

CHENNAI PORT TRUST

SCALE OF RATES

[Effective from 01.10.2014 with modifications / amendments approved by TAMP upto 09.01.2015]

CHAPTER - I

1.1. DEFINITIONS - GENERAL

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

- (i). **“Coastal vessel”** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping / competent authority.
- (ii). **“Consignment”** shall mean the goods covered by one import or export application.
- (iii). **“Enclosed Harbour”** shall mean the area within the breakwater upto buoy No.9.
- (iv). **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- (v). **“Shift”** shall mean the shift of such hours as may be prescribed by the CHPT from time to time. The shift hours so prescribed by the CHPT are as under:

I Shift	: 0600 to 1100 hours
	: 1200 to 1400 hours
II Shift	: 1400 to 1900 hours
	: 1930 to 2200 hours
III Shift	: 2200 to 0200 hours
	: 0230 to 0600 hours

Unless otherwise specified, ‘Day’ shall be reckoned from 06.00 a.m. of a day to 06.00 a.m. on the following day.

For purpose of recovering service charges as provided in the various chapters in the Scale of Rates, half-a-shift shall be 4 hours or less in a shift and any period in excess of 4 hours in a shift shall be treated as a full shift. Unless otherwise specified ‘half-a-shift’ shall be reckoned with as detailed below:

I Shift	First Half	: 0600 to 1000 hours
	Second Half	: 1000 to 1400 hours
II Shift	First Half	: 1400 to 1800 hours
	Second Half	: 1800 to 2200 hours
III Shift	First Half	: 2200 to 0200 hours
	Second Half	: 0200 to 0600 hours

- (vi). ‘Wharfage’ shall mean the basic dues recoverable on all cargo imported or exported or transhipped or passing through the port, whether porteraged by the CHPT or not.
- (vii) **“Port Limit”** shall mean Port Limit of CHPT notified by the Central Government in terms of Section 4(2) of the Indian Ports Act, 1908.

1.2. GENERAL TERMS & CONDITIONS

- (i). (a). A foreign going vessel of Indian Flag having a General Trading Licence can convert to Coastal run on the basis of a Customs Conversion Order.
- (b). A foreign going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.
- (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
- (d). In cases of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign-going rates shall be chargeable by the discharge ports.
- (e). 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.
- (ii). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (iii). (a) Vessel related charges shall be levied on shipowners / steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiary or any other Public Sector Banks as may be specified from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
- (b) Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the market buying rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into the port in case of export containers.
- (c) The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
- (d) The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pallets, should not exceed 60% of the normal cargo / container related charges.
- (e) In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.
- (f) 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.
- (g) For the purpose of this concession, cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.

- (h) The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.
- (iv). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (v). (a) For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
- (b) In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (vi). Interest on delayed payments / refunds:
- (a) The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the CHPT shall pay penal interest on delayed refunds.
- (b) The rate of penal interest will be 16.75% p.a. The penal interest will apply to both the CHPT and the port users equally.
- (c) The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
- (d) The delay in payments by the users will be counted only 10 days after the date of raising the bills by the CHPT. 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.
- (vii). The aggregate of all charges (including demurrage) payable on any one consignment shall be subject to a minimum of ₹100. Further, the charges payable shall also be rounded off to the next higher rupee on the grand total of each application / bill etc.
- (viii). No refund shall be made if the amount refundable is less than ₹100/-. This limit of ₹100/- shall also be applied for supplementary claims for under charges. This however shall not apply for the provisional Deposits collected for the services in advance.
- (ix). In the case of coal, coke, ores (other than Iron ore by Mechanical handling), Edible oils and other goods in bulk, charges (Wharfage, crantage, demurrage and special services, if any) shall be recovered as per manifested quantity of the vessel.
- For purpose of recovery of the charges, except in cases otherwise specified hereinafter the gross and not the net units of each package as specified in the relative invoice or other shipping document shall be taken, subject to a test-check by the CHPT. In the absence of these documents or in the absence of the specification of gross units therein, the units arrived at by actual test-check shall be taken as the gross units.
- (x). Vessel related charges shall be collected based on GRT of the vessel. Deck cargo includes container on deck. Deck cargo shall be exempted from assessment of all vessel related charges.
- (xi). (a) Wharfage on Import cargo shall be paid at the rate applicable on the date of commencement of landing of the cargo.

- (b) Wharfage on Export cargo shall be paid on admittance of the cargo in to the custom bounded area at the rate prevailing on the date of admittance
- (c) The vessels shall pay the port dues on entering in to the port-limits at the rate applicable on the date of entering in to port limit.
- (xii). (a) Wherever a specific tariff for a service/ cargo is not available in the notified Scale of Rates, the CHPT can submit a suitable proposal to the TAMP.
- (b) Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
- (c) The ad hoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/ cargo; and, it must be mutually agreed upon by the Port/ Terminal and the concerned user(s).
- (d) The final rate fixed by the TAMP will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.
- (xiii).(a) The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The CHPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
- (b) The CHPT may also, if it so desires, rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
- (c) Provided that the CHPT should notify the public such lower rates and / or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP."
- (xiv) Service Tax, Educational Cess and any taxes and duties to be levied by the state/ central government shall be collected at the prescribed rate.
- (xv) The users shall not be required to pay charges for delays beyond a reasonable level attributable to the CHPT.

CHAPTER- II
VESSEL RELATED CHARGES

1.0 PORT DUES

Rate of Port Dues for vessels calling at the Port:

Particulars	Rate Per GRT		Frequency of payment in respect of the same vessel	
	Foreign Going Vessel (in US\$)	Coastal Vessel (in ₹)	Coastal Vessels	Foreign vessel
Vessels chargeable (All types of sea going vessels including Lash Barges)	0.2907	7.678	The due is payable once in 30 days	The due is payable on each entry into the Port

Notes:

- (1). 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 levying Port Dues.
- (2). Port dues shall not be levied on the following:
 - (i) Any pleasure yacht;
 - (ii). Any vessel, which, having left the port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage.
 - (iii) The following categories of naval vessels are exempted from payment of Port Dues.
 - (a). Vessels of war flying the white ensign belonging to or in the service of the Republic of India.
 - (b). Vessels flying the blue ensign.
 - (c). Men of war belonging to any foreign Prince or State entering the Port.
 - (iv). Vessels belonging to other Indian Ports except private port.
- (3). A vessel entering the Port but not discharging or taking in any cargo or passengers therein (with the exception of such unshipment/reshipment as may be necessary for purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (4). A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.
- (5). A LASH vessel making a 'second call' to the Port within 30 days to pick up empty and / or laden fleeting LASH barges, but not discharging or taking any cargo or passengers therein shall not be charged any Port Dues. In the event of discharging or taking of any cargo or passenger during the second call, shall be treated as a Vessel entry to the Port and shall pay the Port Dues as applicable.
- (6). All vessels owned by State/Central Governments other than those specified under note 2 (iii) above are liable for payment of port dues.

- (7). A coastal vessel, which after paying 50% of the Port Dues as per provisions prescribed at 3 above, re-enters the port within the period of exemption of 30 days with cargo or passengers or in ballast shall be charged the difference viz., 50% of the Port Dues previously conceded.
- (8). A coastal vessel, which, after paying 75% of Port Dues as per provisions prescribed at 4 above, re-enters the port within the period of exemption of 30 days with cargo or passengers or in ballast, shall be charged the difference, viz., 25% of the Port Dues previously conceded.
- (9). A vessel landing a passenger at the port without anchoring and proceeding on her voyage is liable to Port Dues in full.

2.0 BERTH HIRE CHARGES

A. Rate of Berth hire charges for Vessels called at the Port excluding Boat Basin & Timber Pond

GRT	Rate per hour or part thereof	
	Foreign-going Vessel (in US\$)	Coastal vessel (in ₹)
Any volume of GRT	0.0041 per GRT	0.1083 per GRT

- (1). All vessels of war flying the white ensign in the service of the Republic of India but including in times of war, mine sweepers and patrol vessels shall be exempted from the payment of berth hire charges when they occupy berth for a period not exceeding one month in any case and for a period exceeding one month if there are other moorings available for ordinary steamers, but becomes liable for payment of Berth Hire Charges when they occupy alongside berths. All other vessels belonging to the Central Government or State Government shall pay Berth Hire Charges as per the rates specified in the schedule above.
- (2). A vessel after completion of discharge or loading or ballasting shall call for the Pilot for sailing within 4 Hours (or within such extension granted by the Chennai Port Trust in writing for stated reasons). If the vessel do not call for the Pilot for sailing within the period of 4 Hours after completion of discharge or loading or ballasting or within such extension granted by the Chennai Port Trust or officials authorized by it, the vessel shall pay Additional Berth Hire Charges at the rate of ₹14176.90 per hour or part thereof for Coastal vessel and US\$ 536.76 per hour or part thereof for Foreign going vessels for the period from the time of expiry of four hours or such extended time granted by Chennai Port Trust or officials authorized by it till the time of calling the Pilot.
- (3). The Additional Berth Hire Charges specified in Note 2 shall not be charged for the following cases:
 - (a). Vessel waiting for tide, draft etc. to sail for the safety of the vessel.
 - (b). Strike by the Port employees.
 - (c). Loading arm disconnection problem.
 - (d). Usage of idle berth with concurrence of Chennai Port Trust or officials authorized by it.
- (4). (i). The Berth Hire Charge shall not be levied after the expiry of 4 Hours from the time of calling for the Pilot for sailing.
- (ii). A penal berth hire equal to one day's berth hire charge shall be levied for a False call for Pilot.
 "False call for Pilot' means when vessel is not ready in all respects but has called for pilot and after boarding the vessel, the Pilot could not sail the vessel, as it was not ready resulting in disembarkation of the pilot from the vessel without sailing/shifting. "

- (iii) The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
- (5). Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or appropriate authority will be applicable:
- (a) For providing the "priority berthing" to any vessel, a fee equivalent to berth hire charges for a single day or 75 percent of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.
- (b) For providing the "ousting priority" to any vessel, a fee equivalent to berth hire charges for a single day or 100 per cent of the berth hire charges calculated for the total period of actual stay at the Berth whichever is higher shall be levied. In addition, for providing "Ousting priority" to any vessel, the charges for 'shifting in' and 'shifting out' of the vessels shall be collected.
- (c) The fee for according priority / ousting priority as indicated above shall be charged for all the vessels except the following categories:
- (i). Vessels carrying cargo on account of Ministry of Defence.
- (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 special exemption has been granted by the Ministry of Shipping.
- (6). In respect of Vessels coming under Berth Reservation Scheme the berth reservation charges shall be paid as per the scheme and direction issued by the government from time to time.
- (7). No berth hire will be charged when the vessels idle at the CHPT's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to CHPT.
- (8). Berth Hire charges for Non-Cargo vessels will be charged at the rates given below or as per the rates prescribed in Scale - 'A' above, which ever is higher.

Sl. No.	Vessel Type	Berth hire charges
1	Supply Vessels	₹25,000/- for less than 12 hours stay and ₹50,000/- for more than 12 hours stay / per day.
2	Research - Government	Normal Berth Hire as per Scale-A above.
	- Others	₹30,000/- per day
3	Repair & Maintenance	2 times of normal Berth Hire as per Scale-A above.
4	Bunkering	Normal Berth Hire as per Scale-A above.
5	Oil Rigs	₹2,00,000/- per day
6	Other Non-cargo vessels not specified above	2 times of normal Berth Hire as per Scale-A above.

Note: The above berth hire charges for non-cargo vessels shall not be applicable to Harbour Crafts for which separate Berth hire charges have been prescribed in Schedule 2.0 - C.

- (9) In respect of vessels idling at the berth for more than 24 hours during operations due to dispute between the Master of the Vessel and receiver of the cargo, stowage problem, ship-crane repair, etc., berth hire charges at 2 times of normal berth hire charges prescribed at Scale-A above shall be payable.

Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014:

- (i) "Coastal Vessels" is defined as 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.
- (ii) Major Ports 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.
- (iii) All Major Ports 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.
- (iv) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
- (v) Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
- (vi) 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.
- (vii) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
- (viii) Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
- (ix) Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.
- (x) The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate formal for coastal and foreign vessels."

B. Berth Hire Charges for vessels berthed at Timber Pond and Boat Basin:

- (1) Vessels belonging to Coast Guard Service and any other vessels which are not registered under the Harbour Craft Rules for the Port of Chennai, other than the Merchant Vessels and the non-commercial powered harbour crafts belonging to the Central Government or a State Government such as the launches of the Defence Service, the Customs, the Police and the Port Health Department that are plying and stationed at the said port for their Departmental use concerning the Port Operations, shall pay:-

Berth hire charges at the rate of ₹93.18 per hour or part thereof per vessel or craft, or barge etc as the case may be, for occupying Boat basin and Timber Pond.

C. Charges for the Harbour Craft registered under Harbour Craft Rules for berthing at anywhere in the Port:

- (1) Any powered harbour craft registered under the Harbour Craft Rules for the Port of Chennai other than non-commercial powered harbour craft belonging to the Central Government or a State Government, plying in the Port shall pay berth hire charges either at the rate of ₹2982/- per calendar month or part thereof or ₹5.58 per hour or part thereof per craft at the option of the owner of the craft and the said option once exercised by the owner shall be final.
- (2) Non-Commercial pleasure yachts shall pay Berth Hire Charges of ₹2982/- per calendar month or part thereof.

D. Anchorage Fee

Sl. No.	Particulars	Rate applicable per hour or part thereof	
		Foreign going (US\$)	Coastal (₹)
1.	For anchoring at mooring point within the Enclosed Harbour	0.00156	0.0413
2.	For anchoring at any point other than mooring point outside the Enclosed Harbour	0.00085	0.0224

Note: The above charges at Sl.No.2 will be collected, for the vessel shifted out of the Enclosed Harbour for any reasons and re-berthed. No vessel shall be allowed to anchor in the outer anchorage without a designated Steamer Agent.

3.0 PILOTAGE FEES

3.1. A) RATE OF PILOTAGE FEES FOR OTHER THAN IRON ORE VESSELS CALLED AT THE PORT

Item No.	Size of vessel	Rate per GRT	
		Foreign-going vessel (in US\$)	Coastal vessel (in ₹)
I.	Upto 3,000 GRT	0.55238	14.5834
II.	3,001 to 10,000 GRT	0.38198	10.0820

III.	10,001 to 15,000 GRT	0.44020	11.6298
IV.	15,001 to 30,000 GRT	0.50694	13.3906
V.	30,001 to 60,000 GRT	0.71994	19.0138
VI.	Over 60,000 GRT	0.83354	22.01

B) RATE OF PILOTAGE FEES FOR IRON ORE VESSELS AT IRON ORE BERTH AT BHARATHI DOCK

Item No.	Size of vessels	Rate per GRT	
		Foreign-going vessel (in US\$)	Coastal vessel (in ₹)
I.	Upto 3,000 GRT	0.37914	10.0110
II.	3,001 to 10,000 GRT	0.26270	6.9438
III.	10,001 to 15,000 GRT	0.30246	7.9946
IV.	15,001 to 30,000 GRT	0.35074	9.2584
V.	30,001 to 60,000 GRT	0.49558	13.0924
VI.	Over 60,000 GRT	0.57084	15.0804

3.2. RATE OF PILOTAGE CHARGES FOR HOT MOVE/ COLD MOVE OPERATIONS

Sl. No.	Particulars	Operations	
		Hot Move	Cold Move
1.	Inward Pilotage	50%	100%
2.	Outward Pilotage	50%	100%

Note: The above percentage of charges shall be applied on the rates of Pilotage Fee prescribed at 3.1 (A) and 3.1 (B).

General Notes:

- (1) Pilotage fee shall include services of ports' pilot(s); and, provision of required number of tug/tugs, launches with the crew for inward and outward pilot(s) movement.
- (2) In case of any shifting made on the request of the Steamer Agent shifting charges shall be levied as per the rates prescribed.
- (3) Shifting of a vessel to outer anchorage other than port convenience shall be considered as a pilotage action. Hence, reentry of the vessel under the same port entry, pilotage fees afresh shall be payable.
- (4) If a vessel is shifted to the outer anchorage at the request of the user, the user shall pay an Additional Pilotage Fee.
- (5) For vessels upto 3000 GRT i.e., in Item I of Clause 3.1.(a) the Minimum charges under this Schedule shall be US\$ 1065.20 for foreign-going vessels and ₹28134.03 for Coastal Vessels.
- (6) For vessels of 3,001 GRT and upto 10,000 GRT in Item II of Clause 3.1. (a) the Minimum charges under this Schedule shall be US\$ 1290.08 for foreign-going vessels and ₹34073.70 for Coastal vessels.

- (7) A fee at half the rates payable for pilotage shall be levied in respect of the following vessels:
- (i) For mooring a vessel outside the limits of port when it does not enter or leave it for example VLCC vessels and giant tankers. This provision is not applicable for vessels that are shifted to outer anchorage from berth and again from outer anchorage to berth.
 - (ii) If in case of any vessel in her voyage at this port, only one way Pilotage is involved.
 - (iii) In cases of vessels, where the services of either the Pilot or the Tug alone are involved.
- (8) In the case of pilots whose services have been requisitioned but not utilised within 30 minutes from the time of boarding the vessel, the following charges shall be levied:

Services	Rate	
	Foreign-going vessel (in US\$)	Coastal vessel (in ₹)
Pilots whose services have been requisitioned but not utilised after the Pilot has boarded a vessel.	126.80	3349.20

The rates specified above shall be levied not only in cases of cancellations of requisition for outward pilotage of vessels but also for the cancellations of requisitions for shifting of berths of vessels and re-mooring or for turning a vessel around in her berth or for re-mooring a vessel in the same berth due to position of heavy lifts.

(9) Special Charges:

- (i) A fee of US\$ 64.44 in respect of a foreign-going vessel and ₹1701.94 in case of coastal vessel shall be levied for each hour or part of an hour that a pilot is kept waiting on board any vessel at the Port of Chennai beyond thirty minutes after boarding such vessel.
- (ii) The charge for towage of a sailing vessel within the limits of the Port of Chennai shall be US\$ 32.31 for foreign going vessel and ₹853.24 for coastal vessel per hour subject to a minimum of US\$ 16.16 for foreign going vessel and ₹426.81 for coastal vessel for a duration of 30 minutes and less. Charges for the period in excess of this duration shall be levied at the rate fixed for one hour or part thereof.

4.0 OTHER CHARGES

4.1 RATE OF SHIFTING CHARGES

Item No.	Size of vessels	Rate per GRT per shifting	
		Foreign-going vessel (in US\$)	Coastal vessel (in ₹)
I.	Upto 30,000 GRT	0.07313	1.93
II.	30,001 to 60,000 GRT	$0.07313 * 30000 \text{ GRT} + 0.0584 * \text{GRT exceeding } 30000$	$1.93 * 30000 \text{ GRT} + 1.542 * \text{GRT exceeding } 30000$
III.	Over 60,000 GRT	$0.07313 * 30000 \text{ GRT} + 0.0584 * \text{GRT exceeding } 30000 + 0.05112 * \text{GRT exceeding } 60000$	$1.93 * 30000 \text{ GRT} + 1.542 * \text{GRT exceeding } 30000 + 1.350 * \text{GRT exceeding } 60000$

Notes:

- (1) For shifting a vessel from berth to berth or anchorage within the enclosed harbour ie., within Ambedkar Dock, Jawahar Dock or Bharathi Dock only shifting charges to be levied except for shifting carried out on Ports convenience. The shifting charges shall be levied on all acts of shiftings, which exclude the inward and outward movements connected with the pilotage.
 - (2) In case of shifting on the User's request, 200% Shifting Charge shall be levied, if the shifting is in Cold Move.
 - (3) Turning round of a vessel within berth on the request of the Agent shall also be considered as a shifting.
 - (4) No separate charges shall be levied for shifting of any vessel for port convenience.
- (a). Port convenience is defined to mean of the following:
- (i). If a working cargo vessel at berth or any vessel including transshippers at anchorage / mooring buoys is shifted / in berthed for undertaking work / hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting made to reposition such shifted vessel shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (ii). If a working cargo vessel is shifted from berth to accommodate, on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as PORT CONVENIENCE.
 - (iii). In case of transshippers, however, all acts of shifting are chargeable.
 - (iv). Whenever a vessel is shifted from berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority or the shifting is treated as for PORT CONVENIENCE when the priority vessel is exempted from payment of such charges. However, this benefit will not be applicable in the following cases:
 - (a) Non-cargo vessels which in any case have to vacate the berth when cargo vessels arrive.
 - (b) Vessels using the berth exclusively for overside loading / discharge.
 - (c) Vessels which are idling at berth without doing any cargo handling operations.
 - (v). Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths, due to LOA / Draft restrictions.
 - (vi). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel is shifted, the vessel enjoying priority cannot be berthed at the adjacent berth due to length restrictions.
 - (vii). In the event of normal turn of berthing of the specific cargo vessel, if the designated berth is not vacant, the shifting of other cargo vessel from the designated berth shall be made as Port convenience to accommodate the specific cargo vessel.

4.2. RATE FOR SUPPLY OF WATER TO SHIPPING

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US\$)	Coastal vessel (in ₹)
1.	Water supplied to shipping by the CHPT alongside quays except at Bharathi Dock	Per 1,000 litres or part thereof	4.26	112.51
2.	Water supplied to shipping at moorings including tanker moorings and Bharathi Dock	-do-	5.68	150.00

4.3 FEEES FOR SALVAGE OF GOODS:

Item No.	Value of Goods Salvaged	Rate of Salvage Charges (Per Cent ad valorem)	Minimum Charges payable (in ₹)
1.	Less than ₹1,000	82.4736	Subject to a minimum of 674.79
2.	₹1,000 and more but less than ₹5,000	67.4784	1499.52
3.	₹5,000 and more but less than ₹10,000	56.2320	5998.08
4.	₹10,000 and more but less than ₹20,000	44.9856	10121.76
5.	₹20,000 and more but less than ₹50,000	26.2416	15182.64
6.	₹50,000 and over	18.7440	21180.72

Note: These charges include the cost of ordinary diver's charges but are exclusive of any special charge which may be necessary in certain case, such as the use of tugs, barges or other crafts which will be charged at actual cost or at the rates set forth in the Port's Scale of Rates, as the case may be. In case of goods liable to damage by water, the above percentage shall be recovered on the sale value or Customs valuation, as the case may be.

4.4 DIVER'S CHARGES:

Item No.	Period	Week days between 6 a.m. to 6 p.m.		Sundays and Board's Holidays between 6 a.m. to 6 p.m.	
		Rate per hour or part of an hour (in ₹)	Minimum Charges (in ₹)	Rate per hour or part of an hour (in ₹)	Minimum Charges (in ₹)
1.	Upto a maximum of four Indress hours	1124.64	2249.28	1686.96	3261.45
2.	In excess of the above	1686.96	-	2474.21	-

Note:

- (1) The Diver's charges specified above shall be levied in all cases of diving work carried out on special requisitions for the services of the Port Submarine Diver irrespective of the results of search or examinations by the Divers. Where a search is undertaken for recovery of goods lost over board and such goods are recovered, charges as for salvage shall be levied.
- (2) When the diving boat is towed by a launch, the towage charges shall be levied extra.

CHAPTER - III

CARGO RELATED CHARGES

SCALE 1 - SCHEDULE OF WHARFAGE CHARGES

Item no.	Nomenclature	Unit	Rate (in ₹)	Rate for Coastal Vessel (in ₹)
1.	Acids of all kinds :	1 Tonne	90.60	54.40
2.	Animals, birds and reptiles alive (per animal)	Each	40.60	24.40
3.	Asbestos, Cement, Clinker lime and limestone and Product.	1 Tonne	40.60	24.40
4.	Baggage and personal effects not accompanying bonafied passengers and seamen	Per Package	101.40	60.80
5.	Bricks and tiles - ordinary	100 or part thereof	8.10	4.90
6.	Cereals and pulses of all kinds	1 Tonne	40.60	24.40
7	Chemicals of all sorts including Carbon black and gas of all kinds except medicines, chemical manures - Not in Bulk	Ad valorem	0.93%	0.55%
7-A	Chemicals of all sorts including Carbon black and gas of all kinds except medicines, chemical manures - in Bulk	1 Tonne	137.50	82.50
8.	Thermal Coal	1 Tonne	32.70	32.70
8-A	Coal other than thermal coal, coke of all kinds and charcoal of all kinds	1 Tonne	32.70	19.60
9.	Common Salt	1 Tonne	24.40	14.60
10.	Conveyance - Various types, parts and accessories:-			
	a) Powered two wheeled vehicles	Each	405.50	243.30
	b) Auto Rickshaws and other three wheeled vehicles including their chassis on wheels	Each	1013.70	608.20
	c) (i). Motor cars, Jeeps, Van and Tourist Caravans loaded or unloaded by the RORO system	Ad valorem	0.47%	0.29%
	c (ii). Motor cars, Jeeps, Vans and Tourist Caravans loaded or unloaded other than by RORO system	Each	4055.00	2433.00
	d (i) - Motor vehicles like buses, dumpers, lorries tractors, trucks, chasis & trawlers - without loaded merchandise or loaded with own accessories - By RORO system	Ad valorem	0.47%	0.29%
	d (ii) - Motor vehicles like buses, dumpers, lorries tractors trucks, chasis & trawlers with loaded merchandise - By RORO system	Ad valorem	0.61%	0.37%
	e) Motor vehicles like buses, dumpers, lorries, tractors, trucks, & trawlers - Other than RORO system	Each	8109.90	4865.90
	f) Chassis of vehicles in item No.(e) above on wheels	Each	4055.00	2433.00
	g) Railway coaches and wagons	Each	20274.80	12164.90
	h) Locomotives	Each	30412.10	18247.30

	i) Vehicles not specified above and parts and accessories of conveyances, tubes and all earth moving equipments like Excavators, Pay loaders Bulldozers, Dozers, Poclainers, FLT's, TLT's, Reach Stackers etc. excluding rubbers tyres and tubes	Ad valorem	0.61%	0.37%
11	Cotton - Raw, Jute, Hemp and their manufactures	1 Tonne	121.70	73.00
12.	Drugs, medicines and medical stores and appliances	Ad valorem	0.20%	0.11%
13.	Fish, fresh-dried-salted-others, Fish maws, Shrimps and prawn-fresh-dried-salted -others, Frog legs and other similar items Fresh and processed	1 Tonne	38.60	23.10
14.	Hides and Skins-Clippings and Cuttings- Tanned and Untanned	1 Tonne	40.60	24.40
15	Iron and steel materials including Galvanized Steel, Pig iron and ingots, Tin plates, Lead material of all types	1 Tonne	60.90	36.50
15-A	Alloy steel, Stainless Steel and Metals not otherwise specified - Ingots and products	1 Tonne	101.40	60.80
16.	Leather, Leather goods including footwear of all kinds	Ad valorem	0.20%	0.11%
17.	Machinery of all kinds including Electrical, Electronic goods, wires, cable and parts & accessories thereof	Ad valorem	0.31%	0.18%
18.	Manure of all kinds-Fertilisers-Fertiliser Raw Materials, Rock phosphate, MOP, SOP and sulphur etc.	1 Tonne	40.60	24.40
19.	Metal scrap of all kinds	1 Tonne	40.60	24.40
20.	Metals-Precious-Silver, Gold and Platinum	Ad valorem	4.57%	2.74%
21.	Molasses in bulk	1,000 Litres	48.70	29.20
22.	Oil-Animal or Vegetables - Not in Bulk	Ad valorem	0.93%	0.55%
22-A	Oil-Animal or Vegetables - In Bulk	1 Tonne	78.10	46.90
23.	Oil-Dangerous-Mineral-Crude-in bulk	1 Tonne	51.50	51.50
24.	Oil-POL Products in liquid including Kerosene, Lubricating oil and Lube base stock in bulk other than Crude Note: Wharfage for cargo handled by CPCL is covered by a separate agreement	1,000 Litres	51.50	51.50
25	Oil-Heavy petroleum, i.e. petroleum products having flash point above 65°C (149°F)- in bulk	1,000 Litres	46.40	46.40
25-A	Oil-Heavy Petroleum, i.e.petroleum products having flash point above 65°C (149°F) - Not in bulk	1 Cubic Metre	75.60	75.60
25-B	Oil-Lubricating including Lube-base-stock-Not in bulk	1 Cubic Metre	79.00	79.00
26	Ores and minerals of all kinds including sized kerb stones / cobble stones for Export	1 Tonne	23.40	23.40
26-A	Ores and minerals of all kinds in bulk for imports	1 Tonne	40.60	40.60
27.	Paper of all kinds	1 Tonne	60.90	36.50
28.	Provisions, groceries, oilman stores including sugar, condiments, food and flour of all kinds, fruits & vegetables including coconuts, onions, spices and garlic other than cereals & pulses of all kinds	1 Tonne	50.80	30.50
29.	Rubber, Raw	Ad valorem	0.61%	0.37%

29-A	Rubber - Manufactured	Ad valorem	0.20%	0.11%
30.	Stones-Sculptural, engraved slabs, dressed	1 Tonne	70.90	42.50
31.	Stores - Naval and Military including arms, ammunitions and explosives of all kinds, Tank and Tank parts	1 Tonne	121.70	73.00
32.	Textiles and yarn of all kinds and all manufactures thereof	Ad valorem	0.20%	0.11%
33.	Timber (in logs)	1 Cubic Metre	35.90	21.60
34.	Timber of all kinds other than in logs including plywood, wood pulp and Boards.	1 Tonne	60.90	36.50
35.	Tobacco - raw, leaf and manufactured	Ad valorem	0.20%	0.11%
36	Items not otherwise specified - in Bulk	1 Tonne	66.90	40.10
36-A	Items not otherwise specified - Other than Bulk	Ad valorem	0.81%	0.48%

Notes:

- (1) Import cargo covered by Overside Delivery Order (ODO) and all Bulk cargoes (Import/Export) are not taken charge by the CHPT.
- (2) In respect of palletised cargo on the export side the unit of pallets used for palletisation shall be excluded for reckoning the unit for purposes of recovery of (a) Wharfage, and (b) Demurrage and crange, if any.
- (3) (i). Ad valorem Levy: The percentage rate of 'Ad valorem' unit shall be as follows:
 - (a). Goods imported: The percentage levy shall be on C.I.F. value as assessed by Customs for import goods.
 - (b). Goods exported: The percentage levy shall be on F.O.B. value as assessed by Customs for export goods.
 - (c). Coastal goods: The value to be taken for Ad valorem levy shall be as given in the Coastal Bill of Lading / Invoice.
- (ii). In case of the goods not otherwise specified, where the value of the cargo could not be assessed, the wharfage shall be collected on weight under Item 36.
- (4) In cases, where unit of wharfage has to be assessed on ad valorem basis, the value of the cargo to be reckoned with shall be rounded off to the next higher rupees.
- (5) Before classifying any cargo under 'goods not otherwise specified, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the schedule given above.
- (6) Wharfage at 66.67% of the rates prescribed in the schedule shall be levied for oil fuel shipped for bunkers.
- (7) In respect of Iron Ore including Pellets, other ores, all types of Coal and Coke, shredded scrap, fertilizer of all forms and if any other new Dry Bulk cargo creating pollution, handled in Bulk in the inner harbour, a Pollution Levy @ ₹4.26 per MT shall be collected in addition to normal

wharfage charges as specified under Scale-1. In case of new Dry Bulk cargoes, as regards creation of pollution, the decision of Board of Chennai Port Trust shall be final.

- (8) In case of cargo for other ports landed from vessel in distress and reshipped without having left the CHPT's premises, wharfage shall be levied only once on landing.
- (9) In case cargo loaded into a vessel and subsequently unloaded due to various reasons, no wharfage shall be levied if the cargo is reshipped in the same vessel without leaving the port's premises. Wharfage shall, however, be levied again if the cargo is reshipped in another vessel.

SCALE 2 - WHARFAGE ON TRANSHIPMENT GOODS

Item No.	Category	Rate
1.	Cargo of other ports landed and reshipped / transshipped.	₹93.25 per tonne
2.	Cargo, other than mineral oil in bulk, of other ports transshipped direct from ship to ship.	₹48.73 per tonne
3.	Cargo manifested for 'local' and subsequently amended at Chennai for 'transshipment'.	Wharfage rate as prescribed in Scale 1 both on landing and on shipment.
4. (a).	Oil, mineral in bulk, transshipped direct from ship to ship.	50% of Wharfage rate as prescribed in Scale 1 on the transhipped units.
(b).	Oil pumped from the vessel to the terminal tanks of oil companies and then pumped to vessels for shipment to another Port in India.	100% of Wharfage as per Scale 1 only on the Oil discharged and 'NIL' at the time of export.
(c).	Indigenous products / oil pumped into the Terminal Tank of oil companies from the hinter land, when shipped later / for shipment to other countries	100% of Wharfage as per Scale 1 at the time of export from this Port on the quantity shipped.
Note:- It is the responsibility of the Steamer Agents to shift transshipment cargo for shipment when the on carrier vessel is berthed at a berth different from the one where the transshipment cargo is landed and lying.		

SCALE 3 - GOODS FREE OF WHARFAGE

Item No.	Classification for purposes of this Scale
1.	Goods imported by rail and sent out by rail or road, which have been stored in any space, open or covered licensed on monthly or annual basis.
2.	Goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust account.
3.	Fodder accompanying livestock and not manifested as cargo.
4.	Sweeping collected from the Board's premises.
5.	Survey rejections.
6.	Goods belonging to the oil installations passing through the CHPT's premises in railway wagons without being unloaded.
7.	Rail-borne goods missent to the harbour or rejected by the consignee.

8.	Cargo/Containers (Empty or Loaded) not manifested for transshipment but merely transferred from one hatch to another of the same vessel without being landed on the quay or on the barge/lighter.
9.	Bonafide ships' fittings, ships' stores, unmanifested dunnage and provisions for the use of ships other than bunkers.
10.	Bonafide passengers' and seamen's baggage and personal effects accompanying them.
11.	Mail in bags or packets, manifested or unmanifested.
12.	Personal baggage, horses and carriages accompanying the Defence Personnel, other than Civil Staff moving on duty embarking or disembarking and animals meant for providing food.

**SCALE 4 A - CHARGES FOR HANDLING IRON ORE THROUGH
MECHANISED ORE HANDLING PLANT**

Item No.	Description	Rates in ₹ (per tonne or part thereof)
1	Iron Ore shipped through mechanical ore handling system at Bharathi Dock	120.70
2.	Charges for cleaning the ore handling system for receiving and shipment of iron ore fines/calibrated iron ore.	2.84
3.	Pollution Levy	4.26
4.	Special Port Charges including Haulage	21.30

Notes:

- (1) The rate specified at item (1) is inclusive of all operations from the time of tipping the iron ore from the wagon by the wagon tippler to putting it into the holds of the vessel, cleaning the system, cleaning the spillages, dust and trimming operations of the Ship if any required and Wagon damages, but exclusive of all the Railway Operations connected with the movement of iron ore for which charges are leviable as per the Scale of Rates.
- (2) A rebate of 40% in item (1) and (2) at ₹49.41 per tonne shall be given for the quantity of Iron Ore manually unloaded from Wagons at the Royapuram Railway Yard or any place and intercarted to the mechanical ore handling plant through trucks for shipment at the cost of exporters.
- (3) This rebate will be allowed only when the wagon tippler and stacker cannot be spared by the Port for reasons like maintenance, overhaul and repairs or non-availability of these equipment because of being hired by another party.

**SCALE 4 B - CHARGES FOR HANDLING COAL THROUGH MECHANISED
CLOSED COAL CONVEYOR SYSTEM AT JAWAHAR DOCK**

Item No.	Description	Unit	Rate (in ₹)
1	Charges for handling coal through mechanized closed coal conveyor system at Jawahar Dock.	Per tonne or part thereof	28.40

SCALE 5 - WHARFAGE ON CONTAINERS AND CONTAINERISED CARGO

Charges against masters, owners or agents of vessels or importers or shippers for services rendered to containers and containerised cargo passing through the port

Item No.	Classification	Rate per Container (in ₹)		
		Upto 20 feet in length	Above 20 feet and Upto 40 feet in length	Above 40 feet in length
1.(i).	Wharfage on cargo containerised in ONE FCL CONTAINER (Import or Export)	710	1065	1420
(ii). (a)	Wharfage on cargo containerised in ONE LCL CONTAINER (Import or Export) in cases when no destuffing / stuffing is done inside the port premises	710	1065	1420
(ii). (b)	Wharfage on cargo containerised in ONE LCL CONTAINER in cases when the cargo is destuffed / stuffed for delivery / shipment inside the port premises.	Wharfage as per classification under Scale 1 in Chapter-III.		
(iii).	Wharfage on container BOX ONLY (Import or Export)	56.80	85.20	113.60

SCALE 6 - CHARGES FOR CONTAINER STORAGE

Sl. No.	Particulars	Rate per container per day or part thereof (in US\$)		
		Upto 20' in Length	Above 20' and upto 40' in length	Above 40' in Length
1.	Import - FCL, LCL & Empty			
	First 3 days	Free	Free	Free
	4 - 15 days	3.55	7.10	10.65
	16 - 30 days	7.10	14.20	21.30
	Beyond 30 days	14.20	28.40	42.60
2.	Export - FCL, LCL & Empty			
	First 7 days	Free	Free	Free
	8 - 15 days	3.55	7.10	10.65
	16 - 30 days	7.10	14.20	21.30
	Beyond 30 days	14.20	28.40	42.60
3.	ICD - Import & Export - Loaded & Empty			
	First 15 days	Free	Free	Free
	16 - 30 days	3.55	7.10	10.65
	31 - 45 days	7.10	14.20	21.30
	Thereafter	14.20	28.40	42.60
4.	Transshipment - Loaded & Empty			
	First 30 days	Free	Free	Free
	31 - 45 days	3.55	7.10	10.65
	46 - 60 days	7.10	14.20	21.30
	Thereafter	14.20	28.40	42.60
5.	Shut out - Loaded & Empty			
	First 15 days	3.55	7.10	10.65
	16 - 30 days	7.10	14.20	21.30
	Thereafter	14.20	28.40	42.60

6.	Change of status to local delivery			
	First 3 days	Free	Free	Free
	4 – 15 days	3.55	7.10	10.65
	16 – 30 days	7.10	14.20	21.30
	Beyond 30 days	14.20	28.40	42.60

Notes:

- (1) Storage period for a container shall be reckoned with from the day following the day of landing upto the day of loading / delivery / removal of container.
- (2) For purposes of calculation of free time, Customs notified holidays and port's non working days shall be excluded.
- (3) Transshipment containers whose status is subsequently changed to local FCL/LCL/ICD shall loose the concessional storage charges. The storage charges for such containers shall be recovered at par with the relevant import containers storage tariff.
- (4) Normal import containers subsequently changing the mode to either LCL or ICD containers will enjoy the free period applicable to local FCL Containers.
- (5) Total storage period for a shut out container shall be calculated from the day following the day when the container has become shut out till the day of shipment /delivery.
- (6) The storage charges on abandoned FCL containers/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 container, whichever is earlier subject to the following conditions:
 - (i). The consignee can issue a letter of abandonment at any time.
 - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that:
 - (a) the Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and,
 - (b) the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
 - (iii).The container Agent / MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. 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 for destuffing the cargo.
 - (iv).Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Customs Order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Lines/consignee from the port premises to the Customs bonded area and in that case the storage charges shall cease to apply from the date of such removal.

SCALE 7 - SPECIAL PORT SERVICE CHARGES ON RAIL BORNE GOODS PASSING THROUGH THE PORT OTHER THAN IRON ORE HANDLED AT MOHP

Classification for purpose of this Scale	Unit	Charge payable
Rail borne goods passing through the Port other than Iron Ore handled at MOHP, both inwards and outwards	Per tonne or part thereof	₹10.65

Notes:

The above charge does not include the charges payable on the rail borne goods towards Haulage, demurrage, etc.

The above charges are not applicable to rail borne containerised goods.

SCALE 8 - CHARGES FOR HIRE OF MOBILE CRANES AND FORK LIFT TRUCKS FOR LANDING, SHIPMENT AND DELIVERY

Item No.	Classification for purposes of this Scale	Unit	Rate per hoist (in ₹)	Coastal Rates (in ₹)
(i)	Upto 1 tonne per package	per tonne or part thereof	65.77	39.47
	Over 1 Tonne and upto 5 Tonnes per package	-do-	113.49	68.09
	Over 5 Tonnes and upto 10 Tonnes per package	-do-	202.77	121.67
	Over 10 Tonnes and upto 15 Tonnes per package	-do-	298.20	178.92
	Over 15 Tonnes and upto 30 Tonnes per Package	-do-	396.18	237.71
(ii)	Items on which wharfage is quoted 'per each' in Scale-1 of Chapter III	25% of the wharfage		

Notes:

- (1) The charges specified under the sliding scale above shall be subject to a minimum of ₹92.01 per consignment.
- (2) No charge shall be levied for the goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust Account.
- (3)
 - (a). In case of direct delivery / shipment from the ship's own derricks or Port's wharf crane, no cranaage charges shall be levied for stacking and delivery / off loading and feeding to the hatch.
 - (b). In case of delivery / shipment directly from hook point without stacking / routing through the Transit Area, one cranaage charge for delivery / shipment shall be recovered in the event of supply of Port's equipment.
 - (c). In case of normal delivery / shipment routed through Transit Area, two cranaage charge for stacking and delivery / off loading and feeding to the hatch shall be levied when Port's crane is used.

- (4) The Private cranes shall be allowed on the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates.
- (5) No Crannage shall be payable for the following operations:
- (a) Usage of Tug Master for Loading/unloading/delivery/stacking of Steel Roller Trailer.
- (b) Loading/unloading/stacking/delivery of Automobiles which move on its own wheel with self engine power.

SCALE 9 - CHARGES FOR HIRE OF WHARF CRANES FOR LANDING AND SHIPMENT

Cranes over and above one wharf crane that is included in Berth Hire shall be provided on requisition on payment of following charges

Item No.	Category	Charge payable per Crane requisitioned by each applicant and supplied	
		Foreign-going Vessel	Coastal Vessel
1	Upto 10 tonne capacity	₹5427.24 per shift subject to a minimum of ₹2802.77 per half of a shift or part thereof.	₹3256.40 per shift subject to a minimum of ₹1681.85 per half of a shift or part thereof.
2	Over 10 tonnes but not exceeding 15 tonnes capacity	₹11928/- per shift subject to a minimum of ₹5964/- per half of a shift or part thereof.	₹7156.80 per shift subject to a minimum of ₹3578.40 per half of a shift or part thereof.

Notes:

- (1). Any plant or equipment lifted on or lifted off aiding the process of landing from or landing of cargo into the vessels shall not be charged separately provided the charge has been recovered as part of the Berth Hire Charges in the case of first crane or separately hired in the case of additional wharf cranes.
- (2). However, for work unrelated to cargo handling operations carried out using wharf cranes, necessary charges shall continue to be recovered on per shift / half shift basis as per the Scale of Rates.

SCALE 10 - CHARGES FOR HIRE OF MOBILE CRANES AND FORK LIFT TRUCKS FOR PURPOSES OTHER THAN LANDING, SHIPMENT AND DELIVERY

Item Number and Description	Charges payable Per crane or ForkLift Truck per shift
1. Upto 5 tonnes capacity	₹4651.92 subject to a minimum of ₹2325.96 per half shift
2. Over 5 tonnes but not exceeding 10 Tonnes capacity	₹6202.56 subject to a minimum of ₹3101.28 per half shift
3. Over 10 tonnes but not exceeding 15 tonne	₹14134.68 subject to a minimum of ₹7097.16 per half shift
4. Over 15 tonnes and upto 30 tonnes	₹20575.80 subject to a minimum of ₹10317.72 per half shift

General notes for Scale 9 and 10 above:

- (1) Grab Hire Charges according to the grab capacity as prescribed else where in the Scale of Rates shall be collected in addition to charges recovered under Scale 1, Chapter III of Scale of Rates.
- (2) If cancellation order is not received before the commencement of the shift charges for one shift shall be levied where requisition is for one and more shift and charges for half a shift shall be levied where requisition is for half a shift.
- (3) Supply of cranes/fork lift trucks normally hired out by the CHPT is not guaranteed. They will be supplied only if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the cranes/fork lift trucks or breakdown of any sort or any demurrage which may occur or result from non-supply or delay in supply or by the use or due to failure of the cranes/fork lift trucks at any stage during the period of its supply on hire.

The hirer is liable for any damage caused to the Cranes/Fork Lift Trucks during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life arising directly or indirectly from the use of the cranes/fork lift trucks during the period of hire to any property belonging to the CHPT including the cranes/fork lift trucks under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repair and damage cost to the port equipment shall be recovered by the Port trust. When the repair is made through a contractor, the actual amount paid to the contractor plus 20% overhead charge shall be collected from the party who caused the damage. While the repair is made departmentally, the direct cost, indirect charges and 20% overhead thereon (direct cost and indirect cost) shall be collected from the party. When the party has fully damaged the equipment, the value as ascertained by an Independent Loss assessor / Valuer appointed by the Trust shall be recovered from the party including the cost of such survey or valuation.

- (4). Whenever the CHPT's Cranes are used in carrying out the repairs by the CHPT of the plants, machinery, floating crafts, etc., of outside parties, charges leviable shall be reckoned on hourly basis for the actual number of hours involved (per hour or part thereof) i.e., the charges for the above services shall be reckoned with at one - eighth of the shift rates prescribed in the scale above for each hour or part thereof of the actual services involved.
- (5). Private equipments shall be permitted for the above mentioned activities on payment of 10% of the charges specified in the above table.

SCALE-11 - CHARGES AGAINST MASTERS, OWNERS OR AGENTS OF VESSELS OR IMPORTERS OR SHIPPERS FOR THE USE OF 50 TONNE CRANE AT SQ 1 AND FLOATING CRANE

I. 50 Tonne Crane at SQ-1:

Weight of each package	Rate per tonne or part thereof (in ₹)	Coastal rate per tonne or part thereof (in ₹)
Upto 10 tonnes	531.65	318.99
Over 10 tonnes and but not exceeding 15 tonnes	598.11	358.86
Over 15 tonnes but not exceeding 30 tonnes	792.36	475.41
Over 30 tonnes but not exceeding 50 tonnes	1252.44	751.47

Notes:

- (1) Except when hired for delivery, a minimum charge of ₹5275.59 per requisition will be levied for the use of crane.
- (2) When the crane is requisitioned but not utilised, a charge of ₹5275.59 will be levied, unless 4 hours clear notice is given during the CHPT's ordinary working hours cancelling the requisition.
- (3) Only one lift at a time shall be slung for discharge or loading; but when two or more lifts made up into one sling are discharged or loaded by the crane, then the crantage charges are recoverable at the rate applicable to the total weight of such lift.
- (4) Whenever packages weighing above 30 tonnes are landed or shipped or directly delivered or directly loaded by Ship's own derricks at SQ 1 only without the use of the CHPT's 50 Tonne crane, charges shall be recovered at 50% of the rates as specified above excepting for export of granites stones".

This charge shall not however be levied in the following cases:

- (a) In cases where the heavy lift is discharged by derricks into or loaded by derricks from barges, subject to the barge being released or loaded by the use of the CHPT's heavy lift cranes on payment of the normal heavy lift crane charges as per Scale above.
 - (b) In cases where the heavy lift cranes though requisitioned for landing or shipment of package weighing above 30 tonnes, but could not be spared by the CHPT for reasons like maintenance, overhaul repairs, non-availability of the cranes because of being hired by another party etc., as certified by the CHPT or the official authorized by it, and when the heavy lifts have to be landed or shipped necessarily by the use of the ship's own derricks.
 - (c) In case of containers either empty or loaded with cargo landed or shipped by the use of the Ship's own derricks / private cranes.
- (5) (a) In cases of 'normal delivery', charges shall be recovered for the actual services rendered.
- (b) In case of 'direct delivery' by Port's 50 Tonne crane, crantage charges shall be recovered from Steamer Agents for landing.
- (6) The Private cranes shall be allowed on the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates excepting Granite Stones for Export.

II. Heavy Lift Floating Crane

Weight of each package	Rate per tonne or part thereof (in ₹)	Coastal rate per tonne or part thereof (in ₹)
Upto 30 tonnes	1422.84	853.71
Over 30 tonnes, but not exceeding 60 tonnes	2371.40	1422.84
Over 60 tonnes, but not exceeding 100 tonnes	3319.96	1991.97
Over 100 tonnes	4624.94	2774.97

Notes:

- (1) Except when hired for delivery, a minimum charge of ₹3297.24 per requisition will be levied for the use of crane.
- (2) When the crane is requisitioned but not utilised, a charge of ₹3297.24 will be levied, unless 4 hours clear notice is given during the CHPT's ordinary working hours cancelling the requisition.
- (3) Only one lift at a time shall be slung for discharge or loading; but when two or more lifts made up into one sling are discharged or loaded by the crane, then the cranaage charges are recoverable at the rate applicable to the total weight of such lift.
- (4) Whenever packages weighing above 30 tonnes are landed or shipped or directly delivered or directly loaded by Ship's own derricks without the use of the Heavy Lift F.C., charges shall be recovered at 50% of the rates as specified above excepting granites stones for Export".

This charge shall not however be levied in the following cases:

- (a) In cases where the heavy lift is discharged by derricks into or loaded by derricks from barges, subject to the barge being released or loaded by the use of the CHPT's heavy lift cranes on payment of the normal heavy lift crane charges as per Scale above.
 - (b) In cases where the heavy lift cranes though requisitioned for landing or shipment of package weighing above 30 tonnes, but could not be spared by the CHPT for reasons like maintenance, overhaul repairs, non-availability of the cranes because of being hired by another party etc., as certified by the CHPT's Chief Mechanical Engineer, CHPT and when the heavy lifts have to be landed or shipped necessarily by the use of the ship's own derricks.
 - (c) In case of Containers either empty or stuffed with cargo landed or shipped by the use of the ship's own derricks / private cranes.
- (5) (a) In cases of 'normal delivery', charges shall be recovered for the actual `services rendered.
 - (b) In case of 'direct delivery' by Port's floating crane, cranaage charges shall be recovered from Steamer Agents for landing.
- (6) The private cranes shall be allowed at the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates. If the equipments are available with the port trust and not made available to the party due to its break down, planned maintenance or having been hired to other party or when the individual weight of package exceeds the capacity of heavy lift crane, the 10% charges specified above shall not be collected.
 - (7) For working of Heavy Lift FC during the 2nd and 3rd shifts on any working day and during any shift on a Sunday or a CHPT Holiday, a fee of ₹14200/-- per shift or part thereof shall be levied. This fee will be in addition to the cranaage charges as per Scale-11 above or as per Scale-6 (Category-I) of Chapter-VI.

General note applicable for 50 Tonne crane and Heavy Lift Floating Crane

- (1) Loads heavier than the Safe Working Load shall not be put on the equipment hired out or on the auxiliary hooks provided to the equipment.
- (2) The hirer shall be liable for the damages, if any, as specified under note (6) below, which will include as well the compensation, if any, payable by the Port under its rules, regulations,

practices, or any settlement or otherwise for injury or loss of life sustained by any employee or any other person as also medical expenses, if any, incurred due to the accident.

- (3) (a) The cramage charge on packages discharged from or loaded into a ship by the Floating Crane shall cover the use of the crane for moving the package from the ship to shore or shore to ship, as the case may be.
(b) When barges are supplied for conveyance or heavy lift packages lifted by the floating Crane between the ship and the shore, no charges will be levied towards hire of the barges.
- (4) If the crane hired by the Steamer Agents for discharge or shipment of packages, lands or lifts any such package directly into or from the road or rail vehicles for purpose of delivery or taking over for the shipment, then the importers or shippers will not be charged separately for the use of the crane in respect of any such package.
- (5) The discharge or loading of lifts from or into vessels will be performed under the directions of the Stevedores employed on the vessels. All other handlings of lifts will be performed under the supervision of CHPT or any such official to whom power may be delegated by it who may refuse to work the crane, if in his opinion, the safe and proper precautions are not being taken.
- (6) Supply of cranes normally hired out by the CHPT is not guaranteed. They will be supplied only, if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the crane or breakdown of any sort or any demurrage which may occur or result from non-supply or delay in supply or by the use or due to failure of the cranes at any stage, during the period of its supply on hire. The hirer is liable for any damage caused to the cranes during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life, arising directly or indirectly from the use of the crane during the period of hire to any property belonging to the CHPT including the crane under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the CHPT. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repair and damage cost to the port equipment shall be recovered by the Port. When the repair is made through a contractor, the actual amount paid to the contractor plus 20% overhead charge shall be collected from the party who caused the damage. While the repair is made departmentally, the direct cost, indirect charges and 20% overhead thereon (direct cost and indirect cost) shall be collected from the party. When the party has fully damaged the equipment, the value as ascertained by an Independent Loss assessor / Valuer appointed by the Trust shall be recovered from the party including the cost of such survey or valuation.

- (7) The cranes hired shall not be used by the hirer for purposes other than that for which application was made, except in cases of direct loading or unloading as specified in condition (4) above.

CHAPTER - IV

DEMURRAGE CHARGES

Demurrage is chargeable on all goods left in the CHPT's transit sheds or Yards beyond the expiry of the free days. After demurrage begins to accrue no allowance is made for Customs notified holidays or port's non working days 'Day' for purposes of this Chapter shall be reckoned with as from 6.00 a.m. to 6.00 a.m.

SCALE 1 - FREE DAYS (IMPORTS)

- (1) Dangerous / Explosive goods:- The demurrage will accrue from the day following the complete discharge of the dangerous / explosive cargo.
- (2) Sweepings collected from the CHPT's premises:- Ten days excluding Customs notified holidays and port's non working days are allowed free for sweepings of a particular commodity of a particular vessel, collected from the port's premises after the last date of clearance of the original commodity of that vessel which has caused the sweepings.
- (3) Goods landed in excess, or under 'Nil' mark, etc.:
 - (a) Goods landed in excess of the manifested quantity are free for six days calculated from the date following the issue of vessel's out turn, by the CHPT excluding customs notified holidays and port non-working days.
 - (b) Goods under 'Nil' mark or with marks differing from the manifest which are adjusted against the manifested quantity on amended delivery orders issued by the Steamer Agents are free upto six working days in the case of coastal cargo and seven working days in the case of foreign cargo excluding customs notified holidays and port non-working days after the date of complete discharge of a vessel's cargo.

- (4) Abandoned goods:

Abandoned and uncleared/unclaimed goods sold by the CHPT in public auction:- In respect of abandoned and uncleared/unclaimed goods listed for public auction by the CHPT, the demurrage leviable shall be limited to six months from the date of its accrual, or to the date of receipt of intimation of abandonment in the Harbour Office, in writing, whichever is earlier.

The limiting of demurrage to six months, as per the above provision, is not admissible in cases of abandoned uncleared / unclaimed goods listed for public auction by the CHPT, where there is a request from the Steamer Agent concerned for withdrawing the goods from the sale at any stage in the process of arranging the auction sale of goods, by the CHPT. In such cases demurrage shall be reckoned with upto the date of receipt of intimation of abandonment, if any, in the Harbour Office, in writing, tendered to the CHPT by the Steamer Agents concerned after the request for withdrawing the goods from the sales, or upto the date of sale by the CHPT, whichever is earlier.

- (5) Salvaged goods:- The free period of two working days in the case of coastal and three working days in the case of foreign cargo will count from the day following the notification of salvage by the Receiver of Wrecks in the Tamil Nadu Government Gazette, or from the day following the date on which the advice of the salvage of goods is sent, by the Receiver of Wrecks to the Steamer Agent concerned, or the consignee of the goods or their Clearing Agent, whichever is earlier.

(6) Direct Delivery of cargo:

Whenever packages are directly delivered on to the parties vehicle and not moved out of port premises within 24 hours from the time of directly loading on to the parties vehicle, demurrage charges shall be collected for such packages after expiry of 24 hours from the time of directly loading on to the parties vehicle at the rates specified in Scale 6 below in this Chapter.

(7). Goods sold in Auction:

Goods sold in auction shall be allowed three free days excluding Customs notified holidays and port's non working days from the date of confirmation of sale and thereafter the successful bidder shall be charged at daily rates as per Scale 4 of this Chapter upto and including the date of clearance by the successful bidder.

(8) Cargo other than mentioned above:

(a) Seven working days in the case of Coastal cargo and seven working days in the case of foreign cargo excluding customs notified holidays and port non-working days are free after complete discharge of a vessel's cargo, or the date when the last package was put over side.

(b) Different Free days shall also be declared in respect of coastal cargo or foreign cargo as the case may be ex. one vessel in the same voyage at different berthings.

(c) Whenever discharge of Import cargo is suspended or stopped for more than 48 hours for any reason not attributable to CHPT, free days shall also be declared for the cargo already handled. Free days for the balance cargo shall be declared after discharge.

(d) Sweepings collected on Board the vessel:- The number of free days excluding Customs notified holidays and port's non working days as applicable to (a) above.

(e) Survey goods:

(i) The same number of days is free as is allowed under (a) above.

(ii) In respect of goods surveyed on the last free day, no demurrage will be levied if such goods are removed on the working day next succeeding that on which they were surveyed.

(iii) In the case of salvaged goods detained for survey, seven days excluding Customs notified holidays and port's non working days will be allowed from the day following the notification of salvage by the Receiver of Wrecks in the Tamil Nadu Government Gazette, or from the day following the date on which the advice of the salvage of goods is sent by the Receiver of Wrecks to the Steamer Agent concerned, or the consignee of the goods or their Clearing Agent, whichever is earlier.

(9) The following free periods are allowed in addition to the free periods applicable as per description of goods:

(a) For periods of detention during which goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical tests other than the ordinary process of appraisalment and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers and

(b) Where goods are detained by the Commissioner of Customs on account of Import Control formalities and certified by the Commissioner of Customs to be not attributable to any fault

or negligence on the part of the Importer, for such period of detention under 9 (a) and (b), the demurrage charges shall be recovered as under:

First 45 days	:	Free
46 days to 60 days	:	25% of actual demurrage charges
61 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rate shall be worked out as per Scale of Rates at the appropriate slab as applicable after 45 days and the concessional rate mentioned above shall be applied thereon on the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows:

- (i) first 45 days after expiry of free days if cargo detained by the Customs before expiry of free days and
- (ii) first 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

The detention certificate for availing the above concession shall be submitted within a period of six months from the date of clearance of goods.

Note: 1. The above time limits will be inclusive of all holidays.

2. The time limits can be relaxed in case of Acts of God or of extraordinary circumstances beyond human control.

- (c) In case the cargo is condemned as unfit for human consumption by the PHO and destroyed ultimately by the Chennai Port Trust, levy of demurrage is limited to six months from the date of its accrual or the date prior to the date of condemnation by the PHO, whichever is earlier. In case the cargo is certified for cattle / poultry feed, the demurrage shall be levied till the date of clearance.
 - (d) Three working days shall be given free for tracing the packages from the date of receipt of enquiry in Harbour office in writing, for the packages unable to be traced owing to congestion of accommodation, wrong sorting or incorrect tallying.
- (10) Unserviceable empty drums and empty bottles and similar unmanifested articles, sold by Captains of vessels frequenting the Port, are free for a period of six working days excluding Sundays and CHPT non-operational days Holidays after the date of their landing.

SCALE 2 - FREE DAYS (EXPORTS)

- (1). (a) Export cargo for a vessel other than containerised Export Cargo and other than cars meant for Export through RORO Vessel shall be allowed.
 - (i). A free period of thirty days (excluding customs notified holidays and port non-working days) from the actual day of receipt of the goods in transit area restricted to the day prior to the date the vessel commences loading of export cargo.
 - (ii) In the case of Export of Cars through RORO Vessel a free period of Ten days allowed (Excluding Customs certified holidays and Port non-working days) from the actual day of receipt of the goods in transit area.

(iii) From the day the vessel commences loading of Export cargo; to the day the vessel completes loading shall also be free period.

(b) The free days admissible on containers and export cargo, awaiting stuffing into the containers shall be as provided under Clause 1 (a) supra read with the provision for Dwell Time charges on containers prescribed elsewhere.

(2). Goods not shipped and removed outside:

(a) Goods shutout by the ship or prevented from shipment by Act of God, such as cyclone, grounding of vessels, etc., and removed outside, shall be allowed in addition to the free days referred to under Clause 1 above, two days (excluding customs notified holidays and port non-working days) next to the day of completion of taking in of exports by the vessel.

(b) Goods not shipped for any other reasons than above excluding sweepings, shall be allowed the same free days as under item 1.

(c) Three days excluding customs notified holidays and port non-working days are allowed free for sweepings of a particular commodity of a particular vessel collected from the CHPT's premises after the last date of shipment of the original commodity of that vessel which has caused the sweepings.

(3). Salvaged Goods:-

Three days excluding customs notified holidays and port non-working days will count as free, from the day following the notification of salvage by the Receiver of Wrecks in the Tamil Nadu Government Gazette or from the day following the day on which the advice of the salvage of the goods is sent by the Receiver of Wrecks to the Steamer Agent concerned or the Shipper of the goods or the Shipping Agent, whichever is earlier.

Note:- Export cargo may be admitted without reference to the vessel by which the cargo is to be exported.

(4). Goods detained by Customs:-

For periods of detention - during which the goods are detained by the Commissioner of Customs for the purpose of analytical test or technical tests, other than the ordinary process of appraisal and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Exporter, for such periods of detention, the demurrage charges shall be recovered as under:

First 45 days	:	Free
46 days to 60 days	:	25% of actual demurrage charges
61 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rates shall be worked out as per Scale of Rates at the appropriate slab as applicable after 45 days and the concessional rate mentioned above shall be applied thereon the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows:

(i) first 45 days after expiry of free days if cargo detained by the Customs before expiry of free days; and,

- (ii) first 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

The detention certificate for availing the above concession shall be submitted within a period of six months from the date of clearance of goods.

- Note: (i). The above time limits will be inclusive of all holidays.
(ii). The time limits can be relaxed in cases of Acts of God.

SCALE 3 - CONFISCATED GOODS

- (1). For the goods confiscated by Customs, the normal dues accrued on the goods from the date of expiry of the free days upto the date of confiscation (or) for the first four months from the date of expiry of free days whichever is earlier shall be recovered from the Customs as pre-confiscation charges on the goods.
- (2). Post-confiscation charges shall also be recovered on the confiscated goods from the Customs as Storage charges from the date of confiscation upto the date of removal of goods to Custom Warehouse on daily rate basis as per rates given in Scale 4 below. In addition to the Storage charges, removal charges @ ₹28.40 per package weighing upto half-a-tonne and ₹326.60 per tonne or part thereof for packages weighing more than half-a-tonne shall also be recovered.
- (3). The CHPT dues accrued on the confiscated goods up to the date of confiscation shall also be limited to the extent of amount available from the Customs from the proceeds of sale of confiscated goods and the balance dues may be treated as remitted.

SCALE 4 - DUE ON GOODS CONFISCATED BY CUSTOMS / GOODS SOLD IN AUCTION

Item No.	Description of packages	Charge payable per day or part thereof
1.	Bags, Bales, Cases, Crates, Casks, kegs, drums, jars, Machinery unpacked and articles not enumerated	₹42.60 per tonne or part thereof
2.	Carriages and motor cars	₹213.00 each

SCALE 5 - FREE DAYS (TRANSHIPMENT GOODS)

Transshipment goods shall be allowed a free period of fifteen days (excluding Customs notified holidays and port's non-working days) from the date following the date of expiry of free days admissible as import cargo as per classification under Scale '1' of this Chapter.

SCALE 6 - DEMURRAGE CHARGES

When recoverable	Charge payable per wharfage unit per day or part thereof (in ₹)
(1) Import goods left lying in the CHPT Transit area beyond the expiry of the free days	---
(i) For the first 7 days after the expiry of the free days	18.46
(ii) For the next 10 days	36.92
(iii) For the next 30 days	55.38

(iv) Thereafter	92.30
(2) Export goods and transship goods left lying in the Transit Area beyond the expiry of the free days	5.68
(3) Exports awaiting stuffing in the containers in the transit area.	5.68
In cases where the wharfage is based on per each unit and on Ad valorem demurrage shall be reckoned with on gross weight (per tonne or part thereof.)	

Notes:

- (1) If at any time CHPT should apprehend serious congestion in its transit areas to the detriment of the rapid transit of goods through the Port, it may direct the owners or consignees of any specified goods to remove such goods from the CHPT's premises within a given time; and should the goods not be so removed the CHPT may charge them demurrage thereon upto ₹112.46 per unit per day until the goods shall have been removed from the CHPT's premises. Also, if the aforesaid charge should prove inadequate to ensure the removal of the goods, the CHPT may itself remove them from the transit areas at the expense of the owners and shall stack them in any space within its premises at the risk of the owners.
- (2) Goods sold in auction and lying in the Returned Stores Yard shall be allowed three free days excluding Sundays and CHPT's non-operational days from the date of confirmation of sale and thereafter shall be charged storage charges at ₹25.00 per 100 Sq. Metres or part thereof, per day or part thereof including the date of clearance by the successful bidder.
- (3) No demurrage shall be charged on goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust account.
- (4) The demurrage shall not accrue for the period during which the CHPT is not in a position to deliver cargo/ containers for reasons attributable to it when requested by the user.

CHAPTER - V

CHARGES FOR SPECIAL SERVICES

SCALE 1 - LABOUR CHARGES FOR THE SUPPLY OF STAFF / MAZDOORS FOR PURPOSES OTHER THAN LANDING AND SHIPMENT

Particulars	Charges payable
(1). Charges to be recovered per mazdoor per shift or part thereof	Existing daily wages of staff/mazdoors

SCALE 2 - CHARGES IN RESPECT OF CHPT LABOUR REQUISITIONED FOR WORKS INCLUDING CONTAINERS AND SUPPLIED BUT NOT FULLY OR PROPERLY UTILISED

Item No.	Classification for purposes of this scale	Charges Payable	
		Foreign-going vessel	Coastal vessel
1.	CHPT mazdoor sent away or not required, after shore work shall have commenced at the start of each shift.	Existing daily wages of Mazdoors	Existing daily wages of Mazdoors
2.	Allowances for working of two hooks simultaneously at a vessel's hatch.	₹30.11 per each CHPT Shore Mazdoor employed at the hooks.	₹20.17 per each CHPT Shore Mazdoor employed at the hooks.
3.	Allowances for working of more than two hooks simultaneously at a vessel's hatch.	₹55.38 per each CHPT Shore Mazdoor employed at the hooks.	₹37.77 per each CHPT Shore Mazdoor employed at the hooks.

Note: If the labour requisitioned for work at hooks / container for a shift is to be cancelled, one and a half hours' prior notice must be given in writing to the CHPT, before the commencement of the shift. If cancellation orders are not received in time, charge will be levied for the full period requisitioned.

SCALE 3 - CHARGES FOR REMOVAL OF GOODS

Particulars	Unit	Charges Payable
Goods removed by the CHPT from the Transit Area in the case of import and exports after the expiry of the free days in the case of import and export.	Per Unit or part thereof for each removal	₹142/-

Notes:

- (1). The above charge is inclusive of the charges for the Cranes/Fork Lift Trucks involved in the removal operation in the Transit Area and in the Overflow Area.
- (2). The above fees are not chargeable in the case of imports lying in the Transit area, which are removed within free days to overflow area.

CHAPTER - VI

MISCELLANEOUS CHARGES

SCALE 1 }
SCALE 2 } PLEASE REFER CHAPTER VIII - ESTATE RENTALS

SCALE 3 - WEIGHMENT CHARGES

Item No.	Services	Charge payable
1.	Weighment of coal, coke, ores, scrap iron and minerals on the CHPT's weighbridges in all cases except on the automatic wagon weighbridges when passed out of the harbour by rail.	₹2.42 per tonne or part of a tonne.
2.	Weighment of bales, skins and hides (including handling charges)	₹15.48 per Bale.
3.	Weighment of all other cargo on the CHPT's weighbridges or scales	₹3.97 per tonne or part of a tonne.

Notes:

- (1). The weighment charges leviable as per the scale above, under items (1) and (2) shall be on the total weight of the cargo weighed by the CHPT on the CHPT's weighbridges or weighing scales under each application for weighment, duly rounded off to the next higher tonne.
- (2) A fee of ₹16.75 per lorry shall be payable by the party on whose behalf the tare weight was recorded.

SCALE 4 - PASSENGER TOLL

Item No.	Classification for purposes of this Scale	Charge payable
1	All passengers disembarking and embarking at this Port from and to any Foreign Port	₹27.69 per head payable by steamers landing or embarking
2	All passengers disembarking and embarking at this Port from and to any Indian Port	₹1.84 per head payable by steamers landing or embarking

Notes:

- (1) This toll shall be levied on all deck and saloon passengers embarking and disembarking at this Port. The Agents of the vessels shall collect the toll from such passengers and shall remit the collected amount to the CHPT along with a statement showing the number of passengers embarked or disembarked class wise. This statement shall be for each voyage separately. For this service, the Agents of vessels shall be allowed to retain a commission of 5% of the total collection made by them.
- (2) Defence Personnel other than Civil Staff moving on duty disembarking and/or embarking at this Port are exempted from payment of the "Passenger Toll".

SCALE 5 - FEES FOR ISSUE OF LABOUR LICENCES

Item No.	Licence	Charge Payable
1.	New Licence	₹1420/- for one year from the 1st January of each year. Licence issued after 1st January shall be valid till the end of that calendar year.
2.	Renewal within the period of licence for a further period of one calendar year.	₹710/- per licence.
3.	Renewal application not made before one month prior to expiry thereof.	₹71/- per licence (In addition to renewal fee)
4.	For the issue of a duplicate licence when the original is lost or defaced.	₹142/- per licence.

Note: The above rates shall apply for employing labour for handling certain cargo and for employing labour for chipping and painting work.

SCALE 6 - CHARGES FOR FLOATING CRAFT, APPLIANCES, ETC.

The charges for the hiring out to the outside public of the ChPT's Floating Craft within the limits of the Port and of other appliances whenever they can be spared from their legitimate duties

CATEGORY I

Serial Number and description	Rate of hire (₹)	Period of hire	Minimum (₹)	Remarks
1. Diver's services with equipment between 6.00 a.m. and 6.00 p.m.:-				
(a) Up to a maximum of four indress hours:-				
(i). Weekdays	1627.32	Per indress hour or part thereof	3200.68	When the diving boat is towed by one of the launches, the towage charges will be levied extra.
(ii). Sundays and CHPT's Holidays	2416.84	-do-	4776.88	-do-
(b) Any period in excess of four indress hours:-				
(i) Weekdays	2416.84	Per indress hour or part thereof	---	-do-
(ii) Sundays and CHPT's Holidays	3595.44	-do-		-do-

2. Non-perishable part or parts of diving equipment consisting of:- (a). air pump (b). helmet (c). lifeline (d). corslet (e). lead weight (f). air pipe and (g). boots	454.40	Per period of 24 hours or part thereof		
3. Rate of destruction charges of unserviceable articles from the public in the CHPT's incinerators				
(a) Articles measuring upto and below 250 cubic decimetres	76.68	Per Package	76.68	The articles are to be transported to the incinerator site by the party.
(b) Articles measuring over 250 cubic decimetres	150.52	Per package	150.52	Charges under this item are payable in addition to the charges payable under Scale-13 of this Chapter in cases of destructions by using the CHPT's incinerators.
4. A.C. Supply 100 Volts or 55 Volts for lighting to Ships or Ship's repair	DELETED			
5. Electrical power connection from the CHPT's A.C. Supply system.	139.16	Per period of 24 hours or part thereof	139.16	The charge does not include cost of electric energy consumed, which will be extra.
6. Tugs upto 45BP capacity (For towing barges and lighters and for services other than berthing and unberthing of vessels). For coastal vessel For foreign going vessel	 ₹22658.65 US\$ 857.90	 Per hour or part thereof per Tug	 ₹11329.14 US\$ 428.94	The minimum charge is for duration of 30 minutes and less. Hire charges exceeding this period will be levied at the rate fixed for one hour or part thereof.

7. Oil pollution vessel					The minimum charge is for duration of 30 minutes and less. Hire charges exceeding this period will be levied at the rate fixed for one hour or part thereof. The rate is subject to pro-rata variation of costs of fuel and lubricant over the costs in 1995.
For coastal vessel	₹16781.25	Per hour or part thereof	₹8390.62		
For foreign going vessel	US\$ 635.36		US\$ 317.68		
8. Fire engine and gear	1357.52	Per hour or part thereof	1357.52		Appliances brought in from outside the Port CHPT Fire Service must be paid for at the rates laid down by the owner of the appliances. The rate does not include the cost of the foam compound, which will be charged extra if used.
9. Chute Wagons	DELETED				
10 (i) Pay Loader of 3 tonne capacity (on shift basis)	₹9022.20	per shift, per unit requisitioned by each applicant and supplied.	₹4512.76		The conditions from (1) to (5) prescribed in the remarks column against Sl. No. 11 will apply.
(ii) Pay loader of 3 tonne capacity (on hourly basis)		Per hour, per unit requisitioned by each applicant and supplied for the specific purpose of clearing the Railway track and also for stock piling.	---		In case of Export/ Import cargo, it is not compulsory to take the Payloader from the Port. But 10% of the Payloader charge shall be paid to the Port at the rate of 1 Payloader for 2 Hooks of operation in a vessel, subject to a maximum of 2 Payloaders, for not indenting the Port's Payloader.
For the first hour or part thereof	₹2272/-				
For the subsequent hour or part thereof	₹1130.32				
11.(a) Pay Loader of 6 tonne capacity (on shift basis)	₹13532.60	Per shift, per unit requisitioned by each applicant and supplied	₹7216.44		(1) The hiring out of pay loaders on hourly basis will be limited to two hours at a time. Beyond this, it will be only on half-shift basis or shift basis as the case may be.
(b) Pay loader of 6 tonne capacity (on hourly basis)		Per hour, per unit requisitioned by each applicant and supplied for the specific purpose of clearing the Railway track and also for stock piling.	--		(2) The Plants will be supplied only if available.
For the first hour or part thereof	₹3609.64				(3) The Plants shall be hired out subject to the conditions that the CHPT undertakes no responsibility for any loss or damage to life or property which may be due to the failure of the Plant at any stage.
For the subsequent hour or part thereof	₹1806.24				(4) One hour's clear notice in writing must be given of cancellation of requisition for these Plants. If cancellation

				orders are not received in time, charges will be levied for the full period applied for and for the full number of Plants requisitioned. (5) The Plants hired out shall not be used by the hirer for purposes other than that for which application was made.
12. Heavy Lift Floating Crane	179825.96	Per period of 4 hours from the time of hire.	179825.96	(1). The hire rates under these items are applicable only to the Contractors of the CHPT for carrying out the CHPT's work awarded to them. The minimum charges leviable for hire of these cranes under these items shall be for a period of 4 hours or part thereof from the time of hire.
	359651.92	For hire beyond 4 hours per block of 8 hours or part thereof	--	(2). For hire of these cranes to the Masters, Owners, Agents of Vessels, or Importers or Shippers, the charges leviable shall be under Scale 11 of Chapter III of the Scale of Rates. (3). However, for conditions for the hire of these cranes to the CHPT's Contractors, the conditions as provided under Scale 11 of Chapter III of the Scale of Rates that could be commonly applied for both cargo work and for contractor's work shall apply, except for the fact that the CHPT or to such other authority to whom power may be delegated by it shall be the Authority for allotting and regulating the hire of these cranes. (4). However if these cranes are used in carrying out the repairs by the CHPT of the Plants, machinery, floating craft, etc. of private parties, the charges leviable shall be reckoned with on hourly basis, i.e. per hour or part thereof of the actual number of hours involved at one-fourth of the rate prescribed for the first period of four hours.

13. 50 - Tonne Crane	14762.32	Per period of 4 hours or part thereof from the time of hire.	14762.32	
	29521.80	For hire beyond 4 hours per period of 8 hours or part thereof.	--	
14. Oil Skimmer	3853.88	Per period of 8 hours or part thereof.	3853.88	
15. Oil Barrier (per 25 m. length of oil barrier)	5716.92	- do -	5716.92	
16. "PRESTIGE" Multipurpose vessel	₹11604.06 / 439.35 US Dollar	Per Hour or Part thereof	₹11604.06 / 439.35 US Dollar	
17. Hopper	₹3677.80	Per Shift or part hereof	₹3677.80	

CATEGORY II

Plants and appliances, which are available with the CHPT as well as with other parties
Nevertheless, the CHPT will insist on parties to use first the CHPT's plant or appliance

Sl. No. and description	Rate of hire (in ₹)	Period of hire	Minimum (in ₹)	Remarks
1 (a) 10 Tonne tractors	1357.52	Per half of a shift or part thereof	1357.52	<p>(1) Requisition for trailers and tractors shall be made out in quadruplicate in the prescribed form signed by the hirer showing the capacity of trailers required, to the CHPT or to such other authority to whom power may be delegated by it. Such requisition should be submitted in writing a clear hour in advance of the time the tractors and trailers are required.</p> <p>(2) When tractors and trailers are required for longer periods than requisitioned for, a fresh requisition shall be submitted at least two hours before the expiration of the period mentioned in the original requisition</p> <p>(3) One hour's clear notice in writing must be given for cancellation of application of trailers and tractors failing which charges will be levied for the full number of trailers and tractors ordered and for the full period applied for.</p> <p>(4) The manning of the CHPT's trailers hired does not make it liable for loss or damage to goods, etc. carried in the trailers.</p> <p>(5) The hirer will be held responsible for the over loading of the trailers.</p> <p>(6) Damage to the tractors and/or Trailers should be paid for by the hirers.</p> <p>(7) The hirer will be held responsible for payment of compensation under Workmen's Compensation Act to the driver involving in any accident during the period of hire.</p> <p>(8) The tractors and trailers hired out shall be permitted ply within the CHPT's premises only.</p> <p>(9) The hire of tractors and trailers to the public will be entirely at the discretion of the CHPT.</p> <p>(10) The hire charges will commence from the time the tractors and trailers are made available for use.</p>
	2257.80	Per shift in case of hire exceeding half of a shift	---	
(b). 10 Tonne trailers	494.16	Per half of a shift or part thereof	494.16	<p>(9) The hire of tractors and trailers to the public will be entirely at the discretion of the CHPT.</p> <p>(10) The hire charges will commence from the time the tractors and trailers are made available for use.</p>
	820.76	Per shift in the case of hire exceeding half of a shift.	---	
(c). 6 Tonne trailers	329.44	Per half of a shift or part thereof.	329.44	<p>(9) The hire of tractors and trailers to the public will be entirely at the discretion of the CHPT.</p> <p>(10) The hire charges will commence from the time the tractors and trailers are made available for use.</p>
	494.16	Per shift in case of hire exceeding half of a shift.	----	

Sl. No. and description	Rate of hire (in ₹)	Period of hire	Minimum (in ₹)	Remarks
2. Trays of 10 Tonne capacity and below	85.20	Per tray per shift or part thereof	--	
3. Crawler Crane	23376.04	Per period of 8 hours	11689.44	Minimum charges shall be for four hours or part thereof. Whenever this crane is engaged in carrying out the repairs by the CHPT of the plants, machinery, floating, crafts, etc. of private parties, the charges leviable shall be reckoned on hourly basis, i.e. per hour or part thereof of the actual number of hours involved at one-eighth of the rate prescribed.
4. Grabs upto 5 Cu. Metre fitted to shore crane of any capacity	1590.40	Per period of 8 hours	795.20	Minimum charges shall be for four hours or part thereof. The hire charges for the grab shall be in addition to the charges for the hire of crane to which the grab is fitted except where the use of shore (wharf) crane is included in the Berth Hire Charges.
5. Grabs of 8 Cu. M capacity	3550/-	Per shift or part thereof	1775/-	
6. 75 Ton Tyre Mounted Mobile Crane	21300/-	Per shift or part thereof	10650/-	
7. a) Survey launch - IV	29337.20	Per period of 8 hours	14668.60 per period of 4 hours	
b) DGPS Survey	18460/-		9230/- per period of 4 hours	

Notes:

- (1) The hire of floating crafts and appliances by the CHPT to the public is not guaranteed normally. The craft and appliances shall be hired out only if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the crafts or appliances of any sort or any damage which may occur as a result of non-supply or delay in supply or by the use of the crafts or appliances of the CHPT or due to failure of the crafts or appliances at any stage during the period of hire. The hirer shall keep the crafts and appliances in good order and condition and shall be liable for any damage caused to the crafts or appliances during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise, (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life arising directly or indirectly from the use of the crafts or appliances during the period of hire to any property belonging to the CHPT including the crafts or appliances under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act

or default of any employee of the CHPT. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repairing the damages sustained by the crafts or appliances or part thereof that might be broken, missing or specially damaged or lost during the period of hire shall be that actually incurred for the purpose by the CHPT including the usual indirect charges, centage charges and profit elements, while the cost of replacement, if necessary, of a part or in full of the crafts or appliances will be either the book value or the current market value, whichever is higher.

- (2). The CHPT may, at its discretion, hire out the floating crafts or appliances outside the Port limits at the rates of hire mentioned in the scale above.
- (3). The CHPT shall, require the hirers to execute an agreement relating to the hire, whether it be within or outside the port limits, in such form as may be prescribed by the CHPT from time to time and upon such terms and conditions as may be laid down.
- (4). The rate specified against the floating crafts or appliances in the column 'period of hire' means for one individual craft or appliance.

SCALE 7 - CHARGES FOR THE USE OF THE SLIPWAY

Item No.	Classification for purposes of this Scale	Charges payable
1.	Sail, steam or motor vessel (including taking up and launching)	₹142/- per lineal metre of overall length per day for the first two days which shall be the minimum charge.
		₹170.40 per lineal metre of overall length for every additional day of 24 hours or part thereof.
2.	Barges and lighters and similar vessels (including taking up and launching)	₹113.60 per lineal metre of overall length per day for the first two days, which shall be the minimum charge.
		₹142/- per lineal metre of overall length for every additional day of 24 hours or part thereof.

Conditions:

1. Applications to put vessels on the Slipway shall be made to the CHPT or any such officials to whom powers may be delegated by it.
2. The CHPT shall issue a regulation order as to the time and manner of putting the vessel on the Slipway.
3. No ballast or weight shall be shifted or taken on Board during the time a vessel is on the Slipway except with the permission of the C.M.E.
4. The Slipway shall be cleaned and cleared previous to launching at the vessel's expense.

5. Twenty-four hours' notice in writing shall be given to the C.M.E. of the readiness of a vessel to leave the Slipway.
6. The CHPT shall not be liable for any delay caused to or damage suffered by a vessel either in taking up or in launching or while of the Slipway.
7. No person shall boil or heat pitch, tar or other combustible matter, or light a fire near the Slipway except in the places provided for the purpose.
8. No vessel, unless by special arrangement at the time of regulating, shall remain on the Slipway for a longer period than three days and all charges shall be payable in accordance with the CHPT's Scale of Rates.

Notes:

- (1) Where a vessel is not ready to leave the slipway by the time for which she was originally regulated and thereby delays another vessel already regulated to go on the slipway, double the rates for every day or part thereof she overstays her regulated time shall be levied.
- (2) The above charges are inclusive of shore labour and materials required in preparing the cradle in hauling up and in launching the vessels and also the use of blocks and shores. But vessels shall supply all other materials such as ropes, etc. Blocks and shores cut or destroyed shall be charged for according to damage done. Caps split out shall be charged for at the rate of ₹56.80 each.
- (3) If work is done on Sundays and CHPT's holidays, charges at double the ordinary rates shall be payable.
- (4) In cases where the vessels are to be taken on slipway at short notice without sufficient time for preparation of the cradle to suit the tidal conditions, overtime allowance incurred for the labour employed to hasten up the preparation of the cradle shall also be levied in addition to the charges payable under the Scale specified above.

SCALE 8 - CHARGES FOR THE USE OF BOAT REPAIR RAMP IN THE BOAT BASIN / SLIPWAY CRADLE AT DEPUTY PORT CONSERVATOR'S BUOY YARD

The charges cover only the use of the ramp/slipway cradle and of such gear as is provided by the CHPT; occupiers shall provide their own Labour. The days of taking up and launching shall be each count as one day

1.	Barges and lighters ₹71/- per lineal metre of overall length per day for the first two days, which shall be the minimum charges	₹85.20 per lineal metre of overall length per every additional day of 24 hours or part thereof.
2.(a).	Small crafts Jolly boats and boats less than one tonne	₹28.40 per lineal metre of overall length per day for the first two days, which shall be the minimum charges.
(b).	Launches, Cutters, etc., one tonne and above	₹28.40 per lineal metre of overall length for every additional day of 24 hours or part thereof, for all crafts.

Conditions:

1. The use of this ramp/slipway cradle shall not be allowed to firms who already have the use of other lighter repair ramp/slipway cradle from the CHPT.
2. Applications to put a craft of any kind on the ramp/slipway cradle, shall be made to the CHPT or any such official to whom powers may be delegated by it who when practicable shall issue a permit for the purpose.
3. Crafts on the ramp/slipway cradle shall be placed so as to occupy a minimum space in the position allotted for them.
4. The CHPT shall not be liable for any delay caused or damage suffered by a vessel either in taking up or in launching or while on the ramp/slipway cradle.
5. No person shall boil or heat pitch, tar or other combustible matter, or light a fire, near the ramp/slipway cradle except in the places provided for the purpose.
6. The repairs on all crafts placed on the ramp/slipway cradle shall be carried out expeditiously. No craft shall remain idle on the ramp/slipway cradle. Any crafts which, in the opinion of the CHPT or any such official to whom powers may be delegated by it is not being dealt with expeditiously and thereby delays other crafts, shall be removed from the ramp/slipway cradle at the owner's sole risk.
7. Charges for the use of the ramp/slipway cradle shall be paid at the time of making applications for such use. Crafts remaining on the ramp/slipway cradle longer than week without payment of the charges incurred shall be liable to be sold by auction. The sale proceeds after deducting the charges and the expenses of sale due to the CHPT shall be made over to the owners on application.

Notes:

- (1) The Labour charges including the overtime allowance to the labour, if incurred, for taking up and launching of each craft will be levied separately.
- (2) The Boat repair ramp and the slipway cradle can be spared to the outside parties subject to the availability at the time of receipt of the request from outside parties and also based on the immediate requirements of the ramp/cradle for departmental use.

SCALE 9 - CHARGES FOR THE USE OF THE DEBALLAST TANK PROVIDED BY THE CHPT AT THE OIL JETTY

Period	Rate	Minimum charge
Per period of 8 hours or part thereof	₹4473/-	₹4473/-

Note: The period for the purpose of above charges shall be from the time the deballast tank facilities are made available by the CHPT to the parties on their requisitions till the deballast tank is emptied of the ballast water product.

SCALE 10 - CHARGES FOR LEAVING THE SEA WATER IN THE PRODUCT PIPELINES FOR MORE THAN EIGHT HOURS

Classification	Period	Rate
Charges for leaving the sea water in the product pipelines beyond eight hours	Per day or part thereof	₹8946/-

Notes:

- (1) The users of the mineral oil pipelines of the CHPT shall ensure that the salt water used for flushing is not left in the pipeline for more than 8 hours.
- (2) 'Day' for this purpose shall be calendar day.
- (3) For the purpose of levy under this Scale, time shall be reckoned from the time of expiry of eight hours after completion of flushing the pipeline with sea water till the time the sea water is emptied or replaced by products in full.

SCALE 11 - CHARGES FOR THE ISSUE OF WEIGHMENT OR STOCK CERTIFICATE AND COPIES THEREOF AND COPIES OF 'B' CERTIFICATES, ETC.

Item No	Particulars of the Certificate	Charge Payable (in ₹) each
1.	Weighment certificate (original)	83.78
2.	Stock Certificate (original)	41.89
3.	Certificates in respect of timber exported or shortlanded at the port (original)	33.51
4.	Copies of items 1, 2 or 3 above, or copies of 'B' Certificate or the Trust's out-turn statement or copies of Import or Export Application or Bills or copies of survey reports.	33.51
5.	Copies of idle time and Multiple hook certificates or any other piece rate documents.	33.51
6.	Copies of cargo casualty reports	33.51
7.	Copies of tally sheets	33.51
8.	Any other Shipping or Railway documents not covered in any of the above items.	33.51

SCALE 12 - CHARGES FOR THE DESTRUCTION OF CONDEMNED CARGO

Description	Charges Payable
Condemned cargo	Actual charges incurred by CHPT

Note: In cases of destruction by the Trust's incinerators, charges as prescribed under item 3 of Category I in Scale 6 of this Chapter is recoverable in addition to the charges prescribed under the above Scale.

SCALE 13 - CHARGES ON ILLUMINATED SIGN BOXES, HOARDINGS, ENAMELLED PLATES, PAINTED BOARDS, NEON SIGN ETC., DISPLAYED IN THE CHPT'S PREMISES

Item No.	Classification for purposes of this scale	Charge payable (in ₹ Per square foot per annum)
1.	Illuminated sign Boxes :	
	(i) Single sided:	278.32
	(ii) Double sided:	417.48
2.	Hoardings, Enamelled Plates and Painted boards:	
	For the first 100 square feet	56.80
	For the next 400 square feet	48.28
	For the next 500 square feet	34.08
	For the next 1000 square feet	25.56
	For the 2001 square feet and Above	14.20
3.	Neon Signs:	
	(i) Single sided	278.32
	(ii) Double sided	417.48

Notes:

- The CHPT is not responsible for any loss or damage caused to the above displays in the CHPT's premises.
- The CHPT will receive the application for the above displays and allot the necessary space required in the CHPT's premises.
- The installation of the displays will be in the manner stated and also will be subject to conditions prescribed by the CHPT in each case.
- In the case of displays illuminated, the electric energy consumed will be charged extra at rates in force from time to time.
- The advertiser/owner of the displays will be held liable for any loss or damage caused to the CHPT's property by the display and shall also be held liable for any compensation that may arise under the Workmen's Compensation Act on account of the display. For this purpose the advertiser/owner of the display shall deposit with the CHPT an amount equivalent to three months charges on the advertisement displayed by him as a guarantee for the due and faithful performance of the conditions set forth for the purpose and the deposit will be refunded after the removal of the displays less any amount that may be due to the CHPT.
- Advertiser will not be allowed to change the advertised matter without the specific approval of the CHPT.
- The Trust reserves the right to refuse to accept display of any advertisement without assigning any reasons.
- Advertiser will not be allowed to sublet either the space allotted for display or any space in the display material or undertake display of matter other than their own.

SCALE 14 - CHARGES FOR SEGREGATION OF CARGO LANDED IN MIXED MARKS AND NUMBERS

Charges as under for the labour and the staff employed by the CHPT shall be levied on the Masters, Owners or Agents of Vessels for receiving and segregating of cargo landed by vessels in a disorderly manner, i.e., not according to the marks and numbers of the packages or consignments with reference to the Import General Manifest. These charges shall also be levied in respect of cargoes which do not have proper description or distinguishing marks, requiring segregation. (Please see By-law/Regulation 3(a) of the General Regulation of the Chennai Port Trust)

Category	Charges
Shore Labour (Maistry and Mazdoor), Deployable Cargoman, Tally Clerk, Labour Supervisor, Assistant Shed Master, Shed Master	Actual wages / Salaries payable by CHPT

SCALE 15 - SURVEYS, REGISTRATION, etc.

Item No.	Description	Harbour Craft other than Canoes, Shoe Dhonies and Catamarans (Refer Part II of Harbour Craft Rules). ₹
1.	For each survey and measurement as required by the Harbour Craft Rules where the harbour craft is found sea worthy.	170.40
2.	On each occasion of a Harbour craft being found un-seaworthy on being inspected or surveyed.	68.16
3.	For registration on each of the occasions prescribed by the Harbour Craft Rules	68.16
4.	For granting a licence on each of the occasions prescribed by the Harbour Craft Rules	68.16
5.	For each annual inspection where the harbour craft is found seaworthy.	68.16
6.	For endorsing change of syrang or suk hany or tindal or driver.	8.52
7.	For minor amendments of Licence/Register	8.52

- Notes:** (1). Half of the fees specified by this rule shall be levied for the grant of a duplicate licence when it has been proved to the satisfaction of the CHPT that there is good and sufficient reason for such grant.
- (2). Fee for Survey of a steam or motor vessel:- Every application made to the Licensing Officer for a Steam or Motor Vessel in respect of which a certificate of survey under the Merchant Shipping Act, 1958 (44 of 1958) or the Inland Vessels Act 1917 (1 of 1917), is not held by the Owner or Master shall be accompanied by a fee of ₹142/- for surveying the vessel.

SCALE 16 - BOAT HIRE CHARGES

Schedule of Maximum Rates of Hire of Licensed mechanised Boats, owned by private parties at the Port of Chennai

Particulars	Rate per hour or part thereof	
	Outside the enclosed Harbour	Within the enclosed Harbour
Between 6 a.m. and 6 p.m.	₹255.60	₹170.40
Between 6 p.m. and 6 a.m.	₹340.80	₹255.60

Notes:

- (1) No special rates are to be charged for taking provisions and the like since the rates provided above are inclusive of the same.
- (2) If a mechanised boat has been ordered and not used, full charges will be recovered on hourly basis for detention.
- (3) All goods carried on board the mechanised boats are at the hirer's risk.
- (4) The charges for mechanised boat service do not include the wages of the mazdoors carried on it for handling cargo or stores or both on board the mechanised boat.
- (5) No mechanised boat can be employed after 5.00 p.m. for landing or shipment of heavy lifts.

SCALE 17 - CHARGES FOR REMOVAL OF GARBAGE FROM SHIPS

Schedule of maximum rate of charge for removal of garbage from ships lying at moorings by licensed row boats owned by private parties and transporting the same to the City Garbage Dump.

Classification	Rate
Per Boat load in full or part thereof per ship	₹511.20

Note: The above rate is inclusive of all charges incurred towards Boat Hire from shore to ship in mooring and back to shore at the appointed place, labour for loading of garbage from vessel and unloading of garbage from Boat to Shore, charges for the use of lifting gear, if any, transporting from landing point to the City Garbage Dump.

SCALE 18 - CHARGES LEVIED ON THE PLANTS AND APPLIANCES WHICH ARE AVAILABLE WITH THE BOARD FOR HIRE TO THE PUBLIC

Serial Number and Description (1)	Rate of hire (₹) (2)	Period of Hire (3)	Minimum Charge (₹) (4)	Remarks (5)
1. Diesel Road Roller	238.56	Per hour or part thereof	1422.84	Rate does not include fuel and water.

2.	Welding set	110.76	-- do --	854.84	The Charge does not include cost of providing connections for electric supply in the case of electric welding plant and operating cost plus overhead charges which will be extra.
3.	Portable air compressor diesel engine - driven 7.350 cubic metres per minute.	1232.56	Per period of 8 hours or part thereof.	1232.56	The charge does not include operation cost and overhead charges which will be extra.
4.	Portable air compressor diesel engine - driven 10.300 cubic metres per minute	1476.80	-- do --	1476.80	-- do --
5.	Diesel engine-driven "WinGet" concrete mixer 396.436/282.168 cu. decimetre capacity	477.12	-- do --	477.12	-- do --
6.	All launches (Pilot & Mooring)	₹2272.80 for coastal vessel US\$ 86.05 for foreign-going vessel	-- do --	₹2272.80 for coastal vessel US\$ 86.05 for foreign-going vessel	The charges for the launch pulling cutter and mooring boat are only for special services. Their ordinary services of attending on pilots and ships are not to be charged for under this scale.
7.	Mooring Crew	₹345.06 for coastal vessel US\$ 13.06 for foreign-going vessel	Per hour or part thereof	₹345.06 for coastal vessel US\$ 13.06 for foreign-going vessel	
8.	Chain slings				
	(a) Capacity not exceeding 5 tonnes	31.24	Per Shift or part thereof	---	'Shift' means shift of such hours as will be in force from time to time for landing and shipment of cargo, as the case may be.

	(b) Over 5 tonnes but not exceeding 10 tonnes	56.80	-- do --	---	-- do --
	(c) Over 10 tonnes but not exceeding 15 tonnes	79.52	-- do --	---	-- do --
	(d) Over 15 tonnes but not exceeding 20 tonnes	105.08	-- do --	---	-- do --
	(e) Over 20 tonnes but not exceeding 40 tonnes	136.32	-- do --	---	-- do --
9.	Wire rope slings:-				
	(a) Capacity not exceeding 5 tonnes	56.80	-- do --	---	-- do --
	(b) Over 5 tonnes but not exceeding 10 tonnes	79.52	-- do --	---	-- do --
	(c) Over 10 tonnes but not exceeding 15 tonnes	105.08	-- do --	---	-- do --
	(d) Over 15 tonnes but not exceeding 20 tonnes	159.04	-- do --	---	-- do --
	(e) Over 20 tonnes but not exceeding 40 tonnes	190.28	-- do --	---	-- do --
10.	Shackles :-				
	(a) Capacity not exceeding 5 tonnes	17.04	-- do --	---	-- do --
	(b) Over 5 tonnes but not exceeding 10 tonnes	31.24	Per shift or part thereof	---	-- do --
	(c) Over 10 tonnes but not exceeding 20 tonnes	79.52	-- do --	---	-- do --
	(d) Over 20 tonnes but not exceeding 40 tonnes	136.32	-- do --	---	-- do --
11.	Locomotives lifting beam with shackles	329.44	-- do --	---	-- do --
12.	Gear Hobbing Machine	2053.32	-- do --	1030.92	-- do --
13.	12 ½ Tons Test Loads	105.08	Per day of 24 hours or part thereof	105.08	
14.	Sea Fix Equipment	DELETED			
15.	60 tonne - Spreader with Shackles attached to F.C. Thangam	150.52	For 8 hours or part thereof	150.52	

16.	GO-4 Fire Fighting Pump	3578.40	Per shift or part thereof	3578.40	
17.	Trucks mounted Tank to receive slop/bilges/oily residues and oily mixtures from ships to tank farm at the Ore Berth.	4970/-	Per Trip	4970/-	
18	20 Tonne Gantry crane	26.98	Per tonne	---	
19	Tanker Trailer of 8 KL capacity	11715/-	Per trip - 4 hours shall be given to load the sludge. Detention charges of ₹1952.50 shall be levied per hour or part thereof, if the users detain the trailer beyond four hours.	---	The time of 4 hours shall commence, on reporting of the trailer at the vessel. The timing of taking the sludge from alongside the ship to the dumping ground or storage places shall not be considered as time detained by the user.
20	Tipper Lorry	1641.52	Per period of 8 hours	820.74	Per period of 4 hours
21	Gas Cutting Plant	204.48	Per period of 8 hours or part thereof	---	---

Notes:

- (1) The hire of floating crafts and appliances by the CHPT to the public is not guaranteed normally. The craft and appliances shall be hired out only if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the crafts or appliances of any sort or any damage which may occur as a result of non-supply or delay in supply or by the use of the crafts or appliances of the CHPT or due to failure of the crafts or appliances at any stage during the period of hire. The hirer shall keep the crafts or appliances in good order and condition and shall be liable for any damage caused to the crafts or appliances during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the Board against all loss or damage or injury to life arising directly or indirectly from the use of the crafts or appliances during the period of hire to any property belonging to the Board including the crafts or appliances under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the CHPT. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repairing the damages sustained by the crafts or appliances or part thereof that might be broken, missing or specially damaged or lost during the period of hire shall be that actually incurred for the purpose by the CHPT including the usual indirect charges, centage

charges while the cost of replacement, if necessary, of part or in full of the crafts or appliances will be either the book value or the current market value, whichever is higher.

- (2) The CHPT may require the hirers to execute an agreement relating to the hire, whether it be within or outside the Port limits, in such form as may be prescribed from time to time and upon such terms and conditions as may be laid down in each case.
- (3) The rate specified against the floating crafts or appliances in the column 'Period of hire' is for one individual craft or appliance.

CHAPTER - VII

I. CHARGES FOR SUPPLY OF CARGO HANDLING WORKERS AND SUPERVISORY STAFF

SCALE 1 - STEVEDORING OPERATIONS

- (1) The time rate wages of different categories of workers for the purpose of stevedoring operations are as follows:

S. No	Category	Wage rate per shift of 8 hours (in ₹)
1.	On Board Supervisor	2070/-
2.	Tally Clerk	1620/-
3.	Tindal	1480/-
4.	Maistry	1480/-
5.	Winch Driver	1480/-
6.	Signal Man	1370/-
7.	Mazdoor	1370/-

- (2) (a) The Stevedores shall pay charges comprising time rate wages and 192% levy on wages for stevedoring operations prior to the engagement of labour.
- (b) The Stevedore will be permitted to indent gang for half shift instead of full shift for incoming and finishing vessels on permanent basis, by making payment of 50% of existing wages and 192% levy on 50% wages.
- (3) (a) The levy structure mentioned at clause (2) shall not apply in case of agricultural produce such as wheat, rice, maize, pulses, etc. including sugar in bags or jumbo bags or pallaties.
- (b) Such commodities will pay a charge of ₹10.65 PMT for deployment of cargo handling workers and supervisory staff for stevedoring operations.
- (4) The piece-rate incentive shall be paid at actuals separately.
- (5) Time limit for payment of charges by users / refund of excess collection by port as well as levy of penal interest for delay will be governed by the provisions prescribed in Chapter - I of this Scale of Rates.
- (6) Whenever any additional manpower is required by stevedores, actual wages in respect of the category of the workers intended shall be payable by them in addition to the levy.
- (7) While calculating the piece-rate, the datum will not be adjusted, according to effective hours of working, i.e. there will be no idle hour concept. The datum will be taken as full tonnage for the entire shift without any deduction.
- (8) The tonnage of heavy lift cargoes will be taken as 7 tons/unit for calculation of piece rate and for other purposes hitherto adopted.

- (9) The Mazdoor posted in the Gang will be distributed for on shore and on board work as per the operational convenience.
- (10) In case of shortage of Maistry, the Tindal may be posted in his place. Whenever Tindal is in shortage, Maistries will be posted only to bulk vessels of Fertilizers and Ore, where shore crane is put into use (where there is no posting of Winch Drivers.)
- (11) One reliever per shift per vessel will be posted in the categories of Winch Drivers/Signallers/Tally Clerks, irrespective of number of hooks.
- (12) One Supervisor and one Tindal per shift per vessel will be posted, irrespective of number of hooks.

II. SCALE 2 - CLEARING & FORWARDING OPERATIONS

Nature of Cargo	Levy per tonne (in ₹)
Delivery / Receipt	
(a). General Cargo	56.80
(b). Bulk cargo, ore and timber / logs	5.35

Conditions:

1. The applicable C&F will be collected through Import Applications and Export Applications when there is actual deployment of labour for C&F operations and no separate wages will be collected for this work.
2. The above rates do not include piece rate incentive. The piece rate incentive shall be calculated by CHPT, after completion of delivery / receipt and this is payable by the users, in addition to the above C&F charges.
3. A sum of ₹4/- per tonne will be collected in advance in addition to the above towards piece rate incentive for C&F operations which will be adjusted against the actual piece rate calculated by CHPT. Time limit for refund and payment of penal interest in case of delay will apply as prescribed by TAMP in the General Condition in Chapter-I of this Scale of Rates.
4. Whenever any additional man power is required by stevedores, actual wages in respect of the category of workers indented shall be payable by them in addition to the levy.
5. For inter-carting operations, the same rates as applicable for C&F operation will be collected. The charges shall be paid before rendering the service.
6. For receipt delivery work of general cargo, gangs will be posted at various points and will work for different employers in the given shift. However, a separate gang of 4 mazdoors for bagged cargo will be deployed on request from the employer with prior intimation to the shift section.
7. Whenever CHPT has permitted Direct Delivery / Direct Shipment, no charges towards C&F operation is payable for such quantity, which is directly delivered from the hook point or directly shipped without the use of any Labour under the control of CHPT whose cost of deployment is recovered by any other charge specified in this Scale of Rates.

III (1) In case of Cobble stones, Cut Stones, Barytes, Manganese Ore, Felspar, Blue metals etc. and any other dry bulk cargo which requires aggregation at the transit area prior to shipment, the following charges are payable towards the cargoes stored in the transit area. However, these charges are not payable if these cargoes are stored in licensed plot.

(i) Actual piece rate.

(ii) Wages @ ₹2740/- for two mazdoors. The above charges are payable through EA applications on the actual quantity as certified by the CHPT or officials authorized by it. In case additional mazdoors are required separate charges are to be paid extra @ ₹1370/- per mazdoor.

(2) To build up reserves to meet the wage revision arrears liability, a special charge of ₹1/- per tonne will be collected in all Import and Export Applications, wherever cargo handling division workers are deployed.

CHAPTER - VIII

ESTATE RENTALS

SCALE 1: RESERVE PRICE IN TERMS OF ANNUAL LEASE RENT FOR ALLOTMENT OF LAND/ SPACE/ BUILDINGS:

Item No.	Description of space	Unit	Reserve price in terms of annual lease rent (₹ per calendar month or part thereof)
1.	Open space inside the port - Unpaved	100 sq. m. or part thereof	5,520/-
2.	Open space - Paved (Hardened with water bound Macadam Surface) inside the port.	100 sq. m. or part thereof	10,488/-
3.	Track length at any of the CHPTs Railway Sidings inside the Port	1 running metre or part thereof	1,656/-
4.	Covered Space inside port	10 sq. m. or part thereof	1,656/-
5.	Commercial Office space in Buildings outside Port at Rajaji Salai	Per sq. m. or part thereof	552/-
6.	Buildings with RCC Roof and terrace within the port used for office use.	Per sq. m. or part thereof	442/-
7.	Buildings with ACC sheet and any other similar roofing like G I sheet within the Port.	Per sq. m. or part thereof	331/-
8.	Land at Tondiarpet Housing Colony for commercial use	Per sq. m. or part thereof	25/-
9.	Shop units at Tondiarpet Housing Colony outside the port	Per sq. m. or part thereof	552/-

Note : For those areas that have been declared as private/customs bonded area, the rate will be 120% of the rate applicable for such category of the land/ space.

SCALE 2: CHARGES FOR RIGHT OF WAY PERMISSION FOR LAYING PIPELINES IN CHPT'S PREMISES:

Way leave charges for laying of Pipelines /: The rate for open area as applicable to the category of space mentioned in Scale-1 above, as the case may be, for the area occupied by the Pipelines / Conveyors, etc.

Note: For the purpose of Right of Way leave charges, the area occupied by single pipelines should be calculated based on the diameter and length of those pipelines. In case of multi-layer pipeline / conveyor stacks, the physical area occupied by the multilayer pipeline / conveyor stacks should be considered and the respective users should be billed on pro-rata basis. As far as underground pipelines are concerned, if the users establish that the possession of surface area above the underground cross-country pipelines is not physically with them, the area

occupied by such pipelines should be considered as 50% of the diameter and length, for the purpose of levy of Right of way charges.

I GENERAL CONDITIONS:

- 1) All conditions prescribed in the Land Policy 2014 guidelines issued by the Government of India in January 2014, as amended / replaced from time to time, shall apply in respect of allotment of land / space / buildings on Licence / Lease basis.
- 2) The rates prescribed above are the base rates applicable with effect from the effective date of implementation as per Notification by TAMP and are subject to automatic escalation of 5% per annum (compoundable). The reserve price in terms of annual lease rent as provided in the Scale of Rates shall get automatically escalated by 5% per annum after expiry of one year from the effective date of implementation of the Scale of Rates. The base rates will be revised after five years with the approval of Competent Authority. Such revised rent will be effective from the effective date of implementation of the Order passed by the Competent Authority.
- 3) The rates prescribed above are excluding taxes and duties. Service tax and other taxes and duties, as applicable, from time to time shall be paid extra.
- 4) In addition to the rates prescribed above, the cost of water and electricity consumed every month at the rates fixed by the CHPT from time to time, together with the installation and maintenance charges on electrical installations every month as may be fixed by the CHPT from time to time shall be paid by the Licensee.

II CONDITIONS FOR ALLOTMENT ON MONTHLY LICENCE BASIS:

1. Persons requiring allotment of space (land / shed / buildings) on monthly licence basis may apply in writing before the deposit of goods, stating their acceptance of all risks and responsibilities for goods so stored, in the form prescribed by CHPT. But, it shall be at the discretion of CHPT to allot or refuse to allot the space. Sub-letting of the licensed space shall not be allowed.
2. Licence Fees or charges is payable from the effective date of allotment mentioned in the allotment order. In case no effective date is mentioned in the allotment order, the Licence Fee is payable from the date of allotment order.
3. Security Deposit equivalent to 3 months' Licence Fee on the land / space allotted shall be paid at the time of allotment as a guarantee for the due and faithful performance of the conditions set forth in the monthly licence. Security Deposit shall be refunded after the land / space is vacated finally, after deducting any dues payable to CHPT.
4. For fresh/initial allotment, 3 months Security Deposit along with 2 months License Fee has to be remitted within 7 Port administrative working days on receipt of the Allotment Order failing which the allotment will stand cancelled and the firm will not be allowed to occupy the space. The cargo stacking/ occupation will be allowed only on production of the receipt for having paid the amount mentioned in the Allotment Order. The Licence Fee for the subsequent calendar months shall be paid in advance, i.e. on or before 25th of preceding calendar month. If the due date for a particular month falls on Sunday or CHPT holiday or Bank holiday, the payment shall be made on the next working day.

5. Delay in payment of Licence Fee and other dues as specified in Sl. No.(4) above shall attract penal interest at 16.75% p.a. from the due date till the date of payment subject to a maximum of 15 days from the due date. If payment is not received within 15 days after the due date, the occupation will be treated as unauthorized and the license will be liable for cancellation and will be treated as unauthorized occupation and penal licence fee shall be payable as per Sl.No.7 below.
6. The monthly licence shall lapse automatically at the expiry of the calendar month for which it has been issued. If the licensee requires a renewal of the licence, an application for renewal duly accompanied by the receipt for payment of the advance licence fee for the subsequent month must be made so as to reach CHPT seven days before the expiry of the period of the monthly licence. Delay in receipt of application or required receipt within time stipulated above shall attract penal interest at 16.75% p.a. for the period of delay subject to a maximum of 15 days, beyond which the occupation will be treated as unauthorized and dealt as per Sl. No. 7 below.
7. The Licensee shall vacate the space occupied by them if the licence is not renewed and in case the licensee fail to hand over the land / space in vacant possession on the date of expiry of the licence granted / determined, after removing such of the structures or constructions put up, the occupation of the licensee will be treated as unauthorized occupation and penal licence fee as given below shall be levied beyond the period for which the monthly licence was granted. Further, CHPT shall have the right to remove such structures and the goods stored in such space to any other alternative open or covered space in any part of the CHPT's premises at the cost, risk and responsibility of the licensees and in addition, penal licence fee as specified below shall be charged for the land / space occupied by the goods so removed:
 - i. Three times of the normal licence fee for the first three months from the date of unauthorized occupation or identification of encroachment.
 - ii. Five times of the normal licence fee beyond three months and upto seven months.
 - iii. Ten times of the normal licence fee from eighth month onwards.
8. Encroachment or unauthorised occupation of the CHPT's land and stacking of cargo on the CHPT's land and stacking of cargo on the CHPT's Railway tracks, plants, equipment, etc. causing obstruction to the movement of traffic by the licensee will involve a liability to pay a penal licence fee as specified in Sl.No 7, in addition to the cost of rectifying damages caused to the CHPT's properties. If the licensee fails to remove the cargo, from the encroached area in spite of notice to do so, the cargo will be removed elsewhere by the Trust at the risk and cost of the licensee and penal licence fee as mentioned at Sl. No. (7) above on the space occupied by the cargo so removed.
9. No licensee shall convert the space allotted to him/ them into private bonded area except with the written permission of the CHPT. The CHPT, shall, in addition to the licence fees leviable for such space, levy penalty as given below on their failure to obtain the prior written permission from the CHPT.
 - i. Three times of the licence fee applicable for private / customs bonded area for the first three months from the date of conversion of the area.

- ii. Five times of the licence fee as mentioned above beyond three months and upto seven months.
 - iii. Ten times of the licence fee as mentioned above from eighth month onwards.
- 10. The CHPT shall have the right at any time to resume possession of space wholly or partly which is required by the CHPT, in which event a proportionate reduction in fee will be allowed. An advance notice of 7 days in the case of licence period upto six months and 15 days in case of licence above six months and upto 11 months shall be given by CHPT about its intention to resume the land / space. However, no such notice shall be issued in the case of encroachment and unauthorized occupation in which case CHPT shall have the right to resume possession of the land / space immediately without giving any notice. On the other hand, the Licensee shall give a notice of 15 days if the land / space is to be vacated before the expiry of the License period.
- 11. The licensees shall agree to comply with all rules or directions issued by the CHPT from time to time. Should the licensees neglect to comply with such rules or directions, the CHPT may terminate the licence.
- 12. The licensees shall not construct or put up any permanent structure, building, erection or convenience or canteens on land / space occupied under monthly licence except on the written permission of the CHPT. The licensees shall agree to remove such building, erection or convenience on the space, restore the space to its original condition at the time of termination of the licence and if the licensees fail, the CHPT will arrange for removal of such erection at the cost, risk and responsibility of the licensees.
- 13. Goods stored under the licensed space shall be at the entire risk and responsibility of the licensees. The CHPT will not in any way take responsibility for pilferage, theft, fire or loss thereof. The licensees shall post their own watch to safeguard the goods stored at their allotted space and to prevent any unauthorised occupation of such space by others.
- 14. The licensees shall comply with all rules or regulations that may from time to time be issued by the Corporation of Chennai or the Inspector of Explosives, Department of Explosives, Government of India, or whomsoever concerned in relation to the storage of the goods under the monthly licence.

III CONDITIONS FOR ALLOTMENT ON LEASE BASIS:

- 1. The annual lease rental for each year shall be paid in advance before commencement of respective lease year. The annual lease rental will be equivalent to Monthly licence fee payable for the 12 calendar months of respective lease year. Delay in payment of lease rentals will attract penal interest / penal licence fee as per the relevant conditions prescribed for Licence of land on monthly basis.
- 2. Either party shall be at liberty to terminate the lease at any time by giving to the other three calendar months notice in writing of its or their intention of terminating the same.
- 3. Change of use of leased land can be permitted subject to such change being in conformity with the Land Use Plan / Master Plan of the CHPT subject to payment of rates for the new usage, if any.

4. If the lessee continue to occupy the land / space, after expiry / termination / determination of lease or forfeiture of lease on account of change of user assignment, etc. the occupation will be treated as unauthorized and lessor shall be entitled to levy penalty at three times of the lease rent prescribed in the Scale of Rates or three times of the lease rent as per lease agreement, as the case may be, till the final vacation of the land / space.
5. In case of breach / violation of provisions of the Lease Agreement, CHPT shall be entitled to impose penalty as deemed fit or cancel the lease depending on the magnitude of breach / violation.

IV CONDITIONS FOR GRANTING WAY LEAVE PERMISSION:

1. Way leave permission for laying pipelines within and outside the port area shall be given on temporary basis at the discretion of CHPT. Only permission will be given. There will not be any allotment of land to the party nor is to be construed as lease.
2. In case of way leave permission for public utilities, relevant rules applicable for such utilities shall apply.
3. The Way leave charges with applicable escalation from time to time shall be paid in advance for each year. Delay in payment of way leave charges will attract penal interest and penalty in line with the penal interest and penal licence fee provisions applicable for monthly licence.
4. One time Supervision charges @ 15% of the cost of laying of pipelines/cables/conveyors in Port limits before granting way leave permission. This is not applicable for Single Buoy Mooring (SBM)/Single Point Mooring (SPM)/sub-sea pipelines for which the applicable supervisory charges will be decided by Board, on a case to case basis.
