rubber tyred vehicle, cargo moving equipments or earth moving equipments when discharged / shipped by use of slings.	67.36 per unit	5	Car, any rubber tyred vehicle, cargo moving equipments or earth moving equipments when discharged / shipped by use of slings.	74.10 per unit	
	6	All other cargo not specified under Sl. No. 1, 2, 3, 4 and 5 above	150.00	6	All other cargo not specified under Sl. No. 1, 2, 3, 4 and 5 above	165.00	
	S.5.2	On board handling charge on <b>Coastal cargo</b> landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-		S.5.2	On board handling charge on <b>Coastal cargo</b> landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-		

Form- 5									
KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR			Schedu le No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed	
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate			
	1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.5.1		1	Crude oil, POL and POL products, 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		Same as the rates for Foreign Cargo as specified at S.5.1	All types of Iron ore have been specified to avoid confusion.
	2	All other cargo	60% of 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:				Note for Section 5:			
	(i)	On board handling charge is not leviable in cases where wharfage is realised on cargo for handling through pipeline or for handling through mechanical system, as KoPT does not provide on board labour /equipment against such vessels.			(i)	On board handling charge is not leviable in cases where wharfage is realised on cargo for handling through pipeline or for handling through mechanical system, as KoPT does not provide on board labour /equipment against such vessels.			
	(ii)	For shifting of cargo on board without passing through the quay, 1.5 times of the applicable On board handling charges shall be levied.			(ii)	For shifting of cargo on board without passing through the quay, 1.5 times of the applicable On board handling charges shall be levied.			
	S.6	Shore handling charge:			S.6	Shore handling charge:			
	S.6.1	Charges shall be levied at the following rates for rendering shore handling services to foreign cargo as specified in the definition of <del>Shore Handling Charges</del> at S.2 (xix) and for such other services as specified below.	Shore Handling Services involving transfer of cargo from / to Hook Point to/from	Shore Handling Service involving Loading at storage point for delivery or	S.6.1	Shore Handling Charge for Foreign Cargo shall be levied at the following rates:		Shore Handling Services involving transfer of cargo from / to Hook Point	Shore Handling Service involving Loading at storage point for delivery or unloading

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Comparison of Existing Conditionalities and Proposed Conditionalities									
Sl. No.	Schedule No	Existing SOR			Schedule No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
		Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
			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)	unloading at storage point during receiving			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)	at storage point during receiving	
	1.	Bagged cargo and packages (where handling is entirely done manually by using hand carts only if necessary)	22.56	11.11	1.	Bagged cargo and packages (where handling is entirely done manually by using hand carts only if necessary)	24.82	12.22	
	2.	Iron and Steel; Pipes & Tubes;	108.32	53.35	2.	Iron and Steel; Pipes & Tubes;	119.15	58.69	
	3.	All other break bulk cargo for which rates otherwise not specified– (per Pkg. Or Unit weight)			3.	All other break bulk cargo for which rates otherwise not specified– (per Pkg. Or Unit weight)			
	i)	Less than 5 tonne	36.11	17.78	i)	Less than 5 tonne	39.72	19.56	
	ii)	5 tonne to less than 10 tonne	67.70	33.34	ii)	5 tonne to less than 10 tonne	74.47	36.67	

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	iii)	10 tonne to less than 20 tonne	135.39	66.69	iii)	10 tonne to less than 20 tonne	148.93	73.36	
	iv)	20 tonne to less than 40 tonne	180.52	88.91	iv)	20 tonne to less than 40 tonne	198.57	97.80	
	v)	40 tonne and above	361.05	177.83	v)	40 tonne and above	397.16	195.61	
	4.				4.				
	i)	Tippling of Thermal Coal wagon by Wagon Tippler		75.00	i)	Tippling of Thermal Coal wagon by Wagon Tippler		82.50	
	ii)	Manual unloading of Thermal Coal Wagon		40.41	ii)	Manual unloading of Thermal Coal Wagon		44.45	
	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.	60.63		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.	88.91		The rate proposed is same as per clause S.6.4 (iv) considering the similarity of service and the cost involved.
	iv)	Transfer of Thermal Coal (other than through mechanical system), from stack point/ unloading point to Hook point, including loading at stack point/ unloading point and unloading at hook point as well as heaping of cargo for vessel feeding.	80.83		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.	88.91		The service of heaping of cargo for vessel feeding has been deleted and will be charged extra as per S.6.3. This is required as the tariff is lower than the charge payable to the contractor providing the service.
	5.				5				
	i)	Tippling of Iron ore wagon by Wagon Tippler		75.00	i)	Tippling of Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore		82.50	All types of Iron ore have been

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					Fines and all other forms of iron ore handled in dry bulk mode wagon by Wagon Tippler		specified to avoid confusion.
	ii)	Manual unloading of Iron Ore Wagon	53.89	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	59.28	All types of Iron ore have been specified to avoid confusion.
	iii)	Transfer of Iron Ore (other than through mechanical system), from unloading point to Stack point, including loading at unloading point and unloading at Stack point.	67.36	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..	96.33	All types of Iron ore have been specified to avoid confusion. The rate proposed is same as per clause S.6.5 (iv) considering the similarity of service and the cost involved.
	iv)	Transfer of Iron Ore (other than through mechanical system), from stack point/ unloading point to Hook point, including loading at stack point/ unloading point and unloading at hook point as well as heaping of cargo for vessel feeding.	87.57	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.	96.33	All types of Iron ore have been specified to avoid confusion. The service of heaping of cargo for vessel feeding has been deleted and will be charged extra as per S.6.3. This is required as the tariff is lower than the charge payable to the contractor

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR					Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
									providing the service.
	6	All types of dry bulk cargo not specified [other than the cargo landed from or shipped/ to be shipped through mechanical system]			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 (in case of exports); without requiring additional loading/unloading and/or transportation over those covered under the definition of shore handling charge.	81.24	40.01	(i)	When the cargo landed at a berth is stored at the immediate back up area / of the same berth and finally delivered from the said storage area, or vice versa (in case of exports); without requiring additional loading/unloading and/or transportation over those covered under the definition of shore handling charge.	89.36	44.01	
	(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.	99.26	40.01		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.	109.19	44.01	
	7.	Logs; Timber; Veneer;	36.11 per CBM	17.78 per CBM	7.	Logs; Timber; Veneer;	39.72 per CBM	19.56 per CBM	
	S.6.2	For supply of KoPT's manpower with/without equipment for shore handling of Coastal cargo, other than Crude Oil, POL and POL Products,			S.6.2	Shore handling charge for coastal cargo (other than Crude oil, POL and POL products, Thermal Coal, Iron Ore; Iron Ore pellets; Iron Ore lumps;			All types of Iron ore have been specified to avoid confusion.

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		Thermal Coal, Iron Ore and Iron Ore Pellets, charges at the rate of 60% of the rates specified at S.6.1 shall be levied. For Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets, the rates shall be same as that of foreign cargo.			Iron Ore Fines and all other forms of iron ore handled in dry bulk mode) for the services specified at Col(iii) of S.6.1 shall be levied at 60% of the rates for foreign cargo specified thereat. However, for the services prescribed under Col (iv) of S 6.1, the Shore handling charge for coastal cargo shall be same that of foreign cargo.		
	S.6.3	<b>Charges for Heaping /High heaping and/or Despatch Related Services for dry bulk cargo:</b>		S.6.3	<b>Charges for Heaping /High heaping and/or Despatch Related Services for dry bulk cargo:</b>		
		Charges for heaping/high heaping and/or despatch related services for dry bulk Cargo shall be levied at the following rates:			Charges for heaping/high heaping and/or despatch related services for dry bulk Cargo shall be levied at the following rates:		
	S.6.3.1	Heaping/ high heaping of Dry Bulk Cargo at storage area / Hook Point at HDC	13.86 per MT	S.6.3.1	Heaping/ high heaping of Dry Bulk Cargo at storage area / Hook Point at HDC	15.25 per MT	
	S.6.3.2			S.6.3.2			
	a)	Despatch related services for rail borne cargo handled through MHC Berths of HDC, including cleaning, trimming, labelling, lime spraying and weighments.  <b>Note:</b> If due to any reason, the service of weighment cannot be provided by the port, the prescribed rate for weighment charge available at Sl. no. 6 of S.16.1 in the Scale of Rates	20.44 per MT	a)	Despatch related services for rail borne cargo handled through MHC Berths of HDC, including cleaning, trimming, labelling and lime spraying.	16.50 per MT	Weighment charges have been excluded from despatch related services for simplification of delivery procedure. Charges for weighment service availed will be

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
		of KOPT may be considered as a discount.					applicable as given at S.16.1.6.
	b)	Despatch related services for road bound cargo, handled through MHC Berths of HDC including weighments.  <b>Note:</b> If due to any reason, the service of weighment cannot be provided by the port, the prescribed rate for weighment charge available at Sl. no. 6 of S.16.1 in the Scale of Rates of KOPT may be considered as a discount.	8.32 per MT	b)	Despatch related services for road bound cargo, handled through MHC Berths of HDC.	3.17 per MT	Weighment charges have been excluded from despatch related services for simplification of delivery procedure. Charges for weighment service availed will be applicable as given at S.16.1.6
				S.6.4	<b>Shore Handling Operation of Cargo handled at Floating Cargo Handling Jetty:</b> <b>Consolidated Charges towards Services at Storage Yard for Rail / Road bound Cargo</b> including Heaping High Heaping, Loading for Delivery, Despatch Related Services and Cleaning and vice versa but excluding Weighment:		This is a new section and justification already given at S.4.12
				S.6.4.1			
					a)For Rail Bound cargo	77.41	
					b)For Road Bound Cargo	64.08	
					Note: In case weighment service is provided, rate as per S.16.1.6 shall be levied extra.		
		<b>Note for Section 6.</b>			<b>Note for Section 6.</b>		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	i)	No Shore handling charge shall be levied where the services are not rendered by the port.		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.		ii)	In case the manual unloading of Thermal Coal wagon and/ or manual loading of Thermal Coal is done at the option of the Port, a rebate of 30% in the rates specified under Sl. No. 4 (ii), (iii) and (iv) of S.6.1 shall be allowed.		
	S.7	<b><u>Demurrage on Cargo:</u></b>	<b>Demurrage-free period</b>	S.7	<b><u>Demurrage on Cargo:</u></b>	<b>Demurrage-free period</b>	
	S.7.1	Demurrage shall be levied on Import cargo (other than containerised cargo) after allowing a demurrage-free period as specified below: -		S.7.1	Demurrage shall be levied on Import cargo (other than containerised cargo) after allowing a demurrage-free period as specified below: -		
	1.	Hazardous-I cargo	Actual date of landing	1.	Hazardous-I cargo	Actual date of landing	
	2.	All other cargo except those mentioned at Sl. No. 1,3 & 4	3 days after the last landing date of the vessel/barge from which the cargo is discharged.	2.	All other cargo except those mentioned at Sl. No. 1,3 & 4	3 days after the last landing date of the vessel/barge from which the cargo is discharged.	
	3.	Non-hazardous cargo using port equipment for delivery; Non-hazardous cargo for Nepal and Bhutan;	6 days after the last landing date of the vessel/barge from which the cargo is discharged.	3.	Non-hazardous cargo using port equipment for delivery; Non-hazardous cargo for Nepal and Bhutan;	6 days after the last landing date of the vessel/barge from which the cargo is discharged.	
	4.	Cargo imported by voluntary / relief organization like Missionaries of	30 days after the last landing date of the	4.	Cargo imported by voluntary / relief organization like Missionaries of	30 days after the last landing date of the	

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		Charity, Bharat Sevashram Sangha, Ramkrishna Mission, CARE, CRS, WFP and others as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the Appropriate Govt. Authority of Central Govt./State Govt. and Govt. of Nepal/ Bhutan or their local Consulate General.	vessel /barge from which the cargo is discharged.		Charity, Bharat Sevashram Sangha, Ramkrishna Mission, CARE, CRS, WFP and others as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the Appropriate Govt. Authority of Central Govt./State Govt. and Govt. of Nepal/ Bhutan or their local Consulate General.	vessel /barge from which the cargo is discharged.	
		<b>Note for Section-7:</b>			<b>Note for Section-7:</b>		
	i)	a) Last Landing Date (LLD) is the date on which a vessel completes her import discharge at quay side.		i)	a) Last Landing Date (LLD) is the date on which a vessel completes her import discharge at quay side.		
		b) In case of over-side discharge as well as discharge at anchorage/ mooring/ buoy on to boats/ barges/ flats / any other vessels; the date of completion of unloading at quay by each such boat / barge/ flat / any other vessel shall be the LLD of the cargo carried by that particular boat / barge/ flat /vessel.			b) In case of over-side discharge as well as discharge at anchorage/ mooring/ buoy on to boats/ barges/ flats / any other vessels; the date of completion of unloading at quay by each such boat / barge/ flat / any other vessel shall be the LLD of the cargo carried by that particular boat / barge/ flat /vessel.		
		c) However, KoPT may declare any other date as such LLD for cargo already discharged from the vessel when the vessel is not doing cargo operation work for more than 24 hours for any fault/ reason not attributable to Port. In such cases, a vessel may have more than one LLD.			c) However, KoPT may declare any other date as such LLD for cargo already discharged from the vessel when the vessel is not doing cargo operation work for more than 24 hours for any fault/ reason not attributable to Port. In such cases, a vessel may have more than one LLD.		
	ii)	For the purpose of calculation of free period, Customs notified holidays and/ or KoPT's non-working days shall be		ii)	For the purpose of calculation of free period, Customs notified holidays and/ or KoPT's non-working days shall be		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR					Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed	
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate				
		excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays.  After demurrage charge begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.				excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays.  After demurrage charge begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.					
	S.7.2	Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: -			S.7.2	Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: -					
	Sl. No.	Type of cargo	For the first 15 days	16 <sup>th</sup> day onwards	Sl. No.	Type of cargo	For the first 15 days	16 <sup>th</sup> day onwards			
	1.	Hazardous – I	192.78	226.80	1.	Hazardous – I	212.06	249.48			
	2.	All other cargo	45.36	68.04	2.	All other cargo	49.90	74.84			
	S.7.3	Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates: -			S.7.3	Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates: -					
	Sl. No.	Type of cargo	Rate in Rs per CBM per day or part thereof			Sl. No.	Type of cargo	Rate in Rs per CBM per day or part thereof			
			For the first 7 days.	8 <sup>th</sup> to 14 <sup>th</sup> day	From 15 <sup>th</sup> day onwards			For the first 7 days.	8 <sup>th</sup> to 14 <sup>th</sup> day	From 15 <sup>th</sup> day onwards	
	1.	Log, Timber, Veneer	6.80	13.61	20.41	1.	Log, Timber, Veneer	7.48	14.97	22.45	
	S.7.4	No demurrage shall be levied on export/stock cargo, except				S.7.4	No demurrage shall be levied on export/stock cargo, except				

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		Hazardous-I category, if such cargo is shipped within 15 days from the date of receipt. However, from the 16 <sup>th</sup> day, demurrage on such cargo shall be levied @ Rs 45.36 per tonne per week or part thereof from the date of receipt till the date of shipment.			Hazardous-I category, if such cargo is shipped within 15 days from the date of receipt. However, from the 16 <sup>th</sup> day, demurrage on such cargo shall be levied @ Rs. 49.90 per tonne per week or part thereof from the date of receipt till the date of shipment.		
	S.7.5	Export cargo of Hazardous-I category shall be received only for direct shipment. In case such cargo is not shipped on the date of receipt, demurrage shall be levied at rate of Rs 192.78 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.7.5	Export cargo of Hazardous-I category shall be received only for direct shipment. In case such cargo is not shipped on the date of receipt, demurrage shall be levied at rate of Rs.212.06 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 Rs 11.34 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.7.6	Demurrage shall be levied on shutout cargo/stock, other than Hazardous- I cargo, at rate of Rs.12.47 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		S.7.7	On cargo / commodity which is received neither as import nor as		

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		export nor as stock for shipment, demurrage shall be levied at rate of Rs 45.36 per tonne per day or part thereof from the date of receipt upto the date of removal of the cargo from the port premises.			export nor as stock for shipment, demurrage shall be levied at rate of Rs.49.90 per tonne per day or part thereof from the date of receipt upto the date of removal of the cargo from the port premises.		
	S.7.8	On uncleared / Customs confiscated cargo, sold by auction or tender or private agreement or in any other manner, demurrage shall be levied at the rates specified at S.7.2 or S.7.3, as the case may be, after allowing free time of 10 days after the date the cargo is made available for delivery.		S.7.8	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 of 10 days after the date the cargo is made available for delivery.		
	S.7.9	The demurrage on cargo shall not accrue for the period during which the KoPT is not in a position to deliver cargo for reasons attributable to the port when requested by the user.		S.7.9	The demurrage on cargo shall not accrue for the period during which the KoPT is not in a position to deliver cargo for reasons attributable to the port when requested by the user.		
	S.8	<b><u>Transportation:</u></b>		S.8	<b><u>Transportation:</u></b>		
	S.8.1	The following charges shall be levied on cargo, for which KOPT undertakes any transportation (excluding loading and/or unloading) not covered under 'Shore Handling Charge' at S.2 (xix).		S.8.1	The following charges shall be levied on cargo, for which KOPT undertakes any transportation (excluding loading and/or unloading) not covered under 'Shore Handling Charge' at S.2 (xix).		

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	1.	Within one dock of KDS; Within Dock Interior Zone of HDC:	47.15	1.	Within one dock of KDS; Within Dock Interior Zone of HDC:	51.87	
	2.	From one dock enclosure to another dock enclosure of KDS ;	67.36	2.	From one dock enclosure to another dock enclosure of KDS ;	74.10	
	<b>S.9</b>	<b><u>Loading / Unloading / Re-stacking charge</u></b>		<b>S.9</b>	<b><u>Loading / Unloading / Restacking charge</u></b>		
	<b>S.9.1</b>	The following charges shall be levied on cargo, for which KoPT shall undertake any loading / unloading / re-stacking not covered under 'Shore Handling Charge' at S.2 (xix)		<b>S.9.1</b>	The following charges shall be levied on cargo, for which KoPT shall undertake any loading / unloading / re-stacking, not covered under 'Shore Handling Charge' at S.2 (xix)		
	1.	Article/package weighing less than 1 tonne	26.95	1.	Article/package weighing less than 1 tonne	29.65	
	2.	Article / package weighing 1 tonne. & above but less than 10 tonne	53.89	2.	Article / package weighing 1 tonne. & above but less than 10 tonne	59.28	
	3.	Article/package weighing 10 tonne & above but less than 20 tonne	67.36	3.	Article/package weighing 10 tonne & above but less than 20 tonne	74.10	
	4.	Article/package weighing 20 tonne & above but less than 40 tonne	134.72	4.	Article/package weighing 20 tonne & above but less than 40 tonne	148.19	
	5.	Article/package weighing 40 tonne & above	336.80	5.	Article/package weighing 40 tonne & above	370.48	
	6.	Dry bulk cargo: Loading/Unloading from Wagon Loading/Unloading from Truck [Other than the cargo landed from or shipped / to be shipped through mechanical system]	57.17 36.59	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]	62.89 40.25	The word dumper has been added for further clarity.
		<b>Note for S.9.1:</b>			<b>Note for S.9.1:</b>		

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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.		
	<b>S.9.2</b>	<b>Mobile Harbour Crane Charge:</b>		<b>S.9.2</b>	<b>Mobile Harbour Crane Charge:</b>		
	<b>S.9.2.1</b>	<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= <math display="block">\frac{\text{Total cargo loaded / unloaded from a vessel (in tonne)} \times 24}{\text{Vessel operation time (in hours)}}</math> The vessel Operation time shall be assessed in hours by KoPT and to be computed from readiness of the vessel to load/unload cargo to Finished Work Time of the vessel. However, in case of stoppage of work of the vessel due to reasons not attributable to the Port, such stoppage of work would be deducted from the vessel operation time, for the purpose of computation of MLP</p> <p>(b) The prescribed rate is a base rate for achieving Minimum Level of</p>	89.71	<b>S.9.2.1</b>	<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= <math display="block">\frac{\text{Total cargo loaded / unloaded from a vessel (in tonne)} \times 24}{\text{Vessel operation time (in hours)}}</math> The vessel Operation time shall be assessed in hours by KoPT and to be computed from readiness of the vessel to load/unload cargo to Finished Work Time of the vessel. However, in case of stoppage of work of the vessel due to reasons not attributable to the Port, such stoppage of work would be deducted from the vessel operation time, for the purpose of computation of MLP</p>	98.68	

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed																				
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate																					
		<p>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> <div><div>(Total cargo loaded/ unloaded)– MLP x Vessel Operation Time</div><div>24</div></div> <p>(d). If a productivity less than the MLP is achieved, then the following rates will be levied:</p> <table><tr><th>Ship berth day output actually achieved per vessel basis</th><th>Amount payable as percentage of base rate</th></tr><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></table>	Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate	From 18000 tonnes to 19999	90%	From 16000 tonnes to 17999	80%	From 14000 tonnes to 15999	60%	Less than 14000 tonnes	40%			<p>(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> <div><div>(Total cargo loaded/ unloaded)– MLP x Vessel Operation Time</div><div>24</div></div> <p>(d). If a productivity less than the MLP is achieved, then the following rates will be levied:</p> <table><tr><th>Ship berth day output actually achieved per vessel basis</th><th>Amount payable as percentage of base rate</th></tr><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></table>	Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate	From 18000 tonnes to 19999	90%	From 16000 tonnes to 17999	80%	From 14000 tonnes to 15999	60%	Less than 14000 tonnes	40%		
Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate																										
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Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate																										
From 18000 tonnes to 19999	90%																										
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Less than 14000 tonnes	40%																										

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

		Existing SOR		Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed																							
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities		Rate																						
		<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><tr><th>Ship berth day output actually achieved per vessel basis</th><th>Amount payable as percentage of base rate</th></tr><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></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> <p>g) In case of Coastal cargo, other than Thermal Coal, Iron Ore and Iron Ore Pellets, charges at the rate of 60% of the rates specified shall be levied.</p>	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%			<table><tr><td></td><td></td></tr></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><tr><th>Ship berth day output actually achieved per vessel basis</th><th>Amount payable as percentage of base rate</th></tr><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></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> <p>g) In case of Coastal cargo, other than Thermal Coal, Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore</p>			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%		All types of Iron ore have been specified to avoid confusion.
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%																												
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Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate																												
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KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					handled in dry bulk mode at the rate of 60% of the rates specified shall be levied.		
	S.10	<b><u>Rebate:</u></b>		S.10	<b><u>Rebate:</u></b>		
	S.10.1	At HDC, rebate on wharfage shall be allowed in the following cases:-		S.10.1	At HDC, rebate on wharfage shall be allowed in the following cases:-		
	(a)	If a Vessel discharges more than 25000 tonnes of coking coal/ limestone/ fertilizer/ raw material for fertilizer in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charge on quantity exceeding 25000 tonnes.		(a)	If a Vessel discharges more than 25000 tonnes of coking coal/ limestone/ fertilizer/ raw material for fertilizer in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charge on quantity exceeding 25000 tonnes.		
	(b)	If a Vessel loads more than 25000 tonnes of Thermal Coal in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charges on quantity exceeding 25000 tonnes.		(b)	If a Vessel loads more than 25000 tonnes of Thermal Coal in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charges on quantity exceeding 25000 tonnes.		
	S.10.2	At KDS Importer/ Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through KDS as mentioned below, during a financial year.		S.10.2	At KDS Importer/ Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through KDS as mentioned below, during a financial year.		
	(a).	Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, C.I Goods, LPG			Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, C.I Goods, LPG		
		Upto 75000 tonnes	NIL		Upto 75000 tonnes	NIL	
		75001 to 100000 tonnes	10%		75001 to 100000 tonnes	10%	
		Above 100000 tonnes	15%		Above 100000 tonnes	15%	

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KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed	
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate			
		<b>Note:</b> The above said rebate shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1 <sup>st</sup> April to 31 <sup>st</sup> March) on submission of documents by the Importers/ Exporters in support of the throughput achieved.			<b>Note to S.10:</b>  i) The above said rebate under S.10.2 shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1 <sup>st</sup> April to 31 <sup>st</sup> March) on submission of documents by the Importers/ Exporters in support of the throughput achieved.  ii) The rebate against S.10.1 and 10.2 would not be applicable on cargo handled at anchorages/river mooring /lighterage points.			Note (ii) has been inserted for added clarity.	
Part -II		<b><u>CHARGES ON CONTAINER AND CONTAINERISED CARGO</u></b>	Rate in Rs per TEU		<b><u>CHARGES ON CONTAINER AND CONTAINERISED CARGO</u></b>				
	<b>S.11</b>	<b><u>Composite box rate for container</u></b>		<b>S.11</b>	<b><u>Composite box rate for container</u></b>				
	S.11.1	Composite box-rate for container (other than specified ICDs) covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard and subsequent lift on for delivery or vice versa shall be levied at the following rates :		S.11.1	Composite box-rate for container covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard and lift off at yard or vice versa shall be levied at the following rates :				
			<b>KDS</b>			<b>KDS</b>			
			<b>Foreign</b>	<b>Coastal</b>		<b>Foreign</b>	<b>Coastal</b>		
	1.	Load Container other than Over Dimensional Container	4796.99	2878.20	1.	Load Container other than Over Dimensional Container	5276.69	3166.02	

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	2.	All Over Dimensional Load Container	5996.23	3597.74	2.	Over Dimensional Load Container	6595.85	3957.51	
	3.	Empty Container	1635.08	981.06	3.	Empty Container	1798.59	1079.17	
			HDC				HDC		
			Foreign	Coastal			Foreign	Coastal	
	1.	Load Container other than Over Dimensional Container	4164.05	2498.43	1.	Load Container other than Over Dimensional Container	4580.46	2748.27	
	2.	All Over Dimensional Load Container	5205.06	3123.04	2.	All Over Dimensional Load Container	5725.57	3435.34	
	3.	Empty Container	1977.92	1186.75	3.	Empty Container	2175.71	1305.43	
	S.11.2	Composite box-rate for all ICD container (except Cossipore ICD) covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard and subsequent lift on for delivery or vice versa shall be levied at the following rates:			S.11.2	Composite box-rate for IWT container, including Bangladesh moving through IWT mode, covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard or vice versa shall be levied at the following rates:			
			KDS				KDS		
	1.	Load Container other than Over Dimensional Container	2398.50		1.	Load Container other than Over Dimensional Container	2638.35		
	2.	Over Dimensional Load Container	2998.12		2.	Over Dimensional Load Container	3297.93		
	3.	Empty Container	817.58		3.	Empty Container	899.34		
			HDC				HDC		
	1.	Load Container other than Over Dimensional Container	2082.02		1.	Load Container other than Over Dimensional Container	2290.22		
	2.	Over Dimensional Load Container	2602.53		2.	Over Dimensional Load Container	2862.78		
	3.	Empty Container	988.96		3.	Empty Container	1087.86		
						Charges for lift on/lift off at yard during delivery/ receiving:			

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Existing SOR					Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	S.11.3	Composite box-rate for IWT container, including Bangladesh moving through IWT mode, covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard and subsequent lift on for delivery or vice versa shall be levied at the following rates:			S.11.3	Charges for lift on for delivery or lift off at Yard during delivery/receiving shall be levied at the following rates on all containers:	The Description given at Column 2 appears to be wrong and may please be checked and corrected.		
	1.	Load/Empty Container other than Over Dimensional Container	539.66		1.	Load/Empty Container other than Over Dimensional Container	593.63		
	2.	Over Dimensional Container	674.57		2.	Over Dimensional Container	742.03		
	S.12	Rebate:			S.12	Rebate:			
	S.12.1	In case any of the basic container handling services covered under the Composite box-rate is not provided by the port, rebate(s) at the following rates shall be allowed on the composite box-rate of Foreign Containers for use of ship's crane/party hired crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard and use of party hired equipment for lift- -on at yard for delivery or vice versa.			S.12.1	In case any of the basic container handling services covered under the Composite box-rate is not provided by the port, rebate(s) at the following rates shall be allowed on the composite box-rate of Foreign Containers for use of ship's crane/party hired crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard or vice versa.			
			KDS				KDS		
			Loaded	Empty			Loaded	Empty	
	a)	For ship to shore transfer or vice-versa by ship's crane/party hired crane	874.45	333.57	a)	For ship to shore transfer or vice-versa by ship's crane/party hired crane	961.90	366.93	
	b)	For movement between berth and yard by trailer hired by the party.	134.09	95.90	b)	For movement between berth and yard by trailer hired by the party.	147.50	105.49	

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	204.04	104.24	c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	224.44	114.66	
			HDC				HDC		
			Loaded	Empty			Loaded	Empty	
	a)	For ship to shore transfer or vice-versa by ship's crane/party hired crane	768.96	388.43	a)	For ship to shore transfer or vice-versa by ship's crane/party hired crane	845.86	427.27	
	b)	For movement between berth and yard by trailer hired by the party.	117.87	111.67	b)	For movement between berth and yard by trailer hired by the party.	129.66	122.84	
	c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	179.43	121.39	c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	197.37	133.53	
		Note for sections S.11 & S.12				Note for sections S.11 & S.12			
	(i)	In case of Import container containing cargo consigned to Nepal and Bhutan, a 10% rebate shall be allowed on the Composite box-rate for container specified at S.11.1.			(i)	In case of Import container containing cargo consigned to Nepal and Bhutan, a 10% rebate shall be allowed on the Composite box-rate for container specified at S.11.1.			
	(ii)	If the shutout load container or container received without shipment document is taken delivery instead of being shipped, rebate as provided under S.12.1 above for the services not rendered shall be allowed subject to a maximum of 60% in total of the Composite box-rates specified at S.11.1 and S.11.2. In addition, charges for lift on/ lift off for delivery/receiving as specified at S.11.3 and/or for extra handling			(ii)	If the shutout load container or container received without shipment document is taken delivery instead of being shipped, rebate as provided under S.12.1 above for the services not rendered shall be allowed subject to a maximum of 60% in total of the Composite box-rates specified at S.11.1 and S.11.2. In addition, charges for lift on/ lift off for delivery/receiving as specified at S.11.3 and/or for extra handling			

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Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		services, if any, charges as specified at S. 14.shall also be levied.			services, if any, charges as specified at S. 14.shall also be levied.		
	(iii)	If the containerised export cargo is de-stuffed and taken delivery as break-bulk, 50% of Wharfage as specified at S.4 shall be levied. In addition, all other charges shall be levied on such container for the operations actually undertaken for such cargo and container..		(iii)	If the containerised export cargo is de-stuffed and taken delivery as break-bulk, 50% of Wharfage as specified at S.4 shall be levied. In addition, all other charges shall be levied on such container for the operations actually undertaken for such cargo and container.		
	(iv)	For anchorage discharge and subsequent landing of containers at Docks or vice versa, Composite box rate as specified at S.11.1 shall be levied only once at the dock system where it will be finally landed or from where the shipment will initiate.		(iv)	For anchorage discharge and subsequent landing of containers at Docks or vice versa, Composite box rate as specified at S.11.1 shall be levied only once at the dock system where it will be finally landed or from where the shipment will initiate.		
	(v)	In case of Coastal Containers, the rates of rebate shall be 60% of the rates specified at S.12.1 above applicable for Foreign Containers.		(v)	In case of Coastal Containers, the rates of rebate shall be 60% of the rates specified at S.12.1 above applicable for Foreign Containers.		
	(vi)	In case of IWT Containers, the rates of rebate shall be 50% of the rates specified at S.12.1 above applicable for Foreign Containers.		(vi)	In case of IWT Containers, the rates of rebate shall be 50% of the rates specified at S.12.1 above applicable for Foreign Containers.		
	(vii)	a) Composite Box rate shall be levied separately by each dock system for container operation within their system, unless otherwise specified in this Scale of Rates.  b) In case of overside discharge /shipment of Container from/to vessel, composite box rate as per		(vii)	a) Composite Box rate shall be levied separately by each dock system for container operation within their system, unless otherwise specified in this Scale of Rates.  b) In case of overside discharge /shipment of Container from/to vessel, composite box rate as per		

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
		S.11.1 shall be levied after allowing rebates under S.12.1 against services not rendered.				S.11.1 shall be levied after allowing rebates under S.12.1 against services not rendered.			
	S.13	<u>Charges for Transhipment container</u>			S.13	<u>Charges for Transhipment container</u>			
	S.13.1	In case of Normal Transhipment container, consolidated charge at the following rates shall be levied:			S.13.1	In case of Normal Transhipment container, consolidated charge at the following rates shall be levied:			
			KDS				KDS		
			Loaded (Rs per TEU)	Empty (Rs per TEU)			Loaded (Rs per TEU)	Empty (Rs per TEU)	
	1.	Transhipment rates if both legs are foreign	7195.48	2452.63	1.	Transhipment rates if both legs are foreign	7915.03	2697.89	
	2.	Transhipment rates if both legs are coastal	4317.29	1471.58	2.	Transhipment rates if both legs are coastal	4749.02	1618.74	
	3.	Transhipment rates if one leg is foreign and one leg is coastal	5756.39	1962.11	3.	Transhipment rates if one leg is foreign and one leg is coastal	6332.03	2158.32	
			HDC				HDC		
			Loaded (Rs per TEU)	Empty (Rs per TEU)			Loaded (Rs per TEU)	Empty (Rs per TEU)	
	1.	Transhipment rates if both legs are foreign	6246.07	2966.88	1.	Transhipment rates if both legs are foreign	6870.68	3263.57	
	2.	Transhipment rates if both legs are coastal	3747.64	1780.12	2.	Transhipment rates if both legs are coastal	4122.40	1958.13	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	3.	Transshipment rates if one leg is foreign and one leg is coastal	4996.86	2373.51	3.	Transshipment rates if one leg is foreign and one leg is coastal	5496.55	2610.86	
	<b>Note:</b>				<b>Note:</b>				
	(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.			(i)	The above rates include wharfage, ship to shore transfer, transportation from quay to container yard including lift-off at the yard and subsequent transportation from container yard to quay including lift on at yard and shore to ship transfer.			
	(ii)	In case any of the services is not rendered by port, 75% of the rate of rebates specified at S.12.1 shall be allowed.			(ii)	In case any of the services is not rendered by port, 75% of the rate of rebates specified at S.12.1 shall be allowed.			
	(iii)	In case of Over Dimensional transshipment Container, the rate will be 1.25 times the rate for normal transshipment container.			(iii)	In case of Over Dimensional transshipment Container, the rate will be 1.25 times the rate for normal transshipment container.			
	<b>S.14</b>	<b><u>Charges for Miscellaneous Services rendered to container/container vessel.</u></b>			<b>S.14</b>	<b><u>Charges for Miscellaneous Services rendered to container/container vessel.</u></b>			
	S.14.1	For the services not covered under S.11, S.12 & S.13 miscellaneous charges on loaded/ empty container shall be levied at the following rates:-			S.14.1	For the services not covered under S.11, S.12 & S.13 miscellaneous charges on loaded/ empty container shall be levied at the following rates:-			

### Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
	1.	a). Shifting of containers on board via quay head KDS HDC b). Shifting of containers on board without via quay head where port labour is deployed.  <b>Note:</b> i) For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied.  ii) In these cases the composite box rate would not be levied separately.	832.81 875.16 449.82	1.	a). Shifting of containers on board via quay head KDS HDC b). Shifting of containers on board without via quay head where port labour is deployed.  <b>Note:</b> i) For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied.  ii) In these cases the composite box rate would not be levied separately.	916.09 962.68 494.80	
	2.	Transportation / shifting of container by port trailer for operation not included in any charge under S.11 and S.13		2.	Transportation / shifting of container by port trailer for operation not included in any charge under S.11 and S.13		
	a)	Within same Berth / Yard	375.36	a)	Within same Berth / Yard	412.90	
	b)	Between two berths / Yards	499.80	b)	Between two berths / Yards	549.78	
	3.	Supply of power to Reefer Container	357.00 per 4 hrs or part thereof	3.	Supply of power to Reefer Container	392.70 per 4 hrs or part thereof	
	4.	Lift on/Lift off to/from trailer/wagon or restacking (not involving transportation by trailer) by port equipment not included in the services mentioned at S.11 and S.13 or any other services under S.14.	449.82	4.	Lift on/Lift off to/from trailer/wagon or restacking (not involving transportation by trailer) by port equipment not included in the services mentioned at S.11 and S.13 or any other services under S.14.	494.80	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	5.	Use of Port equipment (other than Mobile Harbour Crane/Rail Mounted Gantry Crane/ 200 tonne Cantilever Crane) for ship/ barge to shore discharge or vice versa or for any other on board operation, other than services covered under S.11.1, S.11.2 and S.13.1.	599.76	5.	Use of Port equipment (other than Mobile Harbour Crane/Rail Mounted Gantry Crane/ 200 tonne Cantilever Crane) for ship/ barge to shore discharge or vice versa or for any other on board operation, other than services covered under S.11.1, S.11.2 and S.13.1.	659.74	
	6.	<p>Stuffing / De-stuffing:</p> <p>(i) Where operation inside &amp; outside container is done by port:-</p> <p>(a) Where CDLB gang is required to be booked.</p> <p>(b) Where CDLB gang is not required to be booked and operation inside and outside is done by Port labour.</p> <p>(ii) Where operation inside container is done by agencies other than by port: -</p> <p>(a) Operations outside container are carried out by port.</p> <p>(b) Operations outside the container are done by agencies other than Port</p> <p>(iii). Where only operation inside the container is done by port (in part</p>	<p>7495.29</p> <p>374.75</p> <p>1249.21</p> <p>156.15</p> <p>187.38</p>	6.	<p>Stuffing / De-stuffing:</p> <p>(i) Where operation inside &amp; outside container is done by port:-</p> <p>(a) Where CDLB gang is required to be Booked.</p> <p>(b) Where CDLB gang is not required to be booked and operation inside and outside is done by Port labour.</p> <p>(ii) Where operation inside container is done by agencies other than by port: -</p> <p>(a) Operations outside container are carried out by port.</p> <p>(b) Operations outside the container are done by agencies other than Port</p>	<p>8244.82</p> <p>412.23</p> <p>1374.13</p> <p>171.77</p> <p>206.12</p>	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		or full) and no CDLB gang is used			(iii) Where only operation inside the container is done by port (in part or full) and no CDLB gang is used		
	7.	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	1249.21	7.	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	1374.13	
	8.	Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under S.11 and S.13.	1041.01	8.	Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under S.11 and S.13.	1145.11	
	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	2643.84 2776.03	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	2908.22 3053.63	
	10.	Gate delivery / receiving charge on container on which Composite Box rate is not levied.	535.50	10.	Gate delivery / receiving charge on container on which Composite Box rate is not levied.	589.05	
	11.	On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary documentations.  KDS HDC	122.40 128.52	11.	On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary documentations.  KDS HDC	122.40 141.37	
	12.	For export load containers entered after the cut off period or export	510.00	12.	For export load containers entered after the cut off period or export load	561.00	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

		Existing SOR			Proposed SOR			Reasons / Justifications for amendments in conditionalities, if any, proposed	
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
		load containers made ready after the cut off period for readiness				containers made ready after the cut off period for readiness			
					13.	Customs Inspection within the Container Terminal	589.05		
					14.	Container Scanning Charge of loaded EXIM containers through mobile X-ray containers scanner system at KDS .	225.00		Separate proposal has been submitted for installation of new service
		<b>Note for Sections 11, 12, 13 &amp; 14</b>				<b>Note for Sections 11, 12, 13 &amp; 14</b>			
	i)	Charges / Rebates for handling of containers above 20qand upto40qin length shall be 1.5 times the rates specified at S.11, S.12, S.13 & S.14 . Charges / Rebates for handling of container above 40qshall be 2 times the rates specified at S.11, S.12, S.13 & S.14.			i)	Charges / Rebates for handling of containers above 20’ and upto 40’ in length shall be 1.5 times the rates specified at S.11, S.12, S.13 & S.14 . Charges / Rebates for handling of container above 40’ shall be 2 times the rates specified at S.11, S.12, S.13 & S.14.			
	ii)	If only one operation is carried out, half of the Hatch cover handling charge rates specified at S.14, Sl. No.9 shall be levied.			ii)	If only one operation is carried out, half of the Hatch cover handling charge rates specified at S.14, Sl. No.9 shall be levied.			
	<b>S.15</b>	<b>Demurrage on container and containerised cargo.</b>			<b>S.15</b>	<b>Demurrage on container and containerised cargo.</b>			
	S.15.1	Demurrage on loaded import container other than those specified at S.15.2, S.15.4, S.15.5 and 15.7 shall be levied at the following rates: -			S.15.1	Demurrage on loaded import container other than those specified at S.15.2, S.15.4, S.15.5 and 15.7 shall be levied at the following rates: -			
		<b>Period</b>	<b>Foreign rates US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs. Per TEU per day or</b>		<b>Period</b>	<b>Foreign rates US \$ per TEU per day or</b>	<b>Coastal rates in Rs. Per TEU per day or</b>	

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Schedu le No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
				part thereof			part thereof	part thereof	
		First 3 days after the day of landing	Free	Free		First 3 days after the day of landing	Free	Free	
		From the 4th day to 9th day	3.18	141.92		From the 4th day to 9th day	3.50	156.11	
		From the 10th day to 15th day	6.36	283.87		From the 10th day to 15th day	7.00	312.26	
		From the 16th day to 20th day	9.55	425.79		From the 16th day to 20th day	10.51	468.37	
		From the 21st day to 30th day	19.08	851.58		From the 21st day to 30th day	20.99	936.74	
		From the 31st day onwards	38.17	1703.17		From the 31st day onwards	41.99	1873.49	
	S.15.2	Demurrage on loaded import container containing relief commodities shall be levied at the following rates: -			S.15.2	Demurrage on loaded import container containing relief commodities shall be levied at the following rates: -			
		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof	
		First 3 days after the day of landing	Free	Free		First 3 days after the day of landing	Free	Free	
		From the 4th day to 9th day	3.18	141.92		From the 4 <sup>th</sup> day to 9 <sup>th</sup> day	3.50	156.11	
		From the 10th day to 15th day	6.36	283.87		From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	7.00	312.26	
		From the 16th day to 20th day	7.63	340.64		From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	8.39	374.70	
		From the 21st day to 30th day	9.55	425.79		From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	10.51	468.37	
		From the 31st day onwards	12.72	567.72		From the 31 <sup>st</sup> day onwards	13.99	624.49	
		<b>Note:</b> Relief commodities for the purpose of S.15.2 shall mean the cargo imported by voluntary /relief organization like Missionaries of Charity, Ramkrishna Mission, Bharat Sevashram Sangha CARE, CRS, WFP and others, as may be accepted by				<b>Note:</b> Relief commodities for the purpose of S.15.2 shall mean the cargo imported by voluntary /relief organization like Missionaries of Charity, Ramkrishna Mission, Bharat Sevashram Sangha CARE, CRS, WFP and others, as may be accepted by			

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR					Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
		Kolkata Port Trust from time to time on the basis of certification by the appropriate Govt. Authority of Central Govt./State Govt. or Govt. of Nepal/Bhutan or their local Consulate General and for Missionaries of Charity, Ramkrishna Mission and Bharat Sevashram Sangha.				Kolkata Port Trust from time to time on the basis of certification by the appropriate Govt. Authority of Central Govt./State Govt. or Govt. of Nepal/Bhutan or their local Consulate General and for Missionaries of Charity, Ramkrishna Mission and Bharat Sevashram Sangha.			
	S.15.3	Demurrage on loaded export / stock containers, excepting ICD containers and container loaded with Hazardous –I cargo shall be levied at the following rates.			S.15.3	Demurrage on loaded export / stock containers, excepting ICD containers and container loaded with Hazardous –I cargo shall be levied at the following rates.			
		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof	
		First 10 days from the day of receiving / stuffing	Free	Free		First 10 days from the day of receiving / stuffing	Free	Free	
		From the 11 <sup>th</sup> to 15 <sup>th</sup> day	3.18	141.92		From the 11 <sup>th</sup> to 15 <sup>th</sup> day	3.50	156.11	
		From 16 <sup>th</sup> day onwards	4.46	198.70		From 16 <sup>th</sup> day onwards	4.91	218.57	
	S.15.4	Demurrage on loaded import / export ICD container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates:			S.15.4	Demurrage on loaded import/export ICD container moving by Rail, excepting those loaded with Hazardous -I cargo, shall be levied at the following rates:			
		Period	Foreign rates US \$ per TEU	Coastal rates in Rs. Per		Period	Foreign rates US \$ per	Coastal rates in Rs. Per	

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Schedu le No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
			per day or part thereof	TEU per day or part thereof			TEU per day or part thereof	TEU per day or part thereof	
		First 20 days after the day of landing/ first 20 days from the day of receiving	Free	Free		First 20 days after the day of landing/ first 20 days from the day of receiving	Free	Free	
		From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	3.18	141.92		From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	3.50	156.11	
		From the 31 <sup>st</sup> day onwards	6.36	283.87		From the 31 <sup>st</sup> day onwards	7.00	312.26	
	S.15.5	Demurrage on loaded import/ export/ transshipment container containing <b>Hazardous-I cargo</b> shall be levied at the following rates:			S.15.5	Demurrage on loaded import/ export/ transshipment container containing <b>Hazardous-I cargo</b> shall be levied at the following rates: -			
		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof	
		First day of actual landing/receiving	Free	Free		First day of actual landing/receiving	Free	Free	
		From the 2 <sup>nd</sup> day to 9 <sup>th</sup> day	3.98	177.41		From the 2 <sup>nd</sup> day to 9 <sup>th</sup> day	4.38	195.15	
		From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	7.96	354.83		From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	8.76	390.31	
		From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	11.92	532.25		From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	13.11	585.48	
		From 21 <sup>st</sup> day to 30 <sup>th</sup> day	23.85	1064.47		From 21 <sup>st</sup> day to 30 <sup>th</sup> day	26.24	1170.92	
		From the 31 <sup>st</sup> day onwards	47.72	2128.96		From the 31 <sup>st</sup> day onwards	52.49	2341.86	
	S.15.6	Demurrage on empty containers shall be levied at the following rates: -			S.15.6	Demurrage on empty containers shall be levied at the following rates: -			
		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or			Foreign rates US \$ per TEU per day or	Coastal rates in Rs. Per TEU per day or	

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Schedu le No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
				part thereof			part thereof	part thereof	
		First 3 days after the day of landing/ first 3 days from the day of receiving/ destuffing	Free	Free		First 3 days after the day of landing/ first 3 days from the day of receiving/ destuffing	Free	Free	
		From the 4 <sup>th</sup> day to 9 <sup>th</sup> day	3.26	145.47		From the 4 <sup>th</sup> day to 9 <sup>th</sup> day	3.59	160.02	
		From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	6.53	290.96		From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	7.18	320.06	
		From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	9.78	436.44		From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	10.76	480.08	
		From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	13.05	581.91		From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	14.36	640.10	
		From the 31 <sup>st</sup> day onwards	19.56	872.88		From the 31 <sup>st</sup> day onwards	21.52	960.17	
	S.15.7	Demurrage on loaded transshipment container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates.			S.15.7	Demurrage on loaded transshipment container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates.	S.15.7		
		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof		Period	Foreign rates US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof	
		First 20 days after the day of landing	Free	Free		First 20 days after the day of landing	Free	Free	
		From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	3.26	145.47		From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	3.59	160.02	
		From the 31 <sup>st</sup> day onwards	6.53	290.96		From the 31 <sup>st</sup> day onwards	7.18	320.06	
		<b>Note for Section 15:</b>				<b>Note for Section 15:</b>			
	1.	For the purpose of calculation of free period, Customs notified holidays and/or KoPT’s non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or			1.	For the purpose of calculation of free period, Customs notified holidays and/or KoPT’s non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or	1.		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		KoPT's non-working days fall on Sundays.  After Demurrage begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.			KoPT's non-working days fall on Sundays.  After Demurrage begins to accrue, no allowance would be made for Customs notified holidays or KoPT'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.15 and on containers above 40' in length, Demurrage shall be levied @ 3 times the rates specified at S.15.  b) In case of over-dimensional loaded container, Demurrage shall be levied @ 2 times the rate applicable for respective size & type of container.		2.	a) On container above 20' and upto 40' in length, Demurrage shall be levied @ 2 times the rates specified at S.15 and on containers above 40' in length, Demurrage shall be levied @ 3 times the rates specified at S.15.  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 15.4 of the Scale of Rates.		3.	Demurrage on container moved by Rail to destination/ originating from Indian Railways shall be levied at the rate specified for ICD Containers at S 15.4 of the Scale of Rates.		
	4.	The day of landing of import load and empty container / transshipment container (except container loaded with Hazardous-I cargo) shall be the last landing date of the vessel by which the container is imported under a single call to a specific Dock System.		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.		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		For container with Hazardous-I cargo the date of landing for the purpose of Demurrage shall be the actual date of landing.			For container with Hazardous-I cargo the date of landing for the purpose of Demurrage shall be the actual date of landing.		
	5.	Last Landing Date (LLD) is the date on which the vessel completes her import discharge at a specific Dock System. However, KOPT may declare any other date as such LLD for container already discharged from the vessel, when the vessel is not doing cargo operation work in the working berth for more than 24 hours for any fault/ reason not attributable to port. In such cases, a vessel may have more than one LLD.		5.	Last Landing Date (LLD) is the date on which the vessel completes her import discharge at a specific Dock System. However, KOPT may declare any other date as such LLD for container already discharged from the vessel, when the vessel is not doing cargo operation work in the working berth for more than 24 hours for any fault/ reason not attributable to port. In such cases, a vessel may have more than one LLD.		
	6.	Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the containers and for export containers the free period shall commence from the time containers enter the terminal.		6.	Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the containers and for export containers the free period shall commence from the time containers enter the terminal.		
	7.	In case of export load container, which has been stuffed inside the docks, the date of commencement of stuffing with export cargo shall be reckoned as the first day to ascertain rate as per S.15.3.		7.	In case of export load container, which has been stuffed inside the docks, the date of commencement of stuffing with export cargo shall be reckoned as the first day to ascertain rate as per S.15.3.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	8.	In case, loading of import load container for the purpose of delivery cannot be done by KOPT within 24 hours from the time of entry of the truck/trailer, as indicated in the entry gate pass (EGP) at KDS /issuance of Loading Order at HDC or such other documents as may be decided by KOPT from time to time, 75% rebate on the Demurrage shall be allowed for the period during which such containers are not loaded beyond the said 24 hours. The aforesaid rebate shall be allowed provided the container is being loaded from the area where only port equipment is used exclusively. Such rebate shall not apply when importer applies for advance loading prior to submission of complete delivery documents.		8.	In case, loading of import load container for the purpose of delivery cannot be done by KOPT within 24 hours from the time of entry of the truck/trailer, as indicated in the entry gate pass (EGP) at KDS /issuance of Loading Order at HDC or such other documents as may be decided by KOPT from time to time, 75% rebate on the Demurrage shall be allowed for the period during which such containers are not loaded beyond the said 24 hours. The aforesaid rebate shall be allowed provided the container is being loaded from the area where only port equipment is used exclusively. Such rebate shall not apply when importer applies for advance loading prior to submission of complete delivery documents.		
	9.	The Demurrage on abandoned FCL container/Shipper Owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of the container whichever is earlier subject to the following conditions: -		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; <b>OR</b>		(a)	(i) The consignee can issue a letter of abandonment at any time; <b>OR</b>		
		(ii) If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue			(ii) If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		abandonment letter subject to the conditions that,			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			(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 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.		(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 <del>s</del> 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 Customsq bonded		(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 <del>s</del> 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 Customsq bonded		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		area and in that case the Demurrage shall cease to apply from the day of such removal.			area and in that case the Demurrage shall cease to apply from the day of such removal.		
	10.	No Demurrage free period shall be allowed for export load container / stock container / empty container received at docks for shipment but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified, thereafter, till the date of removal from port premises.		10.	No Demurrage free period shall be allowed for export load container / stock container / empty container received at docks for shipment but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified, thereafter, till the date of removal from port premises.		
	11.	No Demurrage free period shall be allowed for export load container received at docks if subsequently de-stuffed and the cargo is taken back from port premises. For such containers, the highest rate specified at S.15.3 shall apply from the date of receiving till the date of de-stuffing and on cargo the rate specified at S.7.6 shall be applied from the date following the date of de-stuffing till the date of delivery.		11.	No Demurrage free period shall be allowed for export load container received at docks if subsequently de-stuffed and the cargo is taken back from port premises. For such containers, the highest rate specified at S.15.3 shall apply from the date of receiving till the date of de-stuffing and on cargo the rate specified at S.7.6 shall be applied from the date following the date of de-stuffing till the date of delivery.		
	12.	If during the course of stayal of a Container inside Dock Premises any change in status of the Container from Load to Empty or vice versa is effected, the Demurrage free period		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		

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		for the said Container shall be calculated for each stage separately.			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.		13.	The cargo, on de-stuffing from container, will not enjoy any Demurrage free period excepting the day of de-stuffing and demurrage shall be levied on the cargo as per the rate provided under S.7.2 and S.7.3, as the case may be, from the day after the date of de-stuffing.		
	14	No Demurrage shall accrue for the period during which the KOPT is not in a position to deliver containers for reasons attributable to it when requested by the user.		14	No Demurrage shall accrue for the period during which the KOPT is not in a position to deliver containers for reasons attributable to it when requested by the user.		
	15.	In case of Demurrage for IWT container, Demurrage rate applicable for coastal container shall apply.		15.	In case of Demurrage for IWT container, Demurrage rate applicable for coastal container shall apply.		
				16.	Import and Export ICD Containers moving by modes of transport other than rail will pay demurrage and enjoy free time as per Section 15.1 and 15.3 respectively.		
	<b><u>PART-III</u></b>						
		<b><u>MISCELLANEOUS CHARGES</u></b>			<b><u>MISCELLANEOUS CHARGES</u></b>		
	<b>S.16</b>	<b><u>Miscellaneous charges</u></b>		<b>S.16</b>	<b><u>Miscellaneous charges</u></b>		
	S.16.1	Charge at the following rates shall be levied for miscellaneous services: -		S.16.1	Charge at the following rates shall be levied for miscellaneous services: -		
	1.	Issue of duplicate short landing certificate / Out -Turn Report or any certificate or amendment.	59.87 per certificate/ report/ amendment.	1.	Issue of duplicate short landing certificate / Out -Turn Report or any certificate or amendment.	65.86 per certificate/ report/ amendment.	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	2.	Gazette & Advertisement cost of sale.	136.08 per publication.	2.	Gazette & Advertisement cost of sale.	149.69 per publication.	
	3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	500.00 per axle.	3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	550.00 per axle.	
	4.	Supply of staff for escorting lorry.	2000.00 per shift per head.	4.	Supply of staff for escorting lorry.	2200.00 per shift per head.	
	5.	Deployment of extra labours (on requisition by port users).	2000.00 per shift per labour	5.	Deployment of extra labours (on requisition by port users).	2200.00 per shift per labour	
	6	a) Use of Port's Road Weigh bridge  <div style="text-align: right;">KDS</div>  <div style="text-align: right;">HDC</div>  b) Use of Port's Rail Weighbridge   Note: i) The rate for weighment charge includes issuance of weighment certificate.	Rs 5.18 Per ton subject to a minimum of Rs 25.92 for an empty vehicle and Rs 51.84 for a loaded vehicle.  Rs 5.44 Per ton subject to a minimum of Rs 27.20 for an empty vehicle and Rs 51.44 for a loaded vehicle.  Rs 5.44 Per ton subject to a minimum of Rs 100.00 for an empty wagon and Rs200 for a loaded Wagon	6	a) Use of Port's Road Weigh bridge  <div style="text-align: right;">KDS</div>  <div style="text-align: right;">HDC</div>  b)Use of Port's Rail Weighbridge   Note:	Rs 5.18 Per ton subject to a minimum of Rs 25.92 for an empty vehicle and Rs 51.84 for a loaded vehicle.  Rs 5.98 Per ton subject to a minimum of Rs 29.92 for an empty vehicle and Rs 56.58 for a loaded vehicle.  Rs 5.98 Per ton subject to a minimum of Rs 110.00 for an empty wagon and Rs 220 for a loaded Wagon	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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 KoPT provides the service with reference to the cargo handled by it.	30.62 per ton	7.	Gate delivery / receiving charge on cargo on which Wharfage charge is not levied.  Note: Gate delivery / receiving charge is leviable when the KoPT provides the service with reference to the cargo handled by it.	33.68 per ton	
	8.	Hire of Locomotive	6000.00 per hour or part thereof subject to a minimum of Rs 12,000.00	8.	Hire of Locomotive	6600.00 per hour or part thereof subject to a minimum of 13200.00	
	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 500.00 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	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 550.00 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	

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
			levied as specified under Sl. No. 8.			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.	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.		11.	Consolidated charge on rail borne cargo on wagons arriving in KDS Rly. System.		
	(a)	On wagon not carrying containers, loaded or un-loaded at berths / sheds inside the docks/ jetty.	15.12 per ton on the marked carrying capacity of the wagon	(a)	On wagon not carrying containers, loaded or un-loaded at berths / sheds inside the docks/ jetty including EXIM cargo loaded/unloaded between custom bonded dock and EJC Yard.	16.63 per ton on the marked carrying capacity of the wagon	
	(b)	On wagon not carrying containers, loaded or un-loaded at sidings or places outside the Docks.	44.10 per ton on the marked carrying capacity of the wagon.	(b)	On wagon not carrying containers, loaded or un-loaded at sidings or places outside the Docks.	48.51 per ton on the marked carrying capacity of the wagon.	
	(c)	On wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road of KDS.	826.88 per 20' container 1240.32 per 40' container	(c)	On wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road of KDS.	909.56 per 20' container 1364.35 per 40' container	
	12.	Hiring charge for each of the following port Equipment (Rs per shift or part thereof):-		12.	Hiring charge for each of the following port Equipment (Rs per shift or part thereof):-		
	a)	Mobile / wrecking Crane	12247.20	a)	Mobile / wrecking Crane	13471.92	
	b)	Forklift	4082.40	b)	Forklift	4490.64	
	c)	Shore Crane (other than cranes specified below)	4898.88	c)	Shore Crane (other than cranes specified below)	5388.77	
	d)	Tractor	2041.20	d)	Tractor	2245.32	
	e)	Trailer:		e)	Trailer:		
		i) Upto 10 MT SWL	2041.20		i) Upto 10 MT SWL	2245.32	
		ii) Above 10 MT SWL	3061.80		ii) Above 10 MT SWL	3367.98	
	f)	Pay loader:	12757.00	f)	Pay loader:	14032.70	

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## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	g)	Hand Truck	63.78	g)	Hand Truck	70.16	
	h)	Air Compressor	3645.00	h)	Air Compressor	4009.50	
	i)	Bull Dozer 10 MT and above	17860.50	i)	Bull Dozer 10 MT and above	19646.55	
	j)	Bull Dozer less than 10 MT	8930.25	j)	Bull Dozer less than 10 MT	9823.28	
	k)	Cantilever Crane	81648.00	k)	Cantilever Crane	89812.80	
	l)	Floating Crane (above 30 tonne capacity)	122472.00	l)	Floating Crane (above 30 tonne capacity)	134719.20	
	m)	Toplift Truck / Reach Stacker	33169.50	m)	Toplift Truck / Reach Stacker	36486.45	
	n)	Use of fire fighting apparatus and equipment excluding use of fire floats.	5103.00 per apparatus per hour plus consumables at cost.	n)	Use of Fire Fighting Equipments & Apparatus.		
					i) Fire tender	1160.00 per tender per hour	New rate for Fire fighting by use of Fire Tender and Use of Shore Pumps is included in the SoR following the procedure prescribed in the working guidelines and as detailed at point 13 below.
					ii) Shore pumps ( Diesel Driven)	1528.00 per pump per hour	
					iii) Shore Pump ( Electric Driven)	1022.00 per pump per hour	
					iv) Other Fire Fighting apparatus and equipment excluding use of Fire Floats	5613.30 per apparatus per hour plus consumables at cost	
	o)	Excavators	2379.56 per hour or part thereof	o)	Excavators	2617.52 per hour or part thereof	
				13.	Hiring charge of each of the following Oil Spill Response equipments:	Rs per equipment per day or part thereof	The rates of use of Oil Pollution Control

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					a)Multi skimmer	1775.00	Equipment procured by HDC have been included in the SoR following the procedure prescribed in the Working Guidelines. It was however observed that considering the fact that the said equipments are hired only during a mishap, if the rate is determined by factoring the actual usage, the rate would be exorbitant. As these equipments are required to be kept by Port as a general facility and the cost is generally recovered through other tariff, it was therefore considered that for determination of rate, capacity utilisation as per
					b)Oil spill dispersant applicator + Shore Cleanup Equipment	2539.00	
					c)Permanent boom 25 mtr section with accessories	1562.00	
					d)U Boom 200 mtrs + power pack with accessories	10303.00	
					e)Air blower with accessories	401.00	
					f)RO Boom with accessories	2444.00	
					g)Weir Skimmer with accessories	1551.00	
					h)Flex barge (10 Tonne) with accessories	634.00	
					i)Boom Reel with accessories	2091.00	

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Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed the guidelines (i.e 70%) has been considered.
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	13.	Cleaning charge for handling of Coking coal, all types Coke & Ore, Limestone, Sulphur, Rock Phosphate, Cement, Pyroxenite, Dolomite, Clinker, Soda Ash, Finished fertilizers and Pulses.	1.50 per MT	14	Cleaning charge for handling of Coking coal, all types Coke & Ore, Limestone, Sulphur, Rock Phosphate, Cement, Pyroxenite, Dolomite, Clinker, Soda Ash, Finished fertilizers and Pulses.	1.65 per MT	
	Note:	i) In case of wagon carrying loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road at KDS, except the Consolidated charges specified at 11 ( c ), no other charges shall be levied for the rail related services provided by KoPT. ii) In case of stabling of wagons of CFS operators on paort railway track, no stabling charge shall be levied for the first three days provided by KoPT. iii) The rate specified under sr. no 13 shall be levied on the total quantity landed / shipped by a vessel.		Note:	i) In case of wagon carrying loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road at KDS, except the Consolidated charges specified at 11 ( c ), no other charges shall be levied for the rail related services provided by KoPT. ii) In case of stabling of wagons of CFS operators on paort railway track, no stabling charge shall be levied for the first three days provided by KoPT. 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 KOPT for handling the equipment, the charges for the same shall be levied extra as per SoR.		This note is in relation to new section as entered at Sl No. 13 above.

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					iv) The rate specified under sr. no 13 shall be levied on the total quantity landed / shipped by a vessel.		
	S.16.2	For haulage of wagon to any Railway weighbridge for weighment/ re-weighment, locomotive hire charge, as specified under Sl.No.8 of S.16.1, shall be levied. This is in addition to re-weighment charge as fixed by the Railway Board from time to time.		S.16.2	For haulage of wagon to any Railway weighbridge for weighment/ re-weighment, locomotive hire charge, as specified under Sl.No.8 of S.16.1, shall be levied. This is in addition to re-weighment charge as fixed by the Railway Board from time to time.	S.16.2	
	S.16.3	In case a wagon after arriving at Kolkata dock Railway system is re-booked without unloading, Consolidated charge, as specified under Sl No. 11 of S.16.1, shall be levied only once.		S.16.3	In case a wagon after arriving at Kolkata dock Railway system is re-booked without unloading, Consolidated charge, as specified under Sl No. 11 of S.16.1, shall be levied only once.		
	S.16.4	On wagon carrying export cargo unloaded at places other than berth/ shed inside the Dock /Jetty and if shipped subsequently through KDS, Consolidated charges as specified at 11(a) shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to KoPT.		S.16.4	On wagon carrying export cargo unloaded at places other than berth/ shed inside the Dock /Jetty and if shipped subsequently through KDS, Consolidated charges as specified at 11(a) shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to KoPT.		
	S.16.5	Where Surveyor/Valuer is appointed by KOPT for valuation of any cargo for the purpose of sale, the cost of such valuation shall be recovered from the Importer or his Clearing Agent if the cargo is taken delivery by		S.16.5	Where Surveyor/Valuer is appointed by KOPT for valuation of any cargo for the purpose of sale, the cost of such valuation shall be recovered from the Importer or his Clearing Agent if the cargo is taken delivery by		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		them and from the Container Agent/MLO, in case the cargo within the container is removed from docks prior to sale.			them and from the Container Agent/MLO, in case the cargo within the container is removed from docks prior to sale.		
	<b>S.17</b>	<b>Permit &amp; Licenses:</b>		<b>S.17</b>	<b>Permit &amp; Licenses:</b>		
	S.17.1	Charges shall be levied at the following rates for issue /renewal of permits/license for entering into or operating at Docks, Jetties, Wharves and Ghats, where applicable:		S.17.1	Charges shall be levied at the following rates for issue /renewal of permits/license for entering into or operating at Docks, Jetties, Wharves and Ghats, where applicable:		
	1.	Dock Permit per person	8.50 per daily permit (maximum 12 hrs. validity). 229.50 per monthly permit 690.25 per quarterly permit 2295.00 per annual permit 3672.00 per biennial permit	1.	Dock Permit per person	9.35 per daily permit (maximum 12 hrs. validity). 252.45 per monthly permit 759.28 per quarterly permit 2524.50 per annual permit 4039.20 per biennial permit	
	2.	Dock Permit per vehicle and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	42.53 per daily permit 1148.31 per monthly permit 2296.62 per quarterly permit 4593.24 per annual permit	2.	Dock Permit per vehicle and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	46.78 per daily permit 1263.14 per monthly permit 2526.28 per quarterly permit 5052.56 per annual permit	
	3.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter (inclusive of overnight stayal)/ Dumper / Payloader	170.10 per daily permit 4592.70 per monthly permit	3.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter (inclusive of overnight stayal)/ Dumper / Payloader	187.11 per daily permit 5051.97 per monthly permit	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
			9184.40 per quarterly permit 18370.80 per annual permit			10102.84 per quarterly permit 20207.88 per annual permit	
	4.	Dock Permit for Fork-lift / Trailer or any other handling equipment (inclusive of overnight stayal)	102.06 per daily permit 2755.62 per monthly permit 5511.24 per quarterly permit 11022.48 per annual permit	4.	Dock Permit for Fork-lift / Trailer or any other handling equipment (inclusive of overnight stayal)	112.27 per daily permit 3031.18 per monthly permit 6062.36 per quarterly permit 12124.73 per annual permit	
	5.	Dock Permit for cart (inclusive of overnight stayal).	17.00 per daily permit 459.99 per monthly permit 1239.30 per quarterly permit 4461.68 per annual permit	5.	Dock Permit for cart (inclusive of overnight stayal).	18.70 per daily permit 505.99 per monthly permit 1363.23 per quarterly permit 4907.85 per annual permit	
	6.	Permit for Hawkers / Vendors.	1275.75 per annual permit	6.	Permit for Hawkers / Vendors.	1403.33 per annual permit	
	7.	Ship personnel permit book (consisting of 50 permits).	972.00 per book				
	8.	Clearing & Forwarding Agency License	389.00 per licence for 1 month 4200.00 per licence for 1 year 10498.00 per licence for 3 years 13997.00 per licence for 5 Years	7.	Clearing & Forwarding Agency License	427.90 per licence for 1 month 4620.00 per licence for 1 year 11547.80 per licence for 3 years 15396.70 per licence for 5 Years 28500.00 per licence for 10 years	New rate for issuance of License for 10 years have been

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed for incorporation.
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	9.	Jetty Sircar's / Cooper License (inclusive of Dock entry).	234.00 per licence for 1 month 2100.00 per licence for 1 year 5055.00 per licence for 3 years 6999.00 per licence for 5 years	8.	Jetty Sircar's / Cooper License (inclusive of Dock entry).	257.40 per licence for 1 month 2310.00 per licence for 1 year 5560.50 per licence for 3 years 7698.90 per licence for 5 years	
	10.	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking License.	4277.00 per licence per year.	9.	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking License.	4704.70 per licence per year.	
	11.	Stevedoring License / Handling Agents Licence.	50,000.00 per license per year	10.	Stevedoring License / Handling Agents Licence.	55,000.00 per license per year	
	12.	Licence for occupation of Panda seats at KDS.	59.00 per monthly licence.	11.	Licence for occupation of Panda seats at KDS.	64.90 per monthly licence.	
	13.	Licence for occupation of 1 Sq.mtr. of space or for temporary construction at any place in the Inland Vessel Wharves at KDS.	12.00 per day. 525.00 per quarter.	12.	Licence for occupation of 1 Sq.mtr. of space or for temporary construction at any place in the Inland Vessel Wharves at KDS.	13.20 per day. 577.50 per quarter.	
	14.	Licence for occupation of 1 Sq.mtrs. of space or for temporary construction at any place in the Inland Vessel Wharves at HDC.	10.00 per day. 292.00 per quarter.	13.	Licence for occupation of 1 Sq.mtrs. of space or for temporary construction at any place in the Inland Vessel Wharves at HDC.	11.00 per day. 321.20 per quarter.	
	15.	Permit for using Truck Terminal at HDC/ KDS per truck/ lorry/trailer.	100.00 per day	14.	Permit for Pre-gate-cum-parking facility at Coal Dock Road and all other similar facilities at KDS or HDC per truck / lorry / trailer:	For Truck/Lorry: 1a. Upto 12 hrs - Rs.168.00	This is a new proposition for which approval has already been

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
						1b. Above 12 hrs. Upto 24 hrs - Rs 336.00  <u>For Trailer:</u>  2a. Upto 12 hrs - Rs 336/- 2b. Above 12 hrs. Upto 24 hrs - Rs 672/-  <u>Note:</u>  1. The rate shall be same for loaded/Empty vehicle.  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 12 hrs.  3. After first 10 days i.e. from 11 <sup>th</sup> day to	approved by TAMP.

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR		Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed	
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No		Tariff and Conditionalities
						<p>20<sup>th</sup> day, the rates would be twice the above rates. Thereafter i.e. from 21<sup>st</sup> day onwards, the rates would be 2.5 times the above rates.</p> <p>4. <u>Definition:</u></p> <ul style="list-style-type: none"><li>• <u>Truck/Lorry:</u> Any vehicle capable of carrying maximum 1(one) Twenty feet container or Equivalent.</li><li>• <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</li></ul>

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
						<p>goods vehicles. Passenger buses will also be charged at the same rate as trailers if using the parking facility.</p> <p>5. Any other large transport unit mean for movement of specialised cargo like Heavy packages, OD (over dimensional) cargo, Project machine etc will be charged at multiples of 1 (a) considering the ratio of area occupied by 1 TEU &amp; the subject vehicle.</p>	
	S.17.2	In case of damage/loss, charge for issue of duplicate /triplicate permit/licence shall be levied at 50% of the rate applicable for the original. For permit issued free of cost such charge shall be 25% of the rate provided for similar permit/licence at section 17.1		S.17.2	In case of damage/loss, charge for issue of duplicate /triplicate permit/licence shall be levied at 50% of the rate applicable for the original. For permit issued free of cost such charge shall be 25% of the rate provided for similar permit/licence at section 17.1		

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.17.3	For any amendment in permit/licence, amendment charge as mentioned at Section 16.1, Sl. No. 1 shall be levied.		S.17.3	For any amendment in permit/licence, amendment charge as mentioned at Section 16.1, Sl. No. 1 shall be levied.		
	S.17.4	The daily permits issued under Sl no-1, 2, 3, 4 and 5 can be used for multiple entry in the Docks during its validity.		S.17.4	The daily permits issued under Sl no-1, 2, 3, 4 and 5 can be used for multiple entry in the Docks during its validity.		
	S.17.5	In case of licenses issued under Sl. No. 9, 10 & 11 of Section 17.1, the application for renewal shall be submitted at least one month before the date of expiry of the licence. Application received after the period specified above, shall be liable to an additional fee of 25% of the original.		S.17.5	In case of licenses issued under Sl. No. 8, 9 & 10 of Section 17.1, the application for renewal shall be submitted at least one month before the date of expiry of the licence. Application received after the period specified above, shall be liable to an additional fee of 25% of the original.		
	S.17.6	The rate specified under Sr No-11 would be valid till notification of Kolkata Port Trust (Stevedoring & Shore Handling License) Regulation 2015 with approval of Govt of India in terms of the Stevedoring & Shore Handling Policy 2015.		S.17.6	The rate specified under Sr No-10 would be valid till notification of Kolkata Port Trust (Stevedoring & Shore Handling License) Regulation 2015 with approval of Govt of India in terms of the Stevedoring & Shore Handling Policy 2015.		
	<b>PART-IV</b>						
			<b><u>CHARGES RELATED TO SHIP BREAKING</u></b>			<b><u>CHARGES RELATED TO SHIP BREAKING</u></b>	
	<b>S.18</b>	<b><u>Ship Breaking Charges</u></b>		<b>S.18</b>	<b><u>Ship Breaking Charges</u></b>		
	S.18.1	For Ship breaking activities in KOPT, Ship breaking charges @ Rs 217.35 per LDT shall be levied.		S.18.1	For Ship breaking activities in KOPT, Ship breaking charges @ Rs 239.08 per LDT shall be levied.		
		<b>Notes:</b>			<b>Notes:</b>		
	1.	LDT for the purpose of levy of charges under any clause of this Part of the		1.	LDT for the purpose of levy of charges under any clause of this Part of the		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		Scale of Rates shall means the LDT of the vessel declared at the time of obtaining ship-breaking permission from KOPT.			Scale of Rates shall means the LDT of the vessel declared at the time of obtaining ship-breaking permission from KOPT.		
	2.	The rates includes charges for occupation of ship breaking berth along with adjacent land area (including beaching area) of 3250 Sq.m. for the specified period as mentioned below:		2.	The rates includes charges for occupation of ship breaking berth along with adjacent land area (including beaching area) of 3250 Sq.m. for the specified period as mentioned below:		
	i)	For Vessel upto 2000 LDT	35 days	i)	For Vessel upto 2000 LDT	35 days	
	ii)	For Vessel of 2001 LDT to 3000 LDT	40 days	ii)	For Vessel of 2001 LDT to 3000 LDT	40 days	
	iii)	For Vessel of 3001 LDT to 5000 LDT	50 days	iii)	For Vessel of 3001 LDT to 5000 LDT	50 days	
	iv)	For Vessel of 5001 LDT to 8000 LDT	60 days	iv)	For Vessel of 5001 LDT to 8000 LDT	60 days	
	v)	For Vessel of 8001 LDT and above	70 days	v)	For Vessel of 8001 LDT and above	70 days	
	3.	The number of days mentioned at Note-2 shall commence from the day following the day on which KOPT grants specific permission for ship breaking of the vessel for which application has been made or the day, on which the vessel is placed at the nominated ship breaking berth, whichever is later.		3.	The number of days mentioned at Note-2 shall commence from the day following the day on which KOPT grants specific permission for ship breaking of the vessel for which application has been made or the day, on which the vessel is placed at the nominated ship breaking berth, whichever is later.		
	S.18.2	If any ship-breaking berth is under the occupation of a ship breaker and he brings in any ship before completion of ship breaking of the earlier vessel, then that ship breaker shall have the priority over the others in respect of allocation of that particular berth for the vessel he so brings in. The number		S.18.2	If any ship-breaking berth is under the occupation of a ship breaker and he brings in any ship before completion of ship breaking of the earlier vessel, then that ship breaker shall have the priority over the others in respect of allocation of that particular berth for the vessel he so brings in. The number		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		days in such cases shall be calculated in the same manner as has been stated in the S.18.1, Note-3.			days in such cases shall be calculated in the same manner as has been stated in the S.18.1, Note-3.		
	S.18.3	The charges for additional land area, other than the quantum of area specified at S.18.1, Note-2 shall be levied extra as per relevant land schedule.		S.18.3	The charges for additional land area, other than the quantum of area specified at S.18.1, Note-2 shall be levied extra as per relevant land schedule.		
	S.18.4	In cases, no additional land area at Off 29 KPD berth is available; the period specified at S.18.1, Note-2 shall be increased by 10 days.		S.18.4	In cases, no additional land area at Off 29 KPD berth is available; the period specified at S.18.1, Note-2 shall be increased by 10 days.		
	S.18.5	Separate charges shall be levied for supply of port equipment, supply of electricity by port, deployment of port fire service and port fire personnel.		S.18.5	Separate charges shall be levied for supply of port equipment, supply of electricity by port, deployment of port fire service and port fire personnel.		
	S.18.6	If breaking of a vessel is extended beyond the period specified at S.18.1 or S.18.4, as the case may be, charges at the following rates shall be levied extra for the period of extension.		S.18.6	If breaking of a vessel is extended beyond the period specified at S.18.1 or S.18.4, as the case may be, charges at the following rates shall be levied extra for the period of extension.		
			<b>Rate in Rupees per LDT per day</b>			<b>Rate in Rupees per LDT per day</b>	
	i)	For vessel upto 2000 LDT	14.44	i)	For vessel upto 2000 LDT	15.88	
	ii)	For vessel of 2001 LDT to 3000 LDT	13.13	ii)	For vessel of 2001 LDT to 3000 LDT	14.44	
	iii)	For vessel of 3001 LDT to 5000 LDT	10.50	iii)	For vessel of 3001 LDT to 5000 LDT	11.55	
	iv)	For vessel of 5001 LDT to 8000 LDT	9.19	iv)	For vessel of 5001 LDT to 8000 LDT	10.11	
	v)	For vessel of 8001 LDT and above	7.88	v)	For vessel of 8001 LDT and above	8.67	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.18.7	For completion of ship-breaking before the period specified in S.18.1 and S.18.4 above, a rebate @ 0.5% of the rate specified at S.18.1 above shall be allowed for each day of saving subject to maximum of 10% of the rates.maximum of 10% of the rates.		S.18.7	For completion of ship-breaking before the period specified in S.18.1 and S.18.4 above, a rebate @ 0.5% of the rate specified at S.18.1 above shall be allowed for each day of saving subject to maximum of 10% of the rates.		
	S.18.8	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:-		S.18.8	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.21.1 or S.22.1	i)	For the first 5 days -	15% of the rates specified at S.21.1 or S.22.1	
	ii)	For the next 10 days -	10% of the rates specified at S.21.1 or S.22.1	ii)	For the next 10 days -	10% of the rates specified at S.21.1 or S.22.1	
	iii)	Thereafter -	5% of the rates specified at S.21.1 or S.22.1	iii)	Thereafter -	5% of the rates specified at S.21.1 or S.22.1	
	<b>Note:</b>	Vessel awaiting breaking shall mean and include the period a vessel is awaiting breaking after discharge of cargo/dis-embarkation of passenger and in case of a vessel which arrives in ballast for breaking, the period of waiting in the river mooring, dock mooring or in any berth including ship breaking berth till the day on which KOPT grant specific permission for ship breaking of the vessel or the day on which the vessel is placed at the nominated ship breaking berth, whichever is later. is later.		<b>Note:</b>	Vessel awaiting breaking shall mean and include the period a vessel is awaiting breaking after discharge of cargo/dis-embarkation of passenger and in case of a vessel which arrives in ballast for breaking, the period of waiting in the river mooring, dock mooring or in any berth including ship breaking berth till the day on which KOPT grant specific permission for ship breaking of the vessel or the day on which the vessel is placed at the nominated ship breaking berth, whichever is later.		

Form- 5									
KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	S.18.9	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 18.9	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.18.10	Ship Breakers shall be granted a rebate at the following rates on the rate specified at S.18.1 for undertaking ship breaking at KOPT-			S.18.10	Ship Breakers shall be granted a rebate at the following rates on the rate specified at S.18.1 for undertaking ship breaking at KOPT-			
		Upto 10000 LDT per annum	Nil			Upto 10000 LDT per annum	Nil		
		10001 to 25000 LDT per annum	5%			10001 to 25000 LDT per annum	5%		
		25001 to 40000 LDT per annum	10%			25001 to 40000 LDT per annum	10%		
		Above 40000 LDT per annum	15%			Above 40000 LDT per annum	15%		
PART-V		<b><u>CHARGES FOR DRY DOCKS</u></b>				<b><u>CHARGES FOR DRY DOCKS</u></b>			
	<b>S.19</b>	<b>Dry Dock Charges</b>			<b>S.19</b>	<b>Dry Dock Charges</b>			
	S.19.1	Charges for Docking & Undocking			S.19.1	Charges for Docking & Undocking			
		<b>1 &amp; 2 N.S. Dry Dock</b>				<b>1 &amp; 2 N.S. Dry Dock</b>			
		<b>Size of vessel</b>	<b>Foreign going vessel</b>	<b>Coastal Vessel</b>			<b>Foreign going vessel</b>	<b>Coastal Vessel</b>	
			<b>US \$</b>	<b>Rs</b>			<b>US \$</b>	<b>Rs</b>	
		Upto 1000 GRT	7560	202398.00		Upto 1000 GRT	8316.00	222637.80	
		Above 1000 GRT	7560 + 1764 for every additional 1000 GRT	202398.00+ 37800 for every additional 1000 GRT or part thereof		Above 1000 GRT	8316+ 1940.40 for every additional 1000 GRT	222637.80+41580 for every additional 1000 GRT or part thereof	

Form- 5									
KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Schedu le No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
			or part thereof				or part thereof		
		1 & 2 K. P. Dry Dock				1 & 2 K. P. Dry Dock			
		Upto 1000 GRT	7560	202398.00		Upto 1000 GRT	8316.00	222637.80	
		Above 1000 GRT	7560 + 1764 for every additional 1000 GRT or part thereof	202398.00 + 37800 for every additional 1000 GRT or part thereof		Above 1000 GRT	8316+ 1940.40 for every additional 1000 GRT or part thereof	222637.80+41580 for every additional 1000 GRT or part thereof	
		3 K.P. Dry Dock				3 K.P. Dry Dock			
		Upto 1000 GRT	7560	202398.00		Upto 1000 GRT	8316.00	222637.80	
		Above 1000 GRT	7560 + 1764 for every additional 1000 GRT or part thereof	202398.00+ 37800 for every additional 1000 GRT or part thereof		Above 1000 GRT	8316+ 1940.40 for every additional 1000 GRT or part thereof	222637.80+41580 for every additional 1000 GRT or part thereof	
		Note :				Note :			
		i) If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be chargeable. This, shall, however, not be applicable for Saturdays/ Sundays / Holidays.				i) If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be chargeable. This, shall, however, not be applicable for Saturdays/ Sundays / Holidays.			
	S.19.2	Dry Dock Hire Charges			S.19.2	Dry Dock Hire Charges			

Form- 5									
KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR					Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	i)	During first 10 days of occupancy of vessel (per day or part thereof): -			i)	During first 10 days of occupancy of vessel (per day or part thereof): -			
		Size of vessel	Foreign going vessel	Coastal Vessel		Size of vessel	Foreign going vessel	Coastal Vessel	
			US \$	Rs			US \$	Rs	
		1 & 2 N.S. Dry Dock				1 & 2 N.S. Dry Dock			
		Upto 1000 GRT	2520	55440		Upto 1000 GRT	2772.00	60984.00	
		1001 to 2000 GRT	2772	60480		1001 to 2000 GRT	3049.20	66528.00	
		2001 to 3000 GRT	3024	65520		2001 to 3000 GRT	3326.40	72072.00	
		3001 to 4000 GRT	3276	75600		3001 to 4000 GRT	3603.60	83160.00	
		4001 to 5000 GRT	3528	85680		4001 to 5000 GRT	3880.80	94248.00	
		5001 to 10000 GRT	4032	95760		5001 to 10000 GRT	4435.20	105336.00	
		10001 & above	4536	105840		10001 & above	4989.60	116424.00	
		1 & 2 K. P. Dry Dock				1 & 2 K. P. Dry Dock			
		Upto 1000 GRT	2268	52920		Upto 1000 GRT	2494.80		
		1001 to 2000 GRT	2520	57960		1001 to 2000 GRT	2772.00		
		2001 to 3000 GRT	2772	63000		2001 to 3000 GRT	3049.20		
		3001 to 4000 GRT	3024	70560		3001 to 4000 GRT	3326.40		
		4001 to 5000 GRT	3276	78120		4001 to 5000 GRT	3603.60		
		5001 to 10000 GRT	3528	88200		5001 to 10000 GRT	3880.80		
		10001 & above	3780	98280		10001 & above	4158.00		
		3 K.P. Dry Dock				3 K.P. Dry Dock			
		Upto 1000 GRT	2268	50400		Upto 1000 GRT	2268	50400	
		1001 to 2000 GRT	2268	54180		1001 to 2000 GRT	2268	54180	
		2001 to 3000 GRT	2268	55440		2001 to 3000 GRT	2268	55440	
		3001 to 4000 GRT	2268	56700		3001 to 4000 GRT	2268	56700	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Existing SOR					Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate			
		4001 to 5000 GRT	2268	57960		4001 to 5000 GRT	2268	57960		
		5001 to 10000 GRT	2268	60480		5001 to 10000 GRT	2268	60480		
		10001 & above	2268	63000		10001 & above	2268	63000		
	ii)	From 11 <sup>th</sup> to 30 <sup>th</sup> day of occupation: 200% of rates as stated in S.19.2 (i) for per day or part thereof.			ii)	From 11 <sup>th</sup> to 30 <sup>th</sup> day of occupation: 200% of rates as stated in S.19.2 (i) for per day or part thereof.				
	iii)	Beyond 30 <sup>th</sup> day of occupation: 300% of rates as stated in S.19.2 (i) for per day or part thereof.			iii)	Beyond 30 <sup>th</sup> day of occupation: 300% of rates as stated in S.19.2 (i) for per day or part thereof.				
	iv)	If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be charged. This shall, however, be not applicable for Saturdays/ Sundays / Holidays			iv)	If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be charged. This shall, however, be not applicable for Saturdays/ Sundays / Holidays				
	v)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted due to reasons attributable to the KoPT, the dry dock hire charge for the period of such extension will not be chargeable. This shall, however, not be applicable for Saturdays / Sundays / Holidays.			v)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted due to reasons attributable to the KoPT, the dry dock hire charge for the period of such extension will not be chargeable. This shall, however, not be applicable for Saturdays / Sundays / Holidays.				
	vi)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted for reasons other than (v) and (vi) above, hire charges shall be levied at double the rate prescribed at (i) to (iv) above for the period of such overstaya OR			vi)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted for reasons other than (iv) and (v) above, the hire charges shall be levied at 1.5 times the rate			<b>This is made for rationalization of charges</b>	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

		Existing SOR		Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed													
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities		Rate												
		proportional incremental charges for the entire period of occupancy as per the following slabs, whichever is higher : <table><tr><th>Total stay period</th><th>Rate</th></tr><tr><td>Up to 15 days</td><td>Rate as prescribed at (i) to (iv) above</td></tr><tr><td>More than 15 days but less than/equal to 30 days</td><td>1.25 times the rate as prescribed (i) to (iv) above</td></tr><tr><td>More than 30 days but less than/equal to 45 days</td><td>1.5 times the rate as prescribed at (i) to (iv) above</td></tr><tr><td>More than 45 days but less than/equal to 60 days</td><td>2 times the rate as prescribed at (i) to (iv) above</td></tr><tr><td>More than 60 days</td><td>5 times the rate as prescribed at (i) to (iv) above</td></tr></table>	Total stay period	Rate	Up to 15 days	Rate as prescribed at (i) to (iv) above	More than 15 days but less than/equal to 30 days	1.25 times the rate as prescribed (i) to (iv) above	More than 30 days but less than/equal to 45 days	1.5 times the rate as prescribed at (i) to (iv) above	More than 45 days but less than/equal to 60 days	2 times the rate as prescribed at (i) to (iv) above	More than 60 days	5 times the rate as prescribed at (i) to (iv) above			prescribed at (i) to (iii) above for the period of such over stayal		
Total stay period	Rate																		
Up to 15 days	Rate as prescribed at (i) to (iv) above																		
More than 15 days but less than/equal to 30 days	1.25 times the rate as prescribed (i) to (iv) above																		
More than 30 days but less than/equal to 45 days	1.5 times the rate as prescribed at (i) to (iv) above																		
More than 45 days but less than/equal to 60 days	2 times the rate as prescribed at (i) to (iv) above																		
More than 60 days	5 times the rate as prescribed at (i) to (iv) above																		
	vii)	If the vessel has requisitioned for a dry dock but it is not ready to dock at the time specified according to the docking programme, no charges shall be leviable provided an intimation of cancellation/ postponement of dry docking is given (excluding the day of		vii)	If the vessel has requisitioned for a dry dock but it is not ready to dock at the time specified according to the docking programme, no charges shall be leviable provided an intimation of cancellation/ postponement of dry docking is given (excluding the day of														

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		docking) 2 days in advance of the specified time of docking. In such cases, a cancellation fee of US dollar 52.5 / Rs. 2100/- will be recovered in case of Foreign /Coastal respectively. However, if no such intimation is given 5% additional charge shall be recovered calculated on the rates applicable during the first 10 days of occupation for the period the vessel did not actually occupy the dry dock.			docking) 2 days in advance of the specified time of docking. In such cases, a cancellation fee of US dollar \$ 57.75 / 2310 /- will be recovered in case of Foreign /Coastal respectively. However, if no such intimation is given 5% additional charge shall be recovered calculated on the rates applicable during the first 10 days of occupation for the period the vessel did not actually occupy the dry dock.		
	S.19.3	In case of vessel requiring laying of Special Keel Block due to their configuration, extra rental charges at the rates prescribed under S.19.2 (i) above will be recovered for the period required for laying and removal of such special keel blocks. The rental charges for occupation of dry docks as above will be recoverable as per the period groups applicable.		S.19.3	In case of vessel requiring laying of Special Keel Block due to their configuration, extra rental charges at the rates prescribed under S.19.2 (i) above will be recovered for the period required for laying and removal of such special keel blocks. The rental charges for occupation of dry docks as above will be recoverable as per the period groups applicable.		
	<b>Note:</b>	For laying of Special Keel Blocks by outside agency, the prescribed rate as specified at S.19.3 will not be applicable since the service is not provided by the Port. However, dry dock hire charges as specified at S.19.2 will be applicable during the work of laying Special Keel Blocks by outside agency.		<b>Note:</b>	For laying of Special Keel Blocks by outside agency, the prescribed rate as specified at S.19.3 will not be applicable since the service is not provided by the Port. However, dry dock hire charges as specified at S.19.2 will be applicable during the work of laying Special Keel Blocks by outside agency.		
	S.19.4	Charges for each operation of re-docking or part of such activity are to		S.19.4	Charges for each operation of re-docking or part of such activity are to		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		be paid as per Docking & Undocking rates prescribed in S.19.1.			be paid as per Docking & Undocking rates prescribed in S.19.1.		
	<b>S.19.5</b>	<b>Charges for removal or repositioning of each block:</b>		<b>S.19.5</b>	Charges for removal or repositioning of each block:		
		For Foreign going Vessel	253.575 US Dollar		For Foreign going Vessel	278.933 US Dollar	
		For Coastal Vessel	Rs 6762/-		For Coastal Vessel	Rs 7438.20	
	S.19.6	The period of vessel's occupation of a dry dock counts from the time the Caisson is placed in position after she enters the dry dock, upto the time she vacates the dry dock.		S.19.6	The period of vessel's occupation of a dry dock counts from the time the Caisson is placed in position after she enters the dry dock, upto the time she vacates the dry dock.	S.19.6	
	S.19.7	In case a vessel is detained in No.2 N.S.Dry Dock owing to No.1 N.S.Dry Dock being occupied by another vessel, appropriate mooring hire charges as per S.22.1, Sl.No.1 shall be levied instead of usual dry dock hire charges for the period the vessel is so detained.		S.19.7	In case a vessel is detained in No.2 N.S.Dry Dock owing to No.1 N.S.Dry Dock being occupied by another vessel, appropriate mooring hire charges as per S.22.1, Sl.No.1 shall be levied instead of usual dry dock hire charges for the period the vessel is so detained.	S.19.7	
	S.19.8	When more than one vessel are using the same dry dock as a common operation facility a rebate of 25% of the rate specified under S.19.2 above shall be allowed for each vessel. This rebate shall also be applicable when a dry dock is shared with a KOPT vessel.		S.19.8	When more than one vessel are using the same dry dock as a common operation facility a rebate of 25% of the rate specified under S.19.2 above shall be allowed for each vessel. This rebate shall also be applicable when a dry dock is shared with a KOPT vessel.	S.19.8	
	S.19.9	Services of dry dock crane may be made available for repair and other work at the following rates:		S.19.9	Services of dry dock crane may be made available for repair and other work at the following rates:	S.19.9	

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KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	Sl. No.	Equipment Type	Foreign going vessel Rate in US \$ per 8 hours shift or part thereof	Other than Foreign going vessel Rate in Rs per 8 hours shift or part thereof	Sl. No.	Equipment Type	Foreign going vessel Rate in US \$ per 8 hours shift or part thereof	Other than Foreign going vessel Rate in Rs per 8 hours shift or part thereof	
	1.	25 Tonne Crane	507.15	10143	1.	More than 7 Tonne Crane	557.87	11157.30	
	2.	7 Tonne Crane	202.86	5430	2.	7 Tonne Crane	223.15	5973.00	
	3.	Upto 6 Tonne Crane	101.43	2715	3.	Upto 6 Tonne Crane	111.57	2986.50	
	Note:	.			Note:		Note:		
	i)	Crane facility is strictly as per availability and shall have no bearing on dry dock occupancy or hire charges			i)	Crane facility is strictly as per availability and shall have no bearing on dry dock occupancy or hire charges.			
	ii)	In case of non-availabilty of crane for more than an hour during any shift, for reasons attributable to KoPT, there will be pro-rata reduction in hire charges. Fraction of an hour of availability will be treated as an hour of availability.			ii)	In case of non-availabilty of crane for more than an hour during any shift, for reasons attributable to KoPT, there will be pro-rata reduction in hire charges. Fraction of an hour of availability will be treated as an hour of availability.			
	S.19.10	Vessel shall pay for the electricity supplied to it by the KOPT at actual.			S.19.10	Vessel shall pay for the electricity supplied to it by the KOPT at actual.			
	S.20	Concession in Vessel related charges under Part VI of Scale of Rates			S.20	Concession in Vessel related charges under Part VI of Scale of Rates			

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.20.1	<p>Vessel arriving only for Dry Docking shall pay Port Dues, Towage &amp; Pilotage and Berth Hire / Mooring Hire at 25 % of the applicable rates as specified at Part VI of the Scale of Rates.</p> <p>However, for such vessel upto 1000 GRT, no Berth Hire/ Mooring Hire shall be levied for the first 20 days from the date of arrival at the berth, dock buoys, river mooring and river anchorages. Similarly no Pilotage shall be levied if the vessel upto 1000 GRT enters or leaves the port without requiring the services of river pilots in terms of the exemption granted under the provision of Section 31 of the Indian Ports Act, 1908.</p>		S.20.1	<p>Vessel arriving only for Dry Docking shall pay Port Dues, Towage &amp; Pilotage and Berth Hire / Mooring Hire at 25 % of the applicable rates as specified at Part VI of the Scale of Rates.</p> <p>However, for such vessel upto 1000 GRT, no Berth Hire/ Mooring Hire shall be levied for the first 20 days from the date of arrival at the berth, dock buoys, river mooring and river anchorages. Similarly no Pilotage shall be levied if the vessel upto 1000 GRT enters or leaves the port without requiring the services of river pilots in terms of the exemption granted under the provision of Section 31 of the Indian Ports Act, 1908.</p>		
	S.20.2	Vessel availing of Dry Dock facilities after cargo discharge/passenger disembarkation shall pay Berth Hire/ Mooring Hire at 25% of the applicable rates as specified at Part VI of the Scale of Rates from the shift following the shift when the vessel is ready for Dry Docking.		S.20.2	Vessel availing of Dry Dock facilities after cargo discharge/passenger disembarkation shall pay Berth Hire/ Mooring Hire at 25% of the applicable rates as specified at Part VI of the Scale of Rates from the shift following the shift when the vessel is ready for Dry Docking.		
	S.20.3	Shifting charge, if applicable for shifting of vessel shall be levied at 25% of the applicable rates as specified at Part VI of the Scale of Rates.		S.20.3	Shifting charge, if applicable for shifting of vessel shall be levied at 25% of the applicable rates as specified at Part VI of the Scale of Rates.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	<u>PART - VI</u>						
		<u>VESSEL RELATED CHARGES FOR VESSEL ENGAGED IN FOREIGN TRADE &amp; VESSEL ENGAGED IN COASTAL TRADE</u>			<u>VESSEL RELATED CHARGES FOR VESSEL ENGAGED IN FOREIGN TRADE &amp; VESSEL ENGAGED IN COASTAL TRADE</u>		
	<b>S.21</b>	<b><u>Berth Hire</u></b>		<b>S.21</b>	<b><u>Berth Hire</u></b>		
	S.21.1	Berth hire on vessel at Dock berth/ River side jetty shall be levied at the following rates:		S.21.1	Berth hire on foreign going vessel shall be levied at the following rates:		
	<b>Sl.No.</b>	<b>Description of vessel</b>	<b>Rate per hour per GRT</b>	<b>Sl.No.</b>	<b>Description of vessel</b>	<b>Rate per hour per GRT</b>	
	1.	Vessel engaged in Foreign trade and except as specified at Sl. No. 4 (in US Currency)	0.398 Cents subject to a minimum of \$ 9.552 per hour	1.	Vessel engaged in Foreign trade and except as specified at Sl. No. 4 (in US Currency)	0.4378 Cents subject to a minimum of \$ 21.89 per hour	The minimum Charge for Berth Hire have been prescribed considering a GRT of 5000. In case of Andaman Vessel the same may be prescribed considering a GRT of 2000.
	2.	Vessel engaged in Coastal trade other than those plying between Andaman and KOPT and except as specified at Sl. No. 4 (in Indian Currency)	Rs0.0605 subject to a minimum of Rs143.45/- per hour	2.	Vessel engaged in Coastal trade other than those plying between Andaman and KoPT and except as specified at Sl. No. 4 (in Indian Currency)	Rs 0.0666 subject to a minimum of Rs 333.00 per hour	
	3..	Vessel engaged in Coastal trade between Andaman and KOPT (in Indian Currency)	0.0429 subject to a minimum of 43.04/- per hour	3.	Vessel engaged in Coastal trade between Andaman and KoPT(in Indian Currency)	Rs 0.0472 subject to a minimum of Rs 94.40/- per hour	
	4.	In case of Exhibition Vessel	50% of the rates specified at Sl. No. 1& 2 above as the case may be , shall be levied	4.	For Exhibition Vessel	50% of the rates specified at Sl. No. 1& 2 above as the case may be , shall be levied	
	Note:			Note:		Note:	
	i)	If any vessel does not work against its booking for work on Holiday due to reasons not attributable to port, the		i)	If any vessel does not work against its booking for work on Holiday due to reasons not attributable to port, the	i)	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		Berth Hire for the shifts in which it does not work against such booking shall be levied at twice the rates specified at S.21.1.			Berth Hire for the shifts in which it does not work against such booking shall be levied at twice the rates specified at S.21.1.		
	ii)	Whenever, a vessel is double/ triple banked with another Sea-going vessel occupying a berth, the vessel so double / triple banked will be charged at the rate of 50% of the Berth Hire charges specified above provided the vessel is in non-working condition.		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.17.25 per hour shall be levied.		iii)	For fishing trawler occupying barge jetty/anchorage jetty at HDC or any other riverside jetty or landing stage or moorings Rs.20.00 per hour shall be levied.		
	iv)	In case a vessel idles due to non-availability or breakdown of the port equipment or power failure at KOPT or any other reasons attributable to the KOPT, rebate equivalent to berth hire charges accrued during the period of idling of vessel shall be allowed.		iv)	In case a vessel idles due to non-availability or breakdown of the port equipment or power failure at KOPT or any other reasons attributable to the KOPT, rebate equivalent to berth hire charges accrued during the period of idling of vessel shall be allowed.		
	v)	After completion of cargo work and signalling 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.21.1, shall be levied, provided such waiting has arisen due to non-availability of sailing tide. The		v)	After completion of cargo work and signalling 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.21.1, shall be levied, provided such waiting has arisen due to non-availability of sailing tide. The		The word "immediate next tide" has been replaced with "immediate next sailing tide" for clarity.

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		concessional berth hire will be levied only for the period of waiting till the immediate next tide.			concessional berth hire will be levied only for the period of waiting till the immediate next sailing tide.		
	S.21.2	<b><u>Priority / Ousting priority charges.</u></b>		S.21.4	<b><u>Priority / Ousting priority charges.</u></b>		
		Charges for according <del>Priority/Ousting Priority</del> berthing for vessels shall be levied at the following rates in addition to berth hire charges as per S.21.1 of the Scale of Rates.			Charges for according 'Priority/Ousting Priority' berthing for vessels shall be levied at the following rates in addition to berth hire charges as per S.21.1 of the Scale of Rates.		
	<b>Priority Berthing</b>	A charge equivalent to 75% of berth hire charges calculated for the total period of actual stayal at the berth subject to a minimum of one day's berth hire charge.		<b>Priority Berthing:</b>	A charge equivalent to 75% of berth hire charges calculated for the total period of actual stayal at the working berth subject to a minimum of one day's berth hire charge.		The word "working berth" has been inserted in place of "berth" for better clarity.
	<b>Ousting priority berthing :</b>	A charge equivalent to 100% of berth hire charges calculated for the total period of actual stayal at the working berth and shifting charges at the rates under S.24.11 for <del>Shifting In</del> and <del>Shifting Out</del> of the vessels ousted.		<b>Ousting priority berthing :</b>	A charge equivalent to 100% of berth hire charges calculated for the total period of actual stayal at the working berth and shifting charges at the rates under S.24.11 for 'Shifting In' and 'Shifting Out' of the vessels ousted.		
	<b>Note</b>	The above charges ( Priority/ Ousting Priority) shall not be leviable for the following categories: -		<b>Note</b>	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).		i)	Vessels carrying defence cargo, hired directly by Defence Authority (Defence Authority certifies to that extent).		
	ii)	Defence vessels coming on goodwill visits.		ii)	Defence vessels coming on goodwill visits.		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	iii)	Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.		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.		iv)	Any other vessel for which the Ministry of Shipping has granted special exemption.		
	v)	<p>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.</p> <p>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.</p>		v)	<p>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.</p> <p>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.</p>		
	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		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		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		are berthed in normal course on their turn.			are berthed in normal course on their turn.		
	vii)	The fee for according 'Priority'/'Ousting Priority' is not leviable on the vessels which are berthed at the berth leased on long term basis with the approval of the Government and are on account of lessee. However, the fee shall be leviable if any vessel on account of any other user is berthed at the leased berth by according 'Priority/Ousting Priority'.		vii)	The fee for according 'Priority'/'Ousting Priority' is not leviable on the vessels which are berthed at the berth leased on long term basis with the approval of the Government and are on account of lessee. However, the fee shall be leviable if any vessel on account of any other user is berthed at the leased berth by according 'Priority/Ousting Priority'.		
	viii)	Priority Berthing of Coastal Vessel at Major Ports issued by the Govt of India as notified by TAMP vide Gazette No-G-351 dated 04.12.2014 shall apply as specified below:		viii)	Priority Berthing of Coastal Vessel at Major Ports issued by the Govt of India as notified by TAMP vide Gazette No-G-351 dated 04.12.2014 shall apply as specified below:		
		a) KoPT 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.			a) KoPT 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.		
		b) KoPT shall accord priority berthing through specific window to			b) KoPT shall accord priority berthing through specific window to		

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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.			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.		
		c) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.			c) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.		
		d) Coastal vessels which are to be accorded priority berthing shall not be liable to pay priority berthing charges.			d) Coastal vessels which are to be accorded priority berthing shall not be liable to pay priority berthing charges.		
		e) 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.			e) 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.		
		f) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.			f) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.		
	S.21.5	<b><u>PENAL CHARGE FOR NON ACHIEVEMENT OF BENCHMARK PUMPING RATE/ DELAYED SAILING DUE TO REASONS ATTRIBUTABLE TO VESSEL:</u></b>		S.21.5	<b><u>PENALTY FOR NON ACHIEVEMENT OF BENCHMARK PUMPING RATE/ DELAYED SAILING DUE TO REASONS ATTRIBUTABLE TO VESSEL &amp; INCENTIVE FOR ACHIEVING HIGHER PUMPING RATE THAN THE BENCHMARK:</u></b>		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.21.5.1	In case any liquid bulk cargo vessels working at Haldia Oil jetties fails to achieve the benchmark Pumping Rate indicated below, Penal Berth Hire Charge equivalent to the Berth Hire charge payable by the vessel as per S.21 shall be levied extra.		S.21.5.1			
		<u>Benchmark Pumping Rate:</u>			Benchmark Pumping Rate of Liquid Bulk Cargo handled at HDC		
	Sl No	Cargo	Benchmark Pumping Rate [KL/Hr]	Sl No	Cargo	Benchmark Pumping Rate [KL/Hr]	
	1	AMMONIA ANHYDROUS	500	Sl. No.	Commodity	Benchmark Pumping Rate (MT/ Hr)	
	2	AVIATION TURBINE FUEL	450	1	Acetic Acid	358	Benchmark Pumping rates of different types of liquid bulk cargo that may be handled has been specified.
	3	BUTANE	800	2	Ammonia Anhydrous	330	
	4	FURNACE OIL	750	3	Aviation Turbine Fuel	161	
	5	HIGH SPEED DIESEL	750	4	Benzene (Export)	203	
	6	NAPHTHA	900	5	Benzene (LAB) (Import)	322	
	7	PROPANE	650	6	Bitumen (Export)	360	
	8	PARAXYLENE	500	7	Bitumen (Import)	193	
	9	PY GAS	500	8	Butadiene	159	
	10	SUPERIOR KEROSENE OIL	550	9	Butane	306	
	11	MOTOR SPIRIT	550	10	Butene (Butylene)	97	
	12	CRUDE OIL (PETROLEUM)	2700	11	Caustic Soda	251	
	13	BITUMEN	300	12	CBFS (Carbon Black Feed Stock)	672	
				13	Crude Degummed Soya Bean / Sunflower Oil	450	
				14	Crude Oil	1854	
				15	Crude Palm Oil / RBD Palm Oil	250	
				16	DEG (Diethylene Glycol)	162	
				17	Furnace Oil (Export)	500	

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
				18	Furnace Oil (Import)	589	
				19	High Speed Diesel	674	
				20	Light Diesel Oil	178	
				21	Lubricating Oil	213	
				22	MEG (Monoethylene Glycol)	277	
				23	Methyl Alcohol	164	
				24	Methyl Tert Butyl Ether	319	
				25	Motor Spirit	175	
				26	Naphtha	870	
				27	Nitric Acid	241	
				28	Paraxylene	403	
				29	Phosphoric Acid	452	
				30	Propane	413	
				31	PY Gas	397	
				32	Reformate	405	
				33	Simultaneous discharge of Butane & Propane	595	
				34	Sulphuric Acid	336	
				35	Superior Kerosene Oil	225	
					<b>Penalty / Incentive Norms:</b> 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) exceeds the stipulated time based on the above productivity norms by 2 hours or less, then no penalty will be levied		This is basically inline with TAMP order reference - TAMP/67/2018-KOPT dated 18.012019. However certain minor additions / alterations has been made for added clarity.

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					<p>(b) If the working time of the vessel (considering hauled in time till completion of cargo work) 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) 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,</p>		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					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. (iii) If Propane & Butane are discharged simultaneously even for a smaller period, the benchmark pumping rate prescribed for <b>Simultaneous discharge of Butane &amp; Propane</b> 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 Finished Work Time of 1 <sup>st</sup> / previous cargo to Finished Work Time (for 2nd cargo) is to be considered.		
	S.21.5.2	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 Sandhead /anchorage point for berthing in place of the vessel so		S.21.5.2	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		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate			
		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.			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.21.6	Performance norm based incentive / penalty for conventional berths using ship's gears, in respect of dry bulk cargo handled at Haldia Dock Complex (HDC).				
				S.21.6.1	Performance norms for Coal, Cement Clinker, Fertilizer, Gypsum, Iron Ore, Limestone, Manganese Ore and Met. Coke and other dry bulk commodities handled at Berth No-9 of <u>HDC under the various Scenarios as follows</u>				This is in line with TAMP order no. TAMP/19/2018/KO PT dated 08.06.2018 Initially the productivity norm was kept at 75% of the performance norms which was subsequently increased to 85% and has now been proposed at 100% in the instant case.
				Sr. no.	Commodities	4 Cranes fitted with 8 CBM Grabs	4 Cranes fitted with 10 CBM Grabs	4 Cranes fitted with 12 CBM Grabs	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Comparison of Existing SOR and Conditionalities with Proposed SOR									
Existing SOR				Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate			
				1	Coal	5600	6900	8300	
				2	Cement Clinker	9800	12200	14600	
				3	Dolomite	11100	13800	16600	
				4	Fertilizer	5200	6500	7800	
				5	Gypsum	9800	12200	14600	
				6	Iron-Ore	13000	16200	19500	
				7	Iron-ore Lumps / / Iron Ore Pellets	15000	18700	22400	
				8	Limestone	9100	11400	13700	
				9	Manganese Ore	7800	9800	11700	
				10	Manganese Slag/ Silico Manganese	19500	24300	29200	
				11	Magnesite	2800	3500	4200	
				12	Met Coke	5200	6500	7800	
				13	Millscale (iron-Oxide)	16200	20300	24300	
				14	Olivine Sand/ Pyroxenite	11100	13800	16600	
				15	Pig-Iron	19500	24300	29200	
				16	Raw Petroleum Coke	5900	7300	8800	
				17	Rock Phosphate	11700	14600	17500	
				18	Sulphur	9100	11400	13700	
				19	Sugar	3700	4600	5500	
				20	Silica Sand	13000	16200	19500	
				21	Soda Ash	12000	15000	17900	
				22	Salt	7100	8900	10600	
				Sr. no.	Commodities	3 Cranes fitted with 8 CBM Grabs	3 Cranes fitted with 10 CBM Grabs	3 Cranes fitted with 12 CBM Grabs	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Comparison of Existing SOR and Conditionalities with Proposed Changes									
Existing SOR				Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate			
				1	Coal	4200	5200	6200	
				2	Cement Clinker	7300	9200	11000	
				3	Dolomite	8300	10400	12400	
				4	Fertilizer	3900	4900	5900	
				5	Gypsum	7300	9200	11000	
				6	Iron-Ore	9800	12200	14600	
				7	Iron-ore Lumps / / Iron Ore Pellets	11200	14000	16800	
				8	Limestone	6900	8600	10300	
				9	Manganese Ore	5900	7300	8800	
				10	Manganese Slag/ Silico Manganese	14600	18300	21900	
				11	Magnesite	2100	2700	3200	
				12	Met Coke	3900	4900	5900	
				13	Millscale (iron-Oxide)	12200	15200	18300	
				14	Olivine Sand/ Pyroxenite	8300	10400	12400	
				15	Pig-Iron	14600	18300	21900	
				16	Raw Petroleum Coke	4400	5500	6600	
				17	Rock Phosphate	8800	11000	13200	
				18	Sulphur	6900	8600	10300	
				19	Sugar	2800	3500	4100	
				20	Silica Sand	9800	12200	14600	
				21	Soda Ash	9000	11200	13500	
				22	Salt	5300	6700	8000	
				Sr. no.	Commodities	2 Cranes fitted with 8 CBM Grabs	2 Cranes fitted with 10 CBM Grabs	2 Cranes fitted with 12 CBM Grabs	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate			
				1	Coal	2800	3500	4200	
				2	Cement Clinker	4900	6100	7300	
				3	Dolomite	5600	6900	8300	
				4	Fertilizer	2600	3300	3900	
				5	Gypsum	4900	6100	7300	
				6	Iron-Ore	6500	8100	9800	
				7	Iron-ore Lumps / / Iron Ore Pellets	7500	9400	11200	
				8	Limestone	4600	5700	6900	
				9	Manganese Ore	3900	4900	5900	
				10	Manganese Slag/ Silico Manganese	9800	12200	14600	
				11	Magnesite	1400	1800	2100	
				12	Met Coke	2600	3300	3900	
				13	Millscale (iron-Oxide)	8100	10200	12200	
				14	Olivine Sand/ Pyroxenite	5600	6900	8300	
				15	Pig-Iron	9800	12200	14600	
				16	Raw Petroleum Coke	3000	3700	4400	
				17	Rock Phosphate	5900	7300	8800	
				18	Sulphur	4600	5700	6900	
				19	Sugar	1900	2300	2800	
				20	Silica Sand	6500	8100	9800	
				21	Soda Ash	6000	7500	9000	
				22	Salt	3600	4500	5300	
					ii). <b><u>Penalty/Incentive:</u></b>				
					(a). The stipulated time for a vessel's stay at berth will be calculated based on the Benchmark				

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					<p>performance norms as mentioned above.</p> <p>(b). For failure or success in achieving the stipulated time at berth, penalty / incentive will be applicable as per the provision given below:</p> <p>(i). If the actual working period of the ship (time between berthing at the working berth till completion of vessel's operation) remains within 5% (higher or lower) of the stipulated time for that commodity, then no penalty / incentive will be levied / paid.</p> <p>(ii). In case where actual working period of the ship (time between berthing at the working berth till completion of vessel's operation) exceeds 5% of the stipulated time for that commodity, penalty will be levied @ 2 times of the normal berth hire charges for additional hours taken to complete the ship's cargo operation.</p> <p>(iii). In cases where actual working period of the ship (time between berthing at the working berth till completion of vessel's operation) is lower than the stipulated time by more than 5% of the same then incentive will be paid at the rate of berth hire</p>		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					<p>charges for every additional hour saved.</p> <p><b><u>Note to provisions regarding penalty / incentives norms:</u></b></p> <p>(i). For the purpose of calculation of time for computation of penalty / incentive, fraction of an hour will be considered as full hour.</p> <p>(ii). In computing actual performance achieved by each ship for the purpose of calculating penalty / incentive and stoppage of operation on account of port related or weather related issues will be discounted. Such exclusions are listed below:</p> <p>(a). Breakdown / non-availability of port provided equipment at berth.</p> <p>(b). Weather related stoppage</p> <p>(c). Shifting of ships between berths on account of port.</p> <p>(d). Time consumed for each draft surveys upto maximum period of 30 minutes</p> <p>(e). Any other reason which are beyond the control of vessel, Importer / Exporter or Handling Agent.</p>		
				S.21.7	<b><u>Levy of Anchorage / Penal Charge at the reporting stations / Lighterage Points :-</u></b>		This is in line with TAMP order no. TAMP/19/2018/KO

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
							PT dated 08.06.2018
				S.21.7.1	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:		
					Idling Time	Applicable penal charges	
					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	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
						SoR for the entire duration of waiting since the vessel was initially called.	
					Note: Idling period is to be consider from the time when the vessel is initially called till actual pilot boarding time		
				S.21.8	Performance norm based Incentive / Penalty, Anchorage charges in respect of Dry Bulk Cargo handled at Kolkata Dock System (KDS) at KOPT :		
				S.21.8.1	<u>Benchmark Productivity for Dry Bulk Cargo handled at Kolkata Dock System (KDS) at KOPT</u>		Already approved by TAMP
					Coal	1500	
					Industrial Salt	1400	
					<b>Penalty / Incentive Norms:</b> (a) For each arrival, ship Berth stay will be calculated based on commodity specific productivity norms and parcel size of vessel. (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.		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					<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</p>		

Form- 5									
KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
						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.”			
	S.22	MOORING/ANCHORAGE CHARGE			S.22	MOORING/ANCHORAGE CHARGE			
	S.22.1	When foreign 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: -			S.22.1	When foreign 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 Rs )	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 Rs )	
	1.	Vessel moored at any dock buoy.	0.192 cents	Rs 0.0323	1.	Vessel moored at any dock buoy.	0.2112 cents	Rs 0.0355	
	2.	Vessel moored at any river mooring/any other mooring	0.096 cents	Rs 0.0159	2.	Vessel moored at any river mooring/any other mooring	0.1056 cents	Rs 0.0175	
	3.	Vessel anchored at any river anchorage or any other anchorage	0.056 cents	Rs 0.0080	3.	Vessel anchored at any river anchorage or any other anchorage	0.0616 cents	Rs 0.0088	
	S.23	Miscellaneous:			S.23	Miscellaneous:			

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

		Existing SOR			Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	S.23.1	Charges shall be levied at the following rates for miscellaneous services to vessels.			S.23.1	Charges shall be levied at the following rates for miscellaneous services to foreign going vessels.			
	Sl.No	SERVICES	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in Rs)	Sl.No	<u>Services</u>	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in Rs)	
	1.	Hire of launch for special job on requisition.	159.39 per hour.	5259.87 per hour	1.	Hire of launch for special job on requisition.	175.33 per hour.	5785.86 per hour	
	2.	Hire of Fire Float	1593.90 per day	52598.70 per day	2.	Hire of Fire Float	1753.29 per day	57858.57 per day	
	3.	Hire of Skin Diver/Gas Mask Diver	15.94 per hour	525.99 per hour	3.	Hire of Skin Diver/Gas Mask Diver	17.53 per hour	578.59 per hour	
	4.	Hire of Dress Diver	318.78 per hour	10612.14 per hour	4.	Hire of Dress Diver	350.66 per hour	11673.35 per hour	
	5.	Additional labour deployed for diving related work	4.78 per man hour	157.80 per man hour	5.	Additional labour deployed for diving related work	5.26 per man hour	173.58 per man hour	
	6.	Supply of Fresh water:-			6.	Supply of Fresh water (Including supply of required manpower):-			The rate for supply of fresh water will include manpower and the same is specified for clarity.
		a) Through pipeline	8.93 per 1000 litres	294.63 per 1000 liters		a)Through pipeline	9.82 per 1000 litres	324.09 per 1000 liters	
		b)Through water barge	11.16 per 1000 litres.	368.19 per 1000 liters		b)Through water barge	12.28 per 1000 litres.	405.01 per 1000 liters	
	7.	Supply of electricity	0.414 per unit plus installation	13.69 per unit plus installation	7.	Supply of electricity	0.455 per unit plus installatio	15.06 per unit plus installatio n charge	

# KOLKATA PORT TRUST

### Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

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Form- 5									
KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	S.23.3	Charges for treatment of ballast-water from P.O.L. tanker / other vessels handled at KOPT shall be levied at the following rates:			S.23.3	Charges for treatment of ballast-water on foreign going P.O.L. tanker / other vessels handled at KOPT shall be levied at the following rates:			
		Vessel size	Vessel engaged in Foreign Trade (in US Dollar)	Vessel engaged in Coastal Trade (in Rupees)		Vessel size	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in Rs)	
		Vessel upto 5000 GRT	765.07 per vessel	25247.38 per vessel		Vessel upto 5000 GRT	841.58 per vessel	27772.12 per vessel	
		Vessel above 5000 GRT upto 20000 GRT.	1434.51 per vesel	47338.83 per vessel		Vessel above 5000 GRT upto 20000 GRT.	1577.96 per vesel	52072.71 per vessel	
		Vessel above 20000 GRT	7172.55 per vessel	236694.15 per vessel		Vessel above 20000 GRT	7889.81 per vessel	260363.57 per vessel	
	S.23.4	Charges for cancellation of any requisition under S.23.3 shall be levied at the rate of 20% of the charge applicable for the particular service.			S.23.4	Charges for cancellation of any requisition under S.23.3 shall be levied at 20% of the charge applicable for the particular service.			
	S.24	Towage & Pilotage of Vessels			S.24	Towage & Pilotage of Vessels			
	S.24.1	Charges for piloting a vessel from Sand heads to any point in Kolkata Dock System or Haldia Dock Complex either directly or via any other point during inward journey and back to Sandheads either direct or via any other point during outward journey shall be levied at the following rates: -			S.24.1	Charges for piloting a foreign going vessel from Sand heads to any point in Kolkata Dock System or Haldia Dock Complex either directly or via any other point during inward journey and back to Sandheads either direct or via any other point during outward journey shall be levied at the following rates: -			
	SI No.	Particulars	For GRT upto 30000		SI No.	Particulars	For GRTupto 30000		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	1	Vessel engaged in Foreign Trade	85.473 cents per GRT subject to a minimum of 1859.55 US \$	1	Vessel engaged in Foreign Trade	94.020 cents per GRT subject to a minimum of 4701.00 US \$	The minimum Charge Towage & Pilotage have been prescribed considering a GRT of 5000. In case of Andaman Vessel the same may be prescribed considering a GRT of 2000.
	2	Vessel engaged in Coastal Trade	Rs15.779 per GRT subject to minimum of Rs 34535.00	2	Vessel engaged in Coastal Trade	Rs 17.357 per GRT subject to minimum of Rs 86,785.00	
	3	Coastal vessel plying between Andaman and KoPT only	Rs15.0485 per GRT subject to a minimum of Rs 15195.00	3	Coastal vessel plying between Andaman and KoPT only	Rs 16.5534 per GRT subject to a minimum of Rs 33107.00	
	<b>SI No.</b>	<b>Particulars</b>	<b>For GRT above 30000 and upto GRT 60000</b>	<b>SI No.</b>	<b>Particulars</b>	<b>For GRT above 30000 and upto GRT 60000</b>	
	1	Vessel engaged in Foreign Trade	25641.90 US \$ +68.378 cents per GRT on 30001 to 60000 GRT	1	Vessel engaged in Foreign Trade	28206.09 US \$ + 75.216 cents per GRT on 30001 to 60000 GRT	
	2	Vessel engaged in Coastal Trade	Rs473388.00 +Rs12.6237 per GRT on 30001 to 60000 GRT	2	Vessel engaged in Coastal Trade	Rs 520707.00 + Rs 13.8861 per GRT on 30001 to 60000 GRT	
	3	Coastal vessel plying between Andaman and KoPT only	Rs451297.00 + Rs12.034 per GRT on 30001 to 60000 GRT	3	Coastal vessel plying between Andaman and KoPT only	Rs 496601.00+ Rs 13.237 per GRT on 30001 to 60000 GRT	
	<b>SI No.</b>	<b>Particulars</b>	<b>For GRT above 60000</b>	<b>SI No.</b>	<b>Particulars</b>	<b>For GRT above 60000</b>	
	1	Vessel engaged in Foreign Trade	46155.53 US \$ + 59.830 cents per GRT on GRT above 60000	1	Vessel engaged in Foreign Trade	50770.83 US \$ + 65.813 cents per GRT on GRT above 60000	
	2	Vessel engaged in Coastal Trade	Rs852099.00 + Rs11.0457 per GRT on GRT above 60000	2	Vessel engaged in Coastal Trade	Rs 937289.00 + Rs 12.1503 per GRT on GRT above 60000	
	3	Coastal vessel plying between Andaman and KoPT only	Rs812255.43 + Rs10.520 per GRT on GRT above 60000	3	Coastal vessel plying between Andaman and KoPT only	Rs 893723.00 + Rs 11.572 per GRT on GRT above 60000	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.24.2	Vessel availing of pilotage from Sandheads to Virtual Jetty or Saugor/ Diamond Harbour Anchorage or any other river anchorage below Diamond Harbour and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 25% in rate specified in S.24.1 above.		S.24.2	Vessel availing of pilotage from Sandheads to Virtual Jetty or Saugor/ Diamond Harbour Anchorage or any other river anchorage below Diamond Harbour and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 25% in rate specified in S.24.1 above.		
	S.24.3	Vessel availing of pilotage from Sandheads to Haldia Anchorage and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 20% in pilotage rate specified in Section 24.1.		S.24.3	Vessel availing of pilotage from Sandheads to Haldia Anchorage and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 20% in pilotage rate specified in Section 24.1 above.		
	S.24.4	50% of the rates at S.24.1 shall apply to inward or outward journey.		S.24.4	50% of the rates at S.24.1 shall apply to inward or outward journey.		
	S.24.5	Vessels which enters or leaves the port without requiring the services of River pilots in terms of dispensation granted by Director, Marine Dept. under the provision of Section 31 of the Indian Ports Act, 1908 shall be allowed a rebate of 30% of the above rates, including the minimum charge, for the inward or outward journey, as the case may be.		S.24.5	Vessels which enters or leaves the port without requiring the services of River pilots in terms of dispensation granted by Director, Marine Dept. under the provision of Section 31 of the Indian Ports Act, 1908 shall be allowed a rebate of 30% of the above rates, including the minimum charge, for the inward or outward journey, as the case may be.		
	S.24.6	For piloting a fishing trawler/ foreign barge/coastal barge including their towing tug/launch, if any, charges		S.24.6	For piloting a fishing trawler/ foreign barge/ coastal barge including their towing tug/launch, if any, charges		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		shall be levied @ 50% of the rates specified under S. 24.1 or S.24.4, as the case may be.			shall be levied @ 50% of the rates specified under under S.24.1 and S.24.4, as the case may be.		
	S.24.7	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.24.7	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.24.8	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.24.1, Towage & Pilotage at the rate of 40% of the rates specified under S. 24.1 shall be levied for each movement by the dock system from where journey commences.		S.24.8	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.24.1 , Towage & Pilotage at the rate of 40% of the rates specified under S. 24.1 shall be levied for each movement by the dock system from where journey commences.		
	S.24.9	Where any vessel, after visiting either KDS or HDC, is required to go back to Sandheads before proceeding to other dock system for cargo / container work; the towage & pilotage shall be levied at the rate of 1.5 times of the rate specified under S.24.1 for the entire voyage. The aforesaid additional 50% towage & pilotage shall be levied by the dock system		S.24.9	Where any vessel, after visiting either KDS or HDC, is required to go back to Sandheads before proceeding to other dock system for cargo / container work; the towage & pilotage shall be levied at the rate of 1.5 times of the rate specified under S.24.1 for the entire voyage. The aforesaid additional 50% towage & pilotage shall be levied by the dock system		The note to Section 24.9 has been inserted to clarify different scenarios. The same has been approved by BOT.

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		where the vessel visits finally via Sandheads.			where the vessel visits finally via Sandheads.  Note: 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 KoPT the 50% additional Towage and Pilotage would not be levied. 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 KoPT's operational/navigational requirement. iii) For following would be considered for clarity:		
					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	50% by each Dock System	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					avail Eden Channel only and not for any other reason		
					<p><b>Note to S.24:</b></p> <p>(i) No Extra Towage &amp; 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.</p> <p>(ii) In case of Extra Towage &amp; Pilotage resulting due to weather related or Riverine channel related reasons, extra Towage &amp; Pilotage @40% as per S24.1 of SoR shall be levied.</p> <p>(iii) No remission in Extra Towage &amp; Pilotage charge shall be granted if the same has resulted due to any reason attributable to the vessel.</p>		
	24.10	<b>Shifting Charge</b>		S.24.10	<b>Shifting Charge</b>		
		For shifting of vessel, other than for port convenience, charges shall be levied at the following rates: -			For shifting of any foreign going vessel, other than for port convenience, charges shall be levied at the following rates: -		
			<b>Rate per GRT for each shifting</b>			<b>Rate per GRT for each shifting</b>	

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KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
	Sl. No.	Nature of Shifting	Vessel engaged in Foreign Trade (in US \$)	Vessel engaged in Coastal Trade (in Rs )	Sl. No.	Nature of Shifting	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in Rs)	
	a)	Within KDS or within HDC only	15.94 cents subject to a minimum of 159.39	3.985 subject to a minimum of Rs3985/-	a)	Within KDS or within HDC only	17.534 cents subject to a minimum of 175.33	4.384 subject to a minimum of Rs 4384.00/-	
	b)	Between KDS and HDC	19.13 cents subject to a minimum of 191.27	4.782 subject to a minimum of Rs4782/-	b)	Between KDS and HDC	21.043 cents subject to a minimum of 210.397	5.260 subject to a minimum of Rs 5260.00/-	
		Note				Note			
	i)	In case of shifting of 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.			i)	In case of shifting of 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.			
	ii)	No charges shall be levied for shifting of vessel due to port convenience.			ii)	No charges shall be levied for shifting of vessel due to port convenience.			
		<u>Port Convenience for the above purpose shall mean the following-</u>				<u>Port Convenience for the above purpose shall mean the following-</u>			

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	i)	Shifting(s) of a double-banked ship to facilitate sailing and/or shifting of the ship alongside the berth.		i)	Shifting(s) of a double-banked ship to facilitate sailing and/or shifting of the ship alongside the berth.		
	ii)	Shifting(s) of ship from one working berth to another location to accommodate ship having ousting priority as the shifting charges are borne by the other ship. The same would also be considered for 'Port Convenience' if the incoming ship is exempted from paying priority charge unless the ship in question was not idling at berth without doing any cargo handling operation.		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.		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.		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		v)	Shifting of ship from one working berth to other location to accommodate ship having cargo		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		priority. Cargo Priority means priority for berthing vessels carrying the specified cargo to be handled at the specific berth.			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.		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.		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.		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.		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		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		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		Lock, provided that the agent as per stipulation does the booking of Pilot.			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.		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.		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)		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.		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.		
	S.24.11	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,		S.24.11	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	S.24.11	

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		a charge of 278.93 US dollars or Rs7279/- 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 lock gate being out of commission or for any reasons attributable to Port.			mooring/anchorage, a charge of 306.82 US dollars or Rs 8007.00 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 lock gate being out of commission or for any reasons attributable to Port.		
	S.24.13	For piloting a vessel undergoing trials, a charge of Rs.13283/- shall be levied for trials above and upto Garden Reach and Rs33206/- per trial below Garden Reach.		S.24.12	For piloting a vessel undergoing trials, a charge of Rs 14611.00 shall be levied for trials above and upto Garden Reach and Rs 36527.00 per trial below Garden Reach.	S.24.13	
	S.24.14	For mother vessel doing lighterage operation at Sandheads an all-inclusive charge (including anchorage charge but except Port Dues as per Section 25) of 6.641 Cents per GRT in case of Foreign going vessel Rs1.78 per GRT in case of Coastal vessel shall be levied. For daughter vessel proceeding to other port with cargo discharged at Sandhead from mother vessel, the aforesaid rate shall also apply.		S.24.13	For mother vessel doing lighterage operation at Sandheads an all-inclusive charge (including anchorage charge but except Port Dues as per Section 25) of 7.305 Cents per GRT in case of Foreign going vessel Rs 1.96 per GRT in case of Coastal vessel shall be levied. For daughter vessel proceeding to other port with cargo discharged at Sandhead from mother vessel, the aforesaid rate shall also apply.	S.24.14	
	S.24.15	The rates under S.24.1, S.24.4, S.24.8 & S.24.12 are inclusive of services of tugs/launches and mooring/unmooring of vessels and turning if necessary except when services of additional tugs or launches		S.24.14	The rates under S.24.1, S.24.4, S.24.8 & S.24.12 are inclusive of services of tugs/launches and mooring/unmooring of vessels and turning if necessary except when services of additional tugs or		

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KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
	Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
		is provided against specific requisition of the Shipowner/ Agent/ Charterer.				launches is provided against specific requisition of the Shipowner/ Agent/ Charterer.			
	S.24.16	For use of the Kolkata Port Trust Tugs/ Despatch vessel/ Survey vessel/ Anti pollution vessel etc., on requisition by the Shipowner/Agent/ Charterer , charges shall be levied at the following rates:-			S.24.15	For use of the Kolkata Port Trust Tugs/ Despatch vessel/ Survey vessel/ Anti pollution vessel etc., by foreign going vessel on requisition by the Shipowner/Agent/ Charterer , charges shall be levied at the following rates:-			
	Sl. No.	Description	Vessel engaged in Foreign Trade rate (in US \$)	Vessel engaged in Coastal Trade (in Rs )	Sl. No.	Description	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in Rs)	
	i)	Vessel not exceeding 1,000 IHP.	318.78 dollars per hour subject to a minimum of 956.34 dollars per operation.	8288.28 per hour subject to a minimum of 24865.00 per operation	i)	Vessel not exceeding 1,000 IHP.	350.66 dollars per hour subject to a minimum of 1051.97 dollars per operation .	9117.11 per hour subject to a minimum of Rs 27352.00 per operation	
	ii)	Vessel exceeding 1,000 IHP.	398.48 dollars per hour subject to a minimum	10360.35 per hour subject to a minimum	ii)	Vessel exceeding 1,000 IHP.	438.33 dollars per hour subject to a minimum	11396.39 per hour subject to a minimum	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR					Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate		
			of 1195.43dollars per operation.	of 31081.00			of 1314.97 dollars per operation	of Rs 34189.00	
	<b>Note:</b>	The period shall be counted from the time the vessel leaves for the operation till it comes back or deployed for another work, whichever is earlier.			<b>Note:</b>	The period shall be counted from the time the vessel leaves for the operation till it comes back or deployed for another work, whichever is earlier.			
	S.24.16	An additional charge of 25% shall be levied when Kolkata Port Trust tug/vessel is deployed for salvage operation.			S.24.16	An additional charge of 25% shall be levied when Kolkata Port Trust tug/vessel is deployed for salvage operation.			
	S.24.17	Ship owners/Agent of vessels shall be required to pay the actual Insurance premium plus 20% whenever Kolkata Port Trust tug/vessel is deployed on requisition for towage assistance/salvage operation. In such cases claims for damages shall not be made against the hirer in case of accident.			S.24.17	Ship owners/Agent of vessels shall be required to pay the actual Insurance premium plus 20% whenever Kolkata Port Trust tug/vessel is deployed on requisition for towage assistance/salvage operation. In such cases claims for damages shall not be made against the hirer in case of accident.			
	S.25	<b><u>Port Dues</u></b>			S.25	<b><u>Port Dues</u></b>			
	S.25.1	Port dues shall be levied on Sea going vessels entering the Port of Kolkata at the following rates. The dues are payable on each entry of the same vessel into the port: -			S.25.1	Port dues shall be levied on foreign sea going vessels entering the Port of Kolkata at the following rates. The dues are payable on each entry of the same vessel into the port: -			
	<b>Sl. No</b>	<b>Description of vessel</b>	<b>Rate per GRT</b>		<b>Sl. No</b>	<b>Description of vessel</b>	<b>Rate per GRT</b>		
	i)	Vessel engaged in Foreign trade	47.817 Cents		i)	Vessel engaged in Foreign trade	52.599 Cents		

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	ii)	Vessels engaged in Coastal trade other than those plying between Andaman and KOPT.	Rs12.80	ii)	Vessels engaged in Coastal trade other than those plying between Andaman and KoPT	Rs 14.08	
	iii)	Vessel engaged in Coastal trade between Andaman and KOPT	Rs7.395	iii)	Vessel engaged in Coastal trade between Andaman and KoPT	Rs 8.135	
	iv)	Vessel entering in ballast and not carrying Passengers.	75% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.	iv)	Vessel entering in ballast and not carrying Passengers.	75% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.	
	v)	Vessel entering for but not discharging or taking any cargo or Passenger therein (with the exception of such unshipment and /or re-shipment as may be necessary for purposes of repair)	50% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.	v)	Vessel entering for but not discharging or taking any cargo or Passenger therein (with the exception of such unshipment and /or re-shipment as may be necessary for purposes of repair)	50% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.	
	vi)	Vessels attending at Sandheads for lighterage operation.	25% of the respective rates specified at Sl. No. (i), (ii) & (iii) above	vi)	Vessels attending at Sandheads for lighterage operation.	25% of the respective rates specified at Sl. No. (i), (ii) & (iii) above	
		<b>Note:-</b>			<b>Note:-</b>		
	i)	For Oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of its international Tonnage Certificate will be taken to be its gross tonnage for the purpose of levy of Port dues.		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.		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		iii)	In case of vessels attending Sandheads for lighterage operation where the cargo discharged by such		

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		mother vessels is subsequently not discharged at any approved landing stage within KoPT limits, the provision of S.25.1 (vi) shall not apply and Port Dues shall be levied as per provision of S.25.1 (i) and S.25.1 (ii) as the case may be.			mother vessels is subsequently not discharged at any approved landing stage within KoPT limits, the provision of S.25.1 (vi) shall not apply and Port Dues shall be levied as per provision of S.25.1 (i) and S.25.1 (ii) as the case may be.		
<b>PART - VII</b>							
		<b><u>VESSEL RELATED CHARGES FOR INLAND VESSEL AND NON-PROPELLED VESSEL</u></b>			<b><u>VESSEL RELATED CHARGES FOR INLAND VESSEL AND NON-PROPELLED VESSEL</u></b>		
	S.26	The rates under this chapter shall apply to .		S.26	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).		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').		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.27	<b>Stayal Charge on vessels</b>		S.27	<b>Stayal Charge on vessels</b>		
	S.27.1	Stayal charge shall be levied on vessels at the following rates for occupying berth/ jetty/dock buoy/or any other point at Kidderpore Dock-I, Kidderpore Dock-II, Netaji Subhas		S.27.1	Stayal charge shall be levied on vessels at the following rates for occupying berth/ jetty/dock buoy/or any other point at Kidderpore Dock-I, Kidderpore Dock-II, Netaji Subhas		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		Dock, Budge Budge Oil jetty, Haldia Oil Jetty, Haldia Docks, Floating			Dock, Budge Budge Oil jetty, Haldia Oil Jetty, Haldia Docks, Floating Cargo Handling facility at HDC:-		
	Sl. No.	Period	Rate in Rs	Sl. No.	Period	Rate in Rs	
	1.	On vessel of less than 200 tonnes		1.			
	i)	Upto 5 days from the date of entry	42.00 per vessel per day or part thereof	i)	Upto 5 days from the date of entry	46.20 per vessel per day or part thereof	
	ii)	6 <sup>th</sup> to 10 <sup>th</sup> day	83.00 per vessel per day or part thereof	ii)	6 <sup>th</sup> to 10 <sup>th</sup> day	91.30 per vessel per day or part thereof	
	iii)	11 <sup>th</sup> to 20 <sup>th</sup> day	248.00 per vessel per day or part thereof	ii)	11 <sup>th</sup> to 20 <sup>th</sup> day	272.8 per vessel per day or part thereof	
	iv)	21 <sup>st</sup> day onwards	827.00 per vessel per day or part thereof	iv)	21 <sup>st</sup> day onwards	909.70 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 upstream of 3 <sup>rd</sup> Oil Jetty at HDC)	1.00 per tonne per day or part thereof	2.	On vessel of 200 tonne and above (other than those handled at Floating Cargo handling Facility at upstream of 3 <sup>rd</sup> Oil Jetty at HDC)	1.00 per tonne per day or part thereof	
	3.	Inland Vessels of 200 tonne and above handled at Floating Cargo handling Facility at upstream of 3 <sup>rd</sup> Oil Jetty at HDC	Berth Hire Charge as per S.21.2 of the Scale of Rates (i.e Berth Hire Charge applicable to Coastal vessel)	3.	Inland Vessels of 200 tonne and above handled at Floating Cargo handling Facility at upstream of 3 <sup>rd</sup> Oil Jetty at HDC		
					(i) <u>Barge with GRT upto 3000:</u>	Rs 5000.00 per call.	Considering the problem associated with recording of exact time for entry and exit of each and every barge at the Haldia Floating Cargo Handling jetty for levy of Stayal Charge as
					(ii) <u>Barge with GRT from 3001-5000</u>	Rs 8000.00 per call.	
					(iii) <u>Barge with GRT from 5001-10000</u>	Rs 16,000.00 per call.	
					(iv) <u>Barge with GRT beyond 10000</u>	Rs 24,000.00 per call	

KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed per S.27.1. (3) (due to paucity of manpower), fixed charges has been proposed to be levied on each call of barges.
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.27.2	Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of KOPT-		S.27.2	Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of KOPT-		
	Sl. No.	Description	Rate in Rupees.	Sl. No.	Description	Rate in Rs	
	1.	On Non-propelled vessel		1.			
	i)	Upto 4 tonne capacity	26.00 per vessel per day or part thereof	i)	Upto 4 tonne capacity	28.60 per vessel per day or part thereof	
	ii)	Above 4 tonne capacity	67.00 per vessel per day or part thereof	ii)	Above 4 tonne capacity	73.70 per vessel per day or part thereof	
	2.	On propelled vessel	115.00 per vessel per day or part thereof	2.	On propelled vessel	126.50 per vessel per day or part thereof	
	S.27.3	Stayal charge shall be levied on vessels other than Tourist/Ferry launch @ Rs 42.00/- per day for occupying any other riverside jetty/river mooring/riverside landing stage belonging to KOPT.		S.27.3	Stayal charge shall be levied on vessels other than Tourist/Ferry launch @ Rs 46.20/- per day for occupying any other riverside jetty/river mooring/riverside landing stage belonging to KOPT.		
	S.27.4	Tourist/Ferry launch using riverside jetty belonging to KOPT shall be charged Rs 249.00/- per visit per day.		S.27.4	Tourist/Ferry launch using riverside jetty belonging to KOPT shall be charged Rs 273.90/- per visit per day.		
	S.28	Dock Toll		S.28	Dock Toll		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.28.1	Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded docks		S.28.1	Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded docks		
	Sl. No	Capacity	Rates in Rs	Sl. No	Capacity	Rates in Rs	
	1.	Upto 15 tonnes	331.00 per vessel per entry	1.	Upto 15 tonnes	364.10 per vessel per entry	
	2.	15 tonnes and above	15.00 per tonne, subject to a minimum of 331.00 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	2.	15 tonnes and above	16.50 per tonne, subject to a minimum of 364.10 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.29	Miscellaneous Charges on Non-propelled Vessel		S.29	Miscellaneous Charges on Non-propelled Vessel		
	S.29.1	Registration fees shall be levied @ Rs 158.00 per tonne, subject to a minimum of Rs 926.00/- and maximum of Rs 18515/- per craft.		S.29.1	Registration fees shall be levied @ Rs 173.80 per tonne, subject to a minimum of Rs. 1018.60/- and maximum of Rs. 20366.50/- per craft.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.29.2	Annual licence fee shall be levied @ Rs 28.00 per tonne, subject to a minimum of Rs 556.00/- and maximum of Rs 18515/- per craft.		S.29.2	Annual licence fee shall be levied @ Rs 30.80 per tonne, subject to a minimum of ` 611.60/- and maximum of Rs 20366.50/- per craft.		
	S.29.3	Charges for extension of annual license shall be levied @ 25% of the annual licence fees per month.		S.29.3	Charges for extension of annual license shall be levied @ 25% of the annual licence fees per month.		
	S.29.4	Other charges on non-propelled vessel shall be levied at the following rates: -		S.29.4	Other charges on non-propelled vessel shall be levied at the following rates: -		
	Sl. No.	Services	Rate in Rs	Sl. No.	Services	Rate in Rs	
	1.	Majhi licence/ licence plate for passenger craft/duplicate licence.	186.00 per issue	1.	Majhi licence/ licence plate for passenger craft/duplicate licence.	204.60 per issue	
	2.	Endorsement of change of ownership on certificate of Registry & Licence.	926.00 per issue	2.	Endorsement of change of ownership on certificate of Registry & Licence.	1018.60 per issue	
	3.	Issue of dead weight certificate/ duplicate certificate of Registry	556.00 per issue	3.	Issue of dead weight certificate/ duplicate certificate of Registry	611.60 per issue	
	4.	Fees for Surveying at owner's workshop: -		4.	Fees for Surveying at owner's workshop: -		
	a)	Within port limit	Rs 28.00 per tonne subject to a minimum of Rs 926/- & maximum of Rs 1852/- per visit.	a)	Within port limit	Rs 30.80 per tonne subject to a minimum of Rs 1018.60/- & maximum of Rs 2037.20/- per visit.	
	b)	Outside port limit	Rs 56.00 per tonne subject to a minimum of Rs 3703/- and	b)	Outside port limit	Rs 61.60 per tonne subject to a minimum of Rs 4073.30/- and	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
			maximum of Rs 9258/- per visit.			maximum of Rs 10183.80/- per visit.	
	5.	Fees for Special inspection and issuance of certificate		5.	Fees for Special inspection and issuance of certificate		
	i)	Inspection if carried out within Port limit		i)	Inspection if carried out within Port limit		
	a)	For plying upto Haldia	1852.00	a)	For plying upto Haldia	2037.20	
	b)	For carrying explosives	1852.00	b)	For carrying explosives	2037.20	
	ii)	Inspection if carried out outside Port limit		ii)	Inspection if carried out outside Port limit		
	a)	For plying upto Haldia	9258.00	a)	For plying upto Haldia	10183.80	
	b)	For carrying explosives	9258.00	b)	For carrying explosives	10183.80	
	6.	Fees for scrutiny and approval of drawing and plans for new construction.	3703.00 per craft	6.	Fees for scrutiny and approval of drawing and plans for new construction.	4073.30 per craft	
	7.	Fee for Inspection during construction/ reconstruction by the process of cannibalisation or for providing technical advice.		7.	Fee for Inspection during construction/ reconstruction by the process of cannibalisation or for providing technical advice.		
	i)	Within Port limit		i)	Within Port limit		
	a)	Wooden/non-metallic boat	9258.00	a)	Wooden/non-metallic boat	1018.60	
	b)	Steel / metallic boat	3703.00 per craft	b)	Steel / metallic boat	2037.20	
	ii)	Outside Port limit	9258.00	ii)	Outside Port limit		
	a)	Wooden/non-metallic boat	3703.00 per craft	a)	Wooden/non-metallic boat	4073.30	
	b)	Steel / metallic boat	9258.00	b)	Steel / metallic boat	10183.80	
	8.	Supply of Manjhi Book	3703.00 per craft	8.	Supply of Manjhi Book	51.70 per copy	
	9.	Supply of instruction book for guidance and rules of construction/re-construction and survey.	9258.00	9.	Supply of instruction book for guidance and rules of construction/re-construction and survey.	408.10 per copy	
	10.	Charges for Re-registration	3703.00 per craft	10.	Charges for Re-registration		
	a)	Wooden/non-metallic boat	9258.00	a)	Wooden/non-metallic boat	611.60 per craft	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	b)	Steel / metallic boat	3703.00 per craft	b)	Steel / metallic boat	2037.20 per craft	
	<b>Note:</b>	If the Special Inspection Survey and the Annual licensing survey are carried out on the same date, Survey fees for annual licensing survey will not be applicable.		<b>Note:</b>	If the Special Inspection Survey and the Annual licensing survey are carried out on the same date, Survey fees for annual licensing survey will not be applicable.		
	S.29.5	Penalty for non-renewal of licence as per Rule 83 (2) of Kolkata Port Rules, 1994 shall be levied at double the rate of annual licence fee (for the expired period) from the date of expiry of the licence, subject to minimum of 1 month charge.		S.29.5	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.30	<b>Towage &amp; Pilotage for inland vessels and non-propelled crafts</b>		S.30	<b>Towage &amp; Pilotage for inland vessels and non-propelled crafts</b>		
	S.30.1	If a vessel requires services of port for towage & pilotage, the rates specified at S.24.2 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.24.13 for coastal vessel shall be levied.		S.30.1	If a vessel requires services of port for towage & pilotage, the rates specified at S.24.2 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.24.13 for coastal vessel shall be levied.		
	S.30.2	If a vessel does not require the services of port as mentioned at S.30.1, Dock Toll charge as specified at section S.28.1 shall be levied.		S.30.2	If a vessel does not require the services of port as mentioned at S.30.1, Dock Toll charge as specified at section S.28.1 shall be levied.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
	S.30.3	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.30.3	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.31	For handling of Fly Ash vessel at TT Shed of KDS/ 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 Rs 46.00 per MT.		S.31	For handling of Fly Ash vessel at TT Shed of KDS/ 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 Rs 50.60 per MT.		
		<b><u>Note for Part-VII of this of Scale of Rates</u></b>			<b><u>Note for Part-VII of this of Scale of Rates</u></b>		
		Tonne in respect of vessel under this Part of Scale of Rates shall mean Registered Tonne or Gross Registered Tonne of the vessel unless otherwise specified. In cases, where Registered Tonne or Gross Registered Tonne is not available and only measurement in Cubic Metre is available, for the purpose of realization of charges conversion factor shall be 1 Cu. Mt. = 0.36 Register Tonne.			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.		
<b>P A R T - VIII</b>							
	S.32	<b>Slipway hire charges</b>		S.32	<b><u>SLIPWAY HIRE CHARGES</u></b>		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR						Proposed SOR						Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate			Schedule No	Tariff and Conditionalities	Rate				
	S.32.1	Charges for hire of slipways with back up adjacent land at North Workshop Complex shall be levied at the following rates: -				S.32.	Charges for hire of slipways without back up adjacent land at North Workshop Complex shall be levied at the following rates: -					
		Period	Rate in Rupees per day					Rate in Rupees per day				
			Slipway No. 1	Slipway No. 2	Slipway No. 3			Slipway No. 1	Slipway No. 2	Slipway No. 3		
		1 <sup>st</sup> to 10 <sup>th</sup> day	3700.00	1820.00	1950.00		1 <sup>st</sup> to 10 <sup>th</sup> day	4070.00	2002.00	2145.00		
		11 <sup>th</sup> day onwards	3500.00	1750.00	1820.00		11 <sup>th</sup> day onwards	3850.00	1925.00	2002.00		
	S.32.2	Charges for hire of slipways without back up adjacent land at North Workshop Complex shall be levied at the following rates: -										
		Period	Rate in Rupees per day				Period	Rate in Rupees per day				
			Slipway No. 1	Slipway No. 2	Slipway No. 3							
		1 <sup>st</sup> to 10 <sup>th</sup> day	3700.00	1820.00	1950.00							
		11 <sup>th</sup> day onwards	3500.00	1750.00	1820.00							
						PART – IX	<u>TARIFF FOR INLAND CRUISE TOURISM</u>					
						S.33	Tariff for use of Indentured Memorial Jetty for promotion of Inland Cruise Tourism	Rate in Rs.				

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR				Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate		
				S.33.1	Composite charge for any Tourist/ Ferry Launch irrespective of its size	12,000 for the first 12 hours or part thereof of stay each day		
				S.33.2	Beyond the initial 12 hours as mentioned in section 34.1	1,000 for each additional hour or part thereof		
	Part- IX	<b><u>CHARGES FOR AUTHORISED SERVICE PROVIDERS</u></b>		Part- X	<b><u>CHARGES FOR AUTHORISED SERVICE PROVIDERS</u></b>			
		<b>Section-1: Tariff for the floating pipeline handling facilities for unloading edible oil from vessels berthed at berth No.5/off 5/6/ off 6.</b>			<b>Section-1: Tariff for the floating pipeline handling facilities for unloading edible oil from vessels berthed at berth No.5/off 5/6/ off 6.</b>			
		i).The definition of 'Edible oil' : "'Edible Oil' means PLMOC, SBO, SOYA OIL etc. (both crude and refined)."  (ii). <b>Charges for Handling of Edible Oils by Floating Pipeline Handling Facilities from the Vessels berthed At Berth No. 5/ Off 5/ 6/ Off 6:</b>			i).The definition of 'Edible oil': "'Edible Oil' means PLMOC, SBO, SOYA OIL etc. (both crude and refined)."  (ii). <b>Charges for Handling of Edible Oils by Floating Pipeline Handling Facilities from the Vessels berthed At Berth No. 5/ Off 5/ 6/ Off 6:</b>			
		Commodity	<b>Unit Rate in Rs per Metric Tonne</b>		Commodity	<b>Unit Rate in Rs per Metric Tonne</b>		
			Foreign Coastal			Foreign Coastal		
		Edible Oil  (Crude /Refined )	3.52 2.11		Edible Oil  (Crude /Refined )	3.52 2.11		
		<b>Notes:</b>			<b>Notes:</b>			

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		The Cargo handling charges prescribed here is a composite charge for:			The Cargo handling charges prescribed here is a composite charge for:		
		(a). bringing the Floating Pipeline in position from the parked position and connecting the Floating Pipeline with the ship manifold and manifold of the importer on shore			(a). bringing the Floating Pipeline in position from the parked position and connecting the Floating Pipeline with the ship manifold and manifold of the importer on shore		
		(b). Opening of associated valves			(b). Opening of associated valves		
		(c)Sustenance of the pipeline during pumping of the cargo			(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			(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.			( 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.		
		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."			(f)All consequential operations pertaining to cleaning of spilled/ contamination of liquid cargo, if any.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
					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."		
		<b>Section-2.: Tariff for the transloading facility to be set up for handling of dry bulk cargo at Haldia Dock Complex (HDC) of KOPT.</b>			<b>Section-2.: Tariff for the transloading facility to be set up for handling of dry bulk cargo at Haldia Dock Complex (HDC) of KOPT.</b>		
		(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."			(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."		
		<b>(ii).Marine Charges on Mother Vessels:</b>  Charges to be levied by the Service Provider on the Mother Vessels calling at the Transloading Facility against provision of required marine related services like tug assistance, fenders as well as for providing conservancy services at the Transloading points.			<b>(ii).Marine Charges on Mother Vessels:</b>  Charges to be levied by the Service Provider on the Mother Vessels calling at the Transloading Facility against provision of required marine related services like tug assistance, fenders as well as for providing conservancy services at the Transloading points.		

Form- 5								
KOLKATA PORT TRUST								
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities								
	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed	
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate		
	Sl.No.	Description of vessel	Rate in Rs per GRT		Sl.No.	Description of vessel	Rate in Rs per GRT	
	1.	Vessel engaged in Foreign trade	30.39		1.	Vessel engaged in Foreign trade	30.39	
	2.	Vessel engaged in Coastal trade	18.23		2.	Vessel engaged in Coastal trade	18.23	
						(iii). Transloading Charge:		
	SI	Commodity	Rate in Rs per Metric Tonne		SI	Commodity	Rate in Rs per Metric Tonne	
	No		Foreign	Coastal	No		Foreign	Coastal
	(1)	Thermal Coal /Iron Ore	214.57	214.57	(1)	Thermal Coal /Iron Ore	214.57	214.57
	(2)	All Other Dry Bulk Cargo	214.57	128.74	(2)	All Other Dry Bulk Cargo	214.57	128.74
		Notes:				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 KOPT and shall be applicable on the quantity transloaded, as determined through				(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 KOPT and shall be applicable on the quantity transloaded, as determined through		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Comparison of Existing and Proposed SOR									
Sl. No.	Schedule No	Existing SOR			Schedule No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
		Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
		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 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:-				The productivity wise slab rates shall be as follows:-			
		<b>Average Rate of Transfer of Cargo between mother vessel and Transshipper/ daughter vessel</b>	<b>Ceiling Rate for Iron Ore, Thermal Coal and other Foreign Cargo</b>	<b>Ceiling Rate for Coastal Cargo (Other than Iron Ore and Thermal Coal)</b>		<b>Average Rate of Transfer of Cargo between mother vessel and Transshipper/ daughter vessel</b>	<b>Ceiling Rate for Iron Ore, Thermal Coal and other Foreign Cargo</b>	<b>Ceiling Rate for Coastal Cargo (Other than Iron Ore and Thermal Coal)</b>	
		20000-21999	208.13	124.88		20000-21999	208.13	124.88	
		22000-23999	210.27	126.17		22000-23999	210.27	126.17	
		24000-25999	212.42	127.45		24000-25999	212.42	127.45	
		26000	214.57	128.74		26000	214.57	128.74	
		26001-28000	215.64	129.38		26001-28000	215.64	129.38	
		28001-30000	216.71	130.03		28001-30000	216.71	130.03	
		30001-32000	217.78	130.67		30001-32000	217.78	130.67	
		<u>Note:</u>					<u>Note:</u>		
		The Average rate of transfer of cargo				The Average rate of transfer of cargo			

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		between mother and Transhipper / daughter vessel will be calculated by the formula <b>Total cargo transferred between OGV and the Transhipper and / OR between OGV and daughter vessel</b> -----x24 Transfer Time (In Hours)			between mother and Transhipper / daughter vessel will be calculated by the formula <b>Total cargo transferred between OGV and the Transhipper and / OR between OGV and daughter vessel</b> -----x24 Transfer Time (In Hours)		
					<b>Cargo Transfer time (in hours) [CTT].</b>		
	(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.		(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 <sup>nd</sup> 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.		(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 <sup>nd</sup> 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		(c).	The same methodology shall also be		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		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 <sup>nd</sup> 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.			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 <sup>nd</sup> 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 Rs. 10.00 per MT as per notification of TAMP vide G. No. 226 dated 25 July 2014.		(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 Rs. 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 KOPT; the Service Provider will be entitled to recover the actual cost of same paid by them to KOPT.		(e).	For facilities like Fresh Water Supply to the mother vessel, which the Service Provider may have to arrange by sourcing the same from KOPT; the Service Provider will be entitled to recover the actual cost of same paid by them to KOPT.		

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR						Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities		Rate		Schedule No	Tariff and Conditionalities		Rate		
	(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."				(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."				
		<b>Section 3: <u>Cargo Transfer Charge by Floating Crane:</u></b>					<b>Section 3: <u>Cargo Transfer Charge by Floating Crane:</u></b>				
	Sl no	Commodity	Unit	Foreign	Coastal	Sl no	Commodity	Unit	Foreign	Coastal	
	(1)	Dry Bulk Cargo	Per Metric Tonne	129.33	77.60	(1)	Dry Bulk Cargo	Per Metric Tonne	129.33	77.60	
	(2)	Other than Dry Bulk Cargo	Per Metric Tonne	227.84	136.70	(2)	Other than Dry Bulk Cargo	Per Metric Tonne	227.84	136.70	
		Note					Note				
		(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 KoPT limit and shall be applicable on the quantity unloaded/ loaded by use of					(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 KoPT limit and shall be applicable on the quantity unloaded/ loaded by use of				

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KOLKATA PORT TRUST									
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities									
Sl. No.	Existing SOR				Schedu le No	Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate			Tariff and Conditionalities	Rate		
		the Floating Crane, as determined through the Draft Survey Report.				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 Kolkata Port Trust, as per Scale of Rates of KoPT time being in force.				(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 Kolkata Port Trust, as per Scale of Rates of KoPT time being in force.			
		Performance Linked Tariff:				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:				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				For Dry Bulk Cargo			
		Performance Standard in tons	Foreign	Coastal		Performance Standard in tons	Foreign	Coastal	
		8501-9000	135.88	81.53		8501-9000	135.88	81.53	
		7921-8500	132.56	79.54		7921-8500	132.56	79.54	
		7920	129.33	77.60		7920	129.33	77.60	
		7919-7500	126.10	75.66		7919-7500	126.10	75.66	
		7499-7000	122.94	73.77		7499-7000	122.94	73.77	
		For other Cargo:				For other Cargo:			
		Performance Standard in tons	Foreign	Coastal		Performance Standard in tons	Foreign	Coastal	
		4726-5225	239.37	143.62		4726-5225	239.37	143.62	
		4225-4725	233.54	140.12		4225-4725	233.54	140.12	
		4224	227.84	136.70		4224	227.84	136.70	
		4223-3725	222.14	133.29		4223-3725	222.14	133.29	

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Existing SOR					Proposed SOR					Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate		Schedule No	Tariff and Conditionalities	Rate			
		3724-3225	216.59	129.95		3724-3225	216.59	129.95		
		<p><u>Note:</u></p> <p>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 2<sup>nd</sup> 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 2<sup>nd</sup> five hundred tones 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>				<p><u>Note:</u></p> <p>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 2<sup>nd</sup> 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 2<sup>nd</sup> five hundred tones 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</p>				

## KOLKATA PORT TRUST

## Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		<p><u>Total cargo transferred between mother vessel and the barges / daughter vessels x 24</u> Cargo Transfer Time (in hours)</p> <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> <p>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.</p> <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</p>			<p>following formula:</p> <p><u>Total cargo transferred between mother vessel and the barges / daughter vessels x 24</u> Cargo Transfer Time (in hours)</p> <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> <p>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.</p> <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</p>		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Sl. No.	Existing SOR			Schedule No	Proposed SOR		Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate		Tariff and Conditionalities	Rate	
		strictly calculated on the basis of SOF duly signed by the above said parties.			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 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.			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.		
		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, subject to indexation, as explained above.			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, subject to indexation, as explained above.		
					<b><u>Section-4: Upfront tariff for Stevedoring and Shore Handling Operations</u></b>		
					(i) <b><u>Upfront tariff for Stevedoring and Shore Handling Operations at Haldia Dock Complex (HDC):</u></b> Upfront Tariff for Stevedoring and Shore Handling Agents working at		

**KOLKATA PORT TRUST****Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities**

Existing SOR				Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
Sl. No.	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					<p>Haldia Dock Complex, who will be issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling) Regulations, 2016 will be governed by the Notification of Tariff Authority for Major Ports vide No. G.No.63 dated 21 February 2017 or any revision thereof notified by the Authority.</p> <p>(ii) <u>Upfront tariff for Stevedoring and Shore Handling Operations at Kolkata Dock System (KDS):</u> 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, 2016 will be governed by the Notification of Tariff Authority for Major Ports vide No. G.No. 79 New Delhi, 1 March 2017 or any revision</p>		

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KOLKATA PORT TRUST							
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities							
Sl. No.	Existing SOR			Proposed SOR			Reasons / Justification for amendments in conditionalities, if any, proposed
	Schedule No	Tariff and Conditionalities	Rate	Schedule No	Tariff and Conditionalities	Rate	
					thereof notified by the Authority.		
					<b>Section-5: <u>Mandatory User Charge on Containers</u></b>		
					The levy of Mandatory User Charge (MIC) 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-248 dated 03 July 2018 or any revision thereof notified by the Authority		