

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES				
Existing Scale of Rates		Proposed Scale of Rates		Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities	Sch. No.	Tariff and conditionalities	
	SECTION-1 - Definitions and General Terms & Conditions		SECTION-1 - Definitions and General Terms & Conditions	
1.1	Definitions - General	1.1	Definitions - General	
	In this Scale of Rates (SoR), unless the context otherwise requires, the following definitions shall apply:		In this Scale of Rates (SoR), unless the context otherwise requires, the following definitions shall apply:	
(i).	"Anchorage" shall mean the area outside the breakwater within the Port limit.	(i).	"Anchorage" shall mean the area outside the breakwater within the Port limit.	No change
(ii).	"Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping / competent authority.	(ii).	"Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping / competent authority.	No change
(iii)	"Cold Move" shall mean movement of vessel without power of the engine of the vessel.	(iii)	"Cold Move" shall mean movement of vessel without power of the engine of the vessel.	No change
(iv)	"Day" shall mean the period of 24 hours starting from 6.00 a.m. of a day and ending at 6.00 a.m. on the following day.	(iv)	"Day" shall mean the period of 24 hours starting from 6.00 a.m. of a day and ending at 6.00 a.m. on the following day.	No change
(v).	"Demurrage" shall mean charges payable for storage of cargo in transit area within port premises beyond free period, as specified in this SoR and shall not apply for cargo stored at areas licensed to port users for such purposes.	(v).	"Demurrage" shall mean charges payable for storage of cargo within port premises beyond free period, as specified in this SoR and shall not apply for cargo stored at areas licensed to port users for such purposes.	The entire area inside port is custom bonded. Hence, specific mention of "transit area" not required.
(vi)	"Enclosed Harbour" shall mean the area within the breakwater upto buoy No.9 opposite to Dufferin Tower at the junction of Eastern and Northern breakwater of Bharathi Dock.	(vi)	"Enclosed Harbour" shall mean the area within the breakwater upto buoy No.9 opposite to Dufferin Tower at the junction of Eastern and Northern breakwater of Bharathi Dock.	No change
(vii)	"Foreign-going vessel" shall mean any vessel other than coastal vessel.	(vii)	"Foreign-going vessel" shall mean any vessel other than coastal vessel.	No change
(viii)	"Free period" shall mean the period during which cargo or container shall be allowed storage free of Demurrage Charges or Storage charges, as the case may be, and this period shall be exclusive of Customs notified holidays and Closed holidays declared by the Port.	(viii)	"Free period" shall mean the period during which cargo or container shall be allowed storage free of Demurrage Charges or Storage charges, as the case may be, and this period shall be exclusive of Customs notified holidays and Closed holidays declared by the Port. Sundays shall not be excluded for the purpose of calculation of free period unless it falls on Customs notified holidays and / or Closed holidays declared by the Port.	Sundays are Port working days and therefore, the free period includes Sundays. Specific mention is made for better clarity.
(ix)	"Full Container Load" (FCL) shall mean a container containing cargo belonging to one importer / exporter.	(ix)	"Full Container Load" (FCL) shall mean a container containing cargo belonging to one importer / exporter.	No change
(x)	"Hazardous cargo" shall mean cargo classified as hazardous goods under International Maritime Organization (IMO).	(x)	"Hazardous cargo" shall mean cargo classified as hazardous goods under International Maritime Organization (IMO).	No change
(xi)	"Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one importer / exporter.	(xi)	"Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one importer / exporter.	No change
(xii)	"Month" shall mean the calendar month.	(xii)	"Month" shall mean the calendar month.	No change
(xiii)	"Port" shall mean Chennai Port Trust, unless the context otherwise specifies.	(xiii)	"Port" shall mean Chennai Port Trust, unless the context otherwise specifies.	No change
(xiv)	"Port Limit" shall mean the limits of Port of Chennai notified by the Central Government in terms of Section 4 (2) of the Indian Ports Act, 1908.	(xiv)	"Port Limit" shall mean the limits of Port of Chennai notified by the Central Government in terms of Section 4 (2) of the Indian Ports Act, 1908.	No change
(xv)	"Sailing Vessel" shall mean a vessel propelled solely by wind power.	(xv)	"Sailing Vessel" shall mean a vessel propelled solely by wind power.	No change
(xvi)	"Shift" shall mean the duration of 8 hours constituting 3 shifts in a day.	(xvi)	"Shift" shall mean the duration of 8 hours constituting 3 shifts in a day.	No change
(xvii)	"Shifting" shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage or vice versa within the Port limits.	(xvii)	"Shifting" shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage or vice versa within the Port limits.	No change
(xviii)	"Shut out cargo / container" shall mean any cargo / container brought into the Port for shipment but not shipped by the designated vessel and is lying in the Port premises.	(xviii)	"Shut out cargo / container" shall mean any cargo / container brought into the Port for shipment but not shipped by the designated vessel and is lying in the Port premises.	No change
(xix)	"Single Buoy Mooring" (SBM) or "Single Point Mooring" (SPM) are loading buoys anchored offshore and serve as a mooring point for tankers to (off) load gas and/or liquid products.	(xix)	"Single Buoy Mooring" (SBM) or "Single Point Mooring" (SPM) are loading buoys anchored offshore and serve as a mooring point for tankers to (off) load gas and/or liquid products.	No change
(xx)	"Transshipment" of cargo / container shall mean any cargo / container landed at the Port and subsequently shipped through another vessel to other ports.	(xx)	"Transshipment" of cargo / container shall mean any cargo / container landed at the Port and subsequently shipped through another vessel to other ports.	No change
(xxi)	"Vessel Completion Date" (VCD) means the day on which the cargo operations of the vessel is fully completed.	(xxi)	"Vessel Completion Date" (VCD) means the day on which the cargo operations of the vessel is fully completed.	No change
(xxii)	"Warping" shall mean movement of vessel from one berth to adjacent berth for a distance of less than 100 metres with the assistance of ropes and Mooring Crew.	(xxii)	"Warping" shall mean movement of vessel from one berth to adjacent berth for a distance of less than 100 metres with the assistance of ropes and Mooring Crew.	No change
(xxiii)	"Wharfage" shall mean the basic dues recoverable on all cargo / container imported or exported or transshipped within the Port limits or passing through the port, whether portage was provided by the Port or not.	(xxiii)	"Wharfage" shall mean the basic dues recoverable on all cargo / container imported or exported or transshipped within the Port limits or passing through the port, whether portage was provided by the Port or not.	No change
1.2	GENERAL TERMS & CONDITIONS	1.2	GENERAL TERMS & CONDITIONS	
(i)	System of classification of vessel for levy of Vessel Related Charges (VRC):	(i)	System of classification of vessel for levy of Vessel Related Charges (VRC):	
(a).	A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Custom Conversion Order. Such vessel that converts into coastal run based on the Custom Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.	(a).	A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Custom Conversion Order. Such vessel that converts into coastal run based on the Custom Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.	No change
(b).	A Foreign going vessel of foreign flag can convert to coastal run on the basis of a License for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.	(b).	A Foreign going vessel of foreign flag can convert to coastal run on the basis of a License for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.	

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(ii)	Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate:	(ii)	Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate:	No change
(a).	In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.	(a).	In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.	
(b).	In cases of such conversion, coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.	(b).	In cases of such conversion, coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.	
(c).	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.	(c).	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.	No change
(iii)	Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate:	(iii)	Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate:	
(a).	Foreign going Indian Vessel having General Trading License issued for "worldwide and coastal" operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:	(a).	Foreign going Indian Vessel having General Trading License issued for "worldwide and coastal" operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:	
i.	Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port	i.	Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port	No change
ii.	Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.	ii.	Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.	
	* The Central Board of Excise and Customs Circular no.15/2002- Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.		* The Central Board of Excise and Customs Circular no.15/2002- Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.	
(b)	In case of a Foreign flag vessel converted to coastal run on the basis of a License for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.	(b).	In case of a Foreign flag vessel converted to coastal run on the basis of a License for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.	Incorporated as per TAMP Order No.TAMP/53/2015-VOCPT dated 25 September 2018
		(iv)(a).	Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.	
		(b).	Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.	
		(c)	November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.	
			[Condition No.1.2 (iv) regarding Concessional coastal tariff for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh is incorporated in pursuance to the Notification No.38/2018-Customs (N.T.) dated 11 May 2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance brought out by Indian National Shipowners' Association, based on which a common adoption Order No.TAMP/53/2015-VOCPT dated 25 September 2018 is approved by the Authority]	Amended as per Working Guidelines 2018 (clause 5.6.1)
(iv)(a)	Vessel related charges shall be levied on shipowners / steamer agents. All US dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in US dollar terms into its equivalent Indian Rupees at the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India as may be specified from time to time.	(v)(a)	Vessel related charges shall be levied on shipowners / steamer agents. All US dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in US dollar terms into its equivalent Indian Rupees at the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India as may be specified from time to time. The Major Port Trusts may collect dollar denominated tariff in foreign currency in consultation with the Ministry of Shipping and subject to obtaining permission of RBI under Foreign Exchange Management Act, 1999 and ensuring compliance of any other statutory rules / regulations which are laid down for the same.	
(b)	The day of entry of the vessel into the port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.	(b)	The day of entry of the vessel into the port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.	No change
(c)	A regular review of exchange rate shall be made once in 30 days from the date of arrival of the vessels in cases of vessels staying in the port for more than 30 days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.	(c)	A regular review of exchange rate shall be made once in 30 days from the date of arrival of the vessels in cases of vessels staying in the port for more than 30 days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.	
(v).(a).	The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.	(vi).(a).	The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.	No change
(b).	A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.	(b).	A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.	
(c)	The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron ore pallets, should not exceed 60% of the normal cargo / container related charges.	(c)	The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron ore pallets, should not exceed 60% of the normal cargo / container related charges.	
(d)	For the purpose of this concession, cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transhipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage.	(d)	For the purpose of this concession, cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transhipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage.	
(e)	The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupee.	(e)	The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupee.	No change
(vi)(a)	The Unit of measurement for calculation of the port charges are as follows: (i). One unit by weight means 1 Metric Tonne (M.T.) equivalent to 1000 kilograms. (ii). One unit by volume means 1 Cubic Meter (Cu. m.). (iii). One unit by volume of liquid means 1 Kilolitre (K.L.) equivalent to 1,000 litres.	(vii)(a)	The Unit of measurement for calculation of the port charges are as follows: (i). One unit by weight means 1 Metric Tonne (M.T.) equivalent to 1000 kilograms. (ii). One unit by volume means 1 Cubic Meter (Cu. m.). (iii). One unit by volume of liquid means 1 Kilolitre (K.L.) equivalent to 1,000 litres.	
(b)	In calculating the gross weight or measurement by volume or capacity of any individual item, any fraction shall be treated as one unit.	(b)	In calculating the gross weight or measurement by volume or capacity of any individual item, any fraction shall be treated as one unit.	
(vii)	The users will not be required to pay charges for delays beyond a reasonable level attributable to the Port.	(viii)	The users will not be required to pay charges for delays beyond a reasonable level attributable to the Port.	No change
(viii).	Interest on delayed payments / refunds:	(ix).	Interest on delayed payments / refunds:	

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(a)	Users shall pay interest on delayed payments and the Port shall pay interest on delayed refunds at the same rate. The rate of interest will be 15% p.a.	(a)	Users shall pay interest on delayed payments and the Port shall pay interest on delayed refunds at the same rate. The rate of interest will be 15% p.a.	
(b)	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port. This provision will not apply to the cases where payment is to be made before availing of the services / use of Port properties, as stipulated in the Major Port Trusts' Act, 1963 and / or prescribed as a condition in this SoR.	(b)	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port. This provision will not apply to the cases where payment is to be made before availing of the services / use of Port properties, as stipulated in the Major Port Trusts' Act, 1963 and / or prescribed as a condition in this SoR.	No change
(c)	The delay in refunds by the Port will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.	(c)	The delay in refunds by the Port will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.	
(ix)	The minimum charges recovered in any one application / bill shall be Rs.200/-.	(x)	The minimum charges recovered in any one application / bill shall be Rs.200/-.	No change
(x)	No refund shall be made if the amount refundable is less than Rs.100/-. This limit of Rs.100/- shall also be applied for supplementary claims by the Port. This, however, shall not apply for the provisional Deposits collected for the services in advance.	(xi)	No refund shall be made if the amount refundable is less than Rs.100/-. This limit of Rs.100/- shall also be applied for supplementary claims by the Port. This, however, shall not apply for the provisional Deposits collected for the services in advance.	No change
(xi)	Vessel related charges shall be collected based on GRT of the vessel. Deck cargo shall be exempted from assessment of all vessel related charges.	(xii)	Vessel related charges shall be collected based on GRT of the vessel. Deck cargo shall be exempted from assessment of all vessel related charges.	No change
(xii)(a)	Wharfage on Import cargo shall be paid at the rate applicable on the date of commencement of landing of the cargo.	(xiii)(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 into the Port premises at the rate prevailing on the date of admittance.	(b)	Wharfage on Export cargo shall be paid on admittance of the cargo into the Port premises at the rate prevailing on the date of admittance.	No change
(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.	(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.	
		(d)	Rates in respect of goods to be landed shall be paid immediately on the landing of the goods and rates in respect of goods to be removed from the premises of a Board, or to be shipped or export, or to be transhipped, shall be payable before the goods are so removed or shipped or transhipped.	Incorporated as per Sec.58 of the MPT Act, 1963
(xiii)(a)	The port shall not be responsible to the user or any person for any loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of hire. The user shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of hire, to any property belonging to the port including the equipment, or to any other persons or property. The liability of the user 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 port. The user shall also indemnify the port for all liabilities under the Workmen's Compensation Act.	(xiv)(a)	The port shall not be responsible to the user or any person for any loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of hire. The user shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of hire, to any property belonging to the port including the equipment, or to any other persons or property. The liability of the user 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 port. The user shall also indemnify the port for all liabilities under the Workmen's Compensation Act.	No change
(b)	In case of damages to port assets or properties partly or wholly, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the final claim by the Port. In case of total loss, the hirer shall deposit the book value or market value of the port assets or properties, whichever is higher. If the damage cost is not paid within the time stipulated, the same will be adjusted from any dues payable to the hirer concerned.	(b)	In case of damages to port assets or properties partly or wholly, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the final claim by the Port. In case of total loss, the hirer shall deposit the book value or market value of the port assets or properties, whichever is higher. If the damage cost is not paid within the time stipulated, the same will be adjusted from any dues payable to the hirer concerned.	
(xiv)(a)	The rates prescribed in this SoR are ceiling levels; likewise, rebates and discounts are floor levels. The Port may, if it so desires, charge lower rates and/or allow higher rebates and discounts.	(xv)(a)	The rates prescribed in this SoR are ceiling levels; likewise, rebates and discounts are floor levels. The Port may, if it so desires, charge lower rates and/or allow higher rebates and discounts.	
(b)	The Port may also, if it so desires, rationalize the conditionalities prescribed in this SoR.	(b)	The Port may also, if it so desires, rationalize the conditionalities prescribed in this SoR.	No change
(c)	The Port 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.	(c)	The Port 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.	
(xv)	In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessels related services as well as special discount will be offered in port charges for the services rendered after regular hours. [This condition is incorporated in pursuance to the MOS letter No.PD/14033/101/2015-PD.V dated 3 February 2016 based on which a common adoption Order No.TAMP/14/2016-Misc dated 16 February 2016 is approved by the Authority]	(xvi)	In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessels related services as well as special discount will be offered in port charges for the services rendered after regular hours. [This condition is incorporated in pursuance to the MOS letter No.PD/14033/101/2015-PD.V dated 3 February 2016 based on which a common adoption Order No.TAMP/14/2016-Misc dated 16 February 2016 is approved by the Authority]	No change
(xvi)	Annual Indexation:	(xvii)	Annual Indexation:	
(a)	The SoR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 April 2017 subject to the CHPT achieving the Performance Standards prescribed in schedule 1.3 below. If Performance Standards prescribed in the SoR are not achieved, there will be no indexation in SoR for that particular year.	(a)	The SoR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 May 2020 subject to the CHPT achieving the Performance Standards prescribed in schedule 1.3 below. If Performance Standards prescribed in the SoR are not achieved, there will be no indexation in SoR for that particular year.	Effective date of implementation of annual escalation amended as per the provisions of Tariff Policy 2018
(b)	The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SoR at 100% of WPI announced by the Authority and apply the indexed SoR w.e.f. 1 April of the relevant year. The indexed SoR by the CHPT to be intimated by the port to the concerned users and to the Authority.	(b)	Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SoR at 100% of WPI announced by the Authority and apply the indexed SoR w.e.f. 1 May of the relevant year. The indexed SoR by the CHPT shall be intimated by the port to the concerned users and to the Authority.	
(xvii)	80% discount on vessels related charges and cargo related charges for coastal transportation of vehicles through Ro-Ro ship will be granted for a period of two years with effect from 20 September 2016. [This condition is incorporated in pursuance to the MOS letter No.16/(88) 2016-PD-PD-VII dated 20 September 2016 based on which a common adoption Order No.TAMP/4/2004-Genl. dated 25 October 2016 is approved by the Authority.]			Validity of concession expired. Hence, deleted.
(xviii)(a)	As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement (given below), the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.	(xviii)(a)	As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement (given below), the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.	
(b)	Port and other charges	(b)	Port and other charges	
(i)	Port dues to be levied by the Major Port Trust on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.	(i)	Port dues to be levied by the Major Port Trust on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.	No Change

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(ii)	Average Pre-berthing Waiting Time									
(a)	Crude Oil		Hours	35						
(b)	Other POL Products		Hours	33.3						
(c)	Edible Oil		Hours	15						
(d)	Other Liquid		Hours	22						
(e)	Dry Bulk		Hours	9.2						
(f)	General Cargo		Hours	7.6						
	Overall		Hours	10.4						
SECTION - 2					SECTION - 2					
VESSEL RELATED CHARGES					VESSEL RELATED CHARGES					
2.1	PORT DUES				2.1	PORT DUES				
2.1.1.	Schedule of Port Dues				2.1.1.	Schedule of Port Dues				
Sl. No.	Type of vessel	Rate Per GRT		Frequency of payment in respect of the same vessel		Sl. No.	Type of vessel	Rate Per GRT for each entry		Port dues for coastal vessels from 'once in 30 days' to 'each entry' as per position prevailing at all other Major Ports (except KPL & VoCPT).
		Foreign (in USD)	Coastal (in Rs.)	Foreign	Coastal			Foreign (in USD)	Coastal (in Rs.)	
1	POL including Crude oil vessels	0.305	8.07	On each entry into the Port	Once in 30 days	1	POL including Crude oil vessels	0.3816	10.0966	
2	Container vessels	0.305	8.07			2	Container vessels	0.3180	8.4138	
3	RoRo vessels	0.305	8.07			3	RoRo vessels	0.3498	9.2552	
4	Other general cargo / passenger vessels	0.305	8.07			4	Other general cargo / passenger vessels	0.3180	8.4138	
5	Non-cargo vessels	0.305	8.07	On each entry into the port.		5	Non-cargo vessels	0.3498	9.2552	
							Refer Port Website: www.chennaiport.gov.in for Trade Notices/Circulars on concessional rates, as applicable.			Footnote introduced to bring awareness on concessional rates
Note:	Reduced Gross Tonnage as per the International Tonnage Certificate will be reckoned with for levy of Port Dues in case of oil tankers with segregated ballast tank.				Note:	Reduced Gross Tonnage as per the International Tonnage Certificate will be reckoned with for levy of Port Dues in case of oil tankers with segregated ballast tank.				
2.1.2	Concession / Exemption in Port dues:				2.1.2	Concession / Exemption in Port dues:				
Sl. No.	Description	Concession / Exemption			Sl. No.	Description	Concession / Exemption			
1	Vessels entering the port in ballast and not carrying passengers	25%			1	Vessels entering the port in ballast and not carrying passengers	25%			No Change
2	Vessels entering the port but does not discharge or take in any cargo or passengers therein (except materials required for repair purpose)	50%			2	Vessels entering the port but does not discharge or take in any cargo or passengers therein (except materials required for repair), including vessels entering the port only to take bunkers	50%			To promote bunkering activity at the port
3	Vessels entering the Port for bunkering at Anchorage but does not enter into enclosed Harbour	75%			3	Vessels entering the Port for bunkering at Anchorage but does not enter into enclosed Harbour	75%			No Change
4	(i). Pleasure yachts	100%			4	(i). Pleasure yachts	100%			No Change
	(ii). Vessels, after sailing out, compelled to re-enter by stress of weather or any damage to the vessel									
	(iii). Indian Naval and Defence vessels									
	(iv). Vessels of war belonging to any Foreign Prince or State but not running for commercial purpose									
	(v). Vessels belonging to other Major Ports except private ports									

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES																			
Existing Scale of Rates							Proposed Scale of Rates								Reasons / Justification for amendments in conditionalities, if any, proposed				
Sch. No.	Tariff and conditionalities						Sch. No.	Tariff and conditionalities											
2.2	PILOTAGE FEES						2.2	PILOTAGE FEES											
2.2.1	Schedule of Pilotage Fee						2.2.1	Schedule of Pilotage Fee											
Sl. No.	Vessel size (GRT)	Rate per GRT					Sl. No.	Vessel size (GRT)	Rate per GRT										
		Foreign (in USD)				Coastal (in Rs.)			Foreign (in USD)				Coastal (in Rs.)						
		POL & Crude oil vessels	Container Vessels	RoRo Vessels	Other vessels	All coastal vessels			POL & Crude oil vessels	Container vessels	RoRo Vessels	General cargo Vessels	Passenger & Non-cargo vessels	POL & Crude oil vessels	Container vessels	RoRo Vessels	General cargo Vessels	Passenger & Non-cargo vessels	
1	Upto 10,000	0.403	0.403	0.403	0.403	10.65	1	Upto 10,000	0.5042	0.4202	0.4622	0.4202	0.4622	13.3244	11.1037	12.2141	11.1037	12.2141	Other Vessels' bifurcated into 'General Cargo Vessel' and 'Passenger & Non-Cargo Vessel' because of differential rates
2	10,001 to 15,000	0.462	0.462	0.462	0.462	12.22	2	10,001 to 15,000	0.5780	0.4817	0.5299	0.4817	0.5299	15.2887	12.7406	14.0147	12.7406	14.0147	
3	15,001 to 30,000	0.532	0.532	0.532	0.532	14.07	3	15,001 to 30,000	0.6656	0.5547	0.6102	0.5547	0.6102	17.6033	14.6694	16.1363	14.6694	16.1363	
4	30,001 to 60,000	0.756	0.756	0.756	0.756	19.97	4	30,001 to 60,000	0.9458	0.7882	0.8670	0.7882	0.8670	24.9848	20.8207	22.9028	20.8207	22.9028	
5	60,001 & above	0.875	0.875	0.875	0.875	23.12	5	60,001 & above	1.0948	0.9123	1.0035	0.9123	1.0035	28.9259	24.1049	26.5154	24.1049	26.5154	
							Min. charges per vessel		924.40			24,428				Pilotage amount collected from lesser GRT vessels is too less for the services provided. A minimum lump sum fee is proposed based on a 2000 GRT vessel.			
							Refer Port Website: www.chennaiport.gov.in for Trade Notices/Circulars on concessional rates, as applicable.								Footnote introduced to bring awareness on concessional rates				
2.2.2	Concession in Pilotage Fee						2.2.2	Concession in Pilotage Fee											
Sl. No.	Description		Rate of concession (in %)			Sl. No.	Description		Rate of concession (in %)			No Change							
1	Vessels not availing services of either the Pilot or the Tug		50			1	Vessels not availing services of either the Pilot or the Tug		50										
2	Vessels availing only one movement (either Inward or Outward)		50			2	Vessels availing only one movement (either Inward or Outward)		50										
2.2.3	Schedule of Shifting charges						2.2.3	Schedule of Shifting charges											
Description		Shifting charges				Description		Shifting charges				No Change							
For each shifting		20% of the Pilotage Fee prescribed in Schedule 2.2.1				For each shifting		20% of the Pilotage Fee prescribed in Schedule 2.2.1											
2.2.4	Pilotage Fee for Cold Move Operations						2.2.4	Pilotage Fee for Cold Move Operations											
Sl. No.	Description		Pilotage Fee			Sl. No.	Description		Pilotage Fee			No Change in conditionalities							
1	For both Inward and Outward movements		2 times of charges as per Schedule 2.2.1 above			1	For both Inward and Outward movements		4 times of charges as per Schedule 2.2.1 above										
2	For only one movement (either Inward or Outward)		1.5 times of charges as per Schedule 2.2.1 above			2	For only one movement (either Inward or Outward)		3 times of charges as per Schedule 2.2.1 above										
3	For Shifting		2 times of charges as per Schedule 2.2.3 above			3	For Shifting		4 times of charges as per Schedule 2.2.3 above										
2.2.5	Pilot Requisition cancellation / Pilot Detention charges						2.2.5	Pilot Requisition cancellation / Pilot Detention charges											
Sl. No.	Description	Unit	Rate per unit		Sl. No.	Description	Unit	Rate per unit		No Change in Description									
			Foreign vessels (in USD)	Coastal Vessels (in Rs.)				Foreign vessels (in USD)	Coastal Vessels (in Rs.)										
1	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice	Per cancellation	135	3600	1	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice	Per cancellation	168.90	4504.03										
2	For detention of Pilot for more than 30 minutes beyond the time for which requisition was made	Per hour or part thereof	68	1800	2	For detention of Pilot for more than 30 minutes beyond the time for which requisition was made	Per hour or part thereof	85.08	2252.02										

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
Notes:					Notes:					
(1.)	Pilotage fee is a composite fee and shall include one inward and one outward movement with services of ports' pilot(s), with required number of tugs/launches of adequate capacity and shifting(s) of vessels for 'port convenience'. Shifting at the request of the vessels will attract separate shifting charges as per Schedule 2.2.3 above.				(1.)	Pilotage fee is a composite fee and shall include one inward and one outward movement with services of ports' pilot(s), with required number of tugs/launches of adequate capacity and shifting(s) of vessels for 'port convenience'. Shifting at the request of the vessels will attract separate shifting charges as per Schedule 2.2.3 above.				No Change
(2.)	Shifting charges shall be levied for movement of a vessel from one berth to another berth within the Enclosed harbor or turning around of a vessel within the same berth, at the request of the user or for other than 'port convenience'.				(2.)	Shifting charges shall be levied for movement of a vessel from one berth to another berth within the Enclosed harbor or turning around of a vessel within the same berth, at the request of the user or for other than 'port convenience'.				No Change
(3.)	Shifting of a vessel to outer anchorage and re-entry at the request of the user or for other than port convenience or due to bad weather, shall be considered as a pilotage operation and will attract additional pilotage charges at the rates prescribed in Schedule 2.2.1 above.				(3.)	Shifting of a vessel to outer anchorage and re-entry at the request of the user or for other than port convenience or due to bad weather, shall be considered as a pilotage operation and will attract additional pilotage charges at the rates prescribed in Schedule 2.2.1 above.				No Change
(4.)	If a working cargo vessel at berth or any vessel at mooring is shifted / un-berthed for undertaking dredging 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"				(4.)	If a working cargo vessel at berth or any vessel at mooring is shifted / un-berthed for undertaking dredging 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"				No Change
(5.)	For shifting / pilotage of any vessel for the convenience of / benefit of another vessel, the vessel benefited is liable to pay the shifting / pilotage charges for shifting and repositioning of the vessel shifted.				(5.)	For shifting / pilotage of any vessel for the convenience of / benefit of another vessel, the vessel benefited is liable to pay the shifting / pilotage charges for shifting and repositioning of the vessel shifted.				No Change
2.2.6 Charges for hire of Tugs / Launches / Mooring Crew					2.2.6 Charges for hire of Tugs / Launches / Mooring Crew					
Sl. No.	Description	Unit	Rate per hour or part thereof		Sl. No.	Description	Unit	Rate per hour or part thereof		No Change in Description
			Foreign (in USD)	Coastal (in Rs.)				Foreign (in USD)	Coastal (in Rs.)	
1	Oil Recovery vessel	Per vessel	667	17600	1	Oil Recovery vessel	Per vessel per hour	834.49	22019.71	
2	Tugs	Per tug	900	23800	2	Tugs	Per tug per hour	1126.01	29776.66	
3	Vessel "Prestige"	Per vessel	460	12100	3	Vessel "Prestige"	Per vessel per hour	575.52	15138.55	
4	Launches	Per launch	90	2400	4	Launches	Per launch per hour	112.60	3002.69	
5	Mooring crew	Per crew	20	530	5	Mooring crew	Per crew per hour	25.02	663.10	
					6	Bollard Pull test charges	Per hour	544.00	25000.00	A new item introduced based on the Demand
2.3 BERTH HIRE CHARGES					2.3 BERTH HIRE CHARGES					
2.3.1. Schedule of Berth Hire Charges					2.3.1. Schedule of Berth Hire Charges					
Sl. No.	Type of Vessel	Rate per GRT per hour or part thereof		Sl. No.	Type of Vessel	Rate per GRT per hour or part thereof		Deleted 'Calling at Oil berth' from the description to reduce ambiguities		
		Foreign (in USD)	Coastal (in Rs.)			Foreign (in USD)	Coastal (in Rs.)			
1	POL including Crude oil vessels, calling at Oil Berths	0.0043	0.114	1	POL including Crude oil vessels	0.0054	0.1427		No Change	
2	Container vessels	0.0043	0.114	2	Container vessels	0.0045	0.1189		No Change in Description	
3	RoRo vessels	0.0043	0.114	3	RoRo vessels	0.0050	0.1308		No Change	
4	Other general cargo vessels, Bunkering vessels and Govt. Research vessels	0.0043	0.114	4	General cargo vessels, Bunkering vessels and Govt. Research vessels	0.0045	0.1189		Inserted 'Passenger Vessel' as a separate item	
5	Non-cargo vessels	0.0086 subject to a minimum of USD 600 per vessel	0.2280 subject to a minimum of Rs.16,000 per vessel	5	Passenger vessels	0.0050	0.1308		No Change in Description	
				6	Non-cargo vessels	0.0099 subject to a minimum of USD 688.12 per vessel	0.2615 subject to a minimum of Rs.18,350 per vessel	Footnote introduced to bring awareness on concessional rates		
					Refer Port Website: www.chennaiport.gov.in for Trade Notices/Circulars on concessional rates, as applicable.					

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES							
Existing Scale of Rates			Proposed Scale of Rates			Reasons / Justification for amendments in conditionalities, if any, proposed	
Sch. No.	Tariff and conditionalities		Sch. No.	Tariff and conditionalities			
2.3.2	Additional Berth Hire Charges		2.3.2	Additional Berth Hire Charges:			
	Description	Rate per hour or part thereof		Description	Rate per hour or part thereof		
		Foreign (in USD)			Foreign (in USD)		
		Coastal (in Rs.)			Coastal (in Rs.)		
	Vessels not calling for Pilot within 4 hours after completion of discharge or loading or ballasting or within such extension granted by Port, in writing, calculated for the period of actual delay in calling the pilot, except: (a). Vessels waiting for tide, draft, etc. for safe sailing. (b). Strike by the Port employees. (c). Break down of Port equipment. (d). Vessel under arrest by Court.	564	14900	Vessels not calling for Pilot within 4 hours after completion of discharge or loading operations or pipeline flushing through shorelines, calculated from the time of completion of discharge / loading / flushing till the time vessels vacate the Berth	2 times of Berth Hire charges as prescribed in Schedule 2.3.1	2 times of Berth Hire charges as prescribed in Schedule 2.3.1	To provide more flexibility to the vessels by allowing the vessels to occupy the berth on payment of twice the normal berth hire. Trade raised the concern that the lump sum amount charged as per the existing SOR on an hourly basis per hour is on a higher side.
				Vessels at any berth on Double Berth Hire charges shall vacate the berth when port requires the berth for any other vessel or for any other purpose, failing which such vessel attract penal berth hire from the time of issuance of a notice to this effect by ChPT or its authorized officials.	5 times of Berth Hire charges as prescribed in Schedule 2.3.1	5 times of Berth Hire charges as prescribed in Schedule 2.3.1	Penalty clause brought in to make provision for the next vessel awaiting its turn to berth and for proper implementation of this schedule.
				The charges in Schedule 2.3.2 will not be applicable in case of: (a). Vessel waiting for tide for safe sailing (b). Strike by the Port employees (c). Break down of port equipment			Deleted: (d). Vessel under arrest by the court Port need not lose out its berth hire charges if a vessel is arrested
Notes							
(1).	The period for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.		(1).		The period for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.		No Change
(2).	Berth Hire Charges include charges for one wharf crane, for landing and shipment (subject to availability). For additional cranes, charges prescribed at Schedule 3.2.2 shall apply.						Deleted 'Note (2) Existing'; Port cranes are on the verge of condemnation and are not deployed for the intended usage.
				(2).	A vessel berthed alongside and occupying adjacent berth so as to render that berth unavailable for other vessel operation shall attract Berth Hire charges at double the rates as specified in Schedule 2.3.1 above.		Inserted 'Note (2) proposed'; Berths, which are fitted with immovable infrastructure for ship handling, can not be used if other ships fully / partially occupies the berth. Hence, opportunity cost of using that berth and gaining CRC & VRC is collected only in the form of Berth Hire Charges.
(3).	Berth Hire Charge shall not be levied after expiry of 4 hours from the time of the vessel signaling its readiness to sail. The time limit of 4 hours 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. A penalty equivalent to berth hire charges for 24 hours shall be levied for a 'False signal' by a vessel.		(3).		Berth Hire Charges shall not be levied after expiry of 4 hours from the time of the vessel signaling its readiness to sail. The time limit of 4 hours 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. A penalty equivalent to berth hire charges for 24 hours shall be levied for a 'False signal' by a vessel.		No Change
	"False Signal" means a vessel signals its readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a vessel is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions"				"False Signal" means a vessel signals its readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a vessel is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions.		No Change
(4).	Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or any other competent authority, will be applicable:		(4).		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.		No Change
(a)	For providing "priority berthing" to any vessel, a fee equivalent to 75% of the berth hire charges calculated for the total period of actual stay at the berth subject to a minimum of berth hire charges for 24 hours shall be levied.		(a)		For providing "priority berthing" to any vessel, a fee equivalent to 75% of the berth hire charges calculated for the total period of actual stay at the berth subject to a minimum of berth hire charges for 24 hours shall be levied.		No Change
(b)	For providing "ousting priority" to any vessel, a fee equivalent to 100% of the berth hire charges calculated for the total period of actual stay at the berth subject to a minimum of berth hire charges for 24 hours shall be levied. In addition, pilotage / shifting charges for 'shifting out' and 'shifting in' of the vessel shifted from berth, shall be levied on the vessel enjoying ousting priority.		(b)		For providing "ousting priority" to any vessel, a fee equivalent to 100% of the berth hire charges calculated for the total period of actual stay at the berth subject to a minimum of berth hire charges for 24 hours shall be levied. In addition, pilotage / shifting charges for 'shifting out' and 'shifting in' of the vessel shifted from berth, shall be levied on the vessel enjoying ousting priority.		No Change
(c)	The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:		(c)		The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:		
(i).	Coastal vessel which will be accorded priority berthing.		(i).		Coastal vessel which will be accorded priority berthing.		No Change
(ii).	Vessels for which special exemption has been granted by the Ministry of Shipping.		(ii).		Vessels for which special exemption has been granted by the Ministry of Shipping.		No Change
(5).	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.		(5).		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.		No Change

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
(6.)	No Berth Hire will be charged when the vessels idle at the Port's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to Port. This provision will, however, not apply in the case of vessels idling at berths operated by the private operators licensed by the Port due to reasons not attributable to Port.				(6.)	No berth hire will be charged when the vessels idle at the Port's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to Port. This provision will, however, not apply in the case of vessels idling at berths operated by the private operators licensed by the Port due to reasons not attributable to Port.				No Change
(7.)	If the vessel operations are stopped for more than 24 hours due to dispute between the Master of the Vessel and the Stevedoring Agents / C&F Agent / Importer / Exporter of the cargo, stowage problem, ship-crane repair, etc., berth hire charges at 2 times of normal berth hire charges as per Schedule 2.3.1 above shall be payable for the period beyond 24 hours and till the operations are resumed.				(7.)	If the vessel operations are stopped for more than 24 hours due to dispute between the Master of the Vessel and the Stevedoring Agents / C&F Agent / Importer / Exporter of the cargo, stowage problem, ship-crane repair, etc., berth hire charges at 2 times of normal berth hire charges as per Schedule 2.3.1 above shall be payable for the period beyond 24 hours and till the operations are resumed.				No Change
2.3.3. Schedule of Berth Hire Charges for Sailing vessel / floating crafts / bodies / any other vessel					2.3.3. Schedule of Berth Hire Charges for Sailing vessel / floating crafts / bodies / any other vessel					
Sl. No.	Description	Unit	Rate (in Rs.)		Sl. No.	Description	Unit	Rate (in Rs.)		
1	Vessels, other than Merchant vessels and not registered under Harbour Craft Rules of Chennai Port, berthed at Timber Pond and Boat Basin	Per vessel per hour or part thereof	100		1	Vessels, other than Merchant vessels and not registered under Harbour Craft Rules of Chennai Port, berthed at Timber Pond and Boat Basin	Per vessel per hour or part thereof	200		No Change in conditionalities
2	Vessels registered under Harbour Craft Rules of Chennai Port berthed anywhere in the port	Per vessel per day or part thereof	135		2	Vessels registered under Harbour Craft Rules of Chennai Port berthed anywhere in the port	Per vessel per day or part thereof	250		
3	Pleasure yachts	Per yacht per calendar month or part thereof	3000		3	Pleasure yachts	Per yacht per calendar month or part thereof	5000		
Note:	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 port for their Departmental use, concerning the Port Operations will be exempted from the above Berth hire charges.				Note:	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 port for their Departmental use, concerning the Port Operations will be exempted from the above Berth hire charges.				No Change
2.3.4. Anchorage Fee					2.3.4. Anchorage Fee					
	Description	Rate per GRT per hour or part thereof				Description	Rate per GRT per hour or part thereof			
		Foreign (in USD)	Coastal (in Rs.)				Foreign (in USD)	Coastal (in Rs.)		
	Vessels entering the Enclosed Harbour, shifted to Anchorage and subsequently re-berthed, for the period of stay in anchorage at any points within the Port limits	0.0009	0.0238			Vessels entering the Enclosed Harbour, shifted to Anchorage and subsequently re-berthed, for the period of stay in anchorage at any points within the Port limits	0.00113	0.02977		No Change in conditionalities
										Anchorage for the vessels moving out due to inclement wx or for port convenience are waived off.
SECTION - 3					SECTION - 3					
CARGO RELATED CHARGES					CARGO RELATED CHARGES					
3.1	WHARFAGE				3.1	WHARFAGE				
3.1.1	Schedule of Wharfage Charges for Bulk and Break Bulk				3.1.1	Schedule of Wharfage Charges for Bulk and Break Bulk				Reclassification, Regrouping, Clubbing, Removal of sub-headings and modification of description of items in Wharfage Schedule carried out for Improvement and better clarity.
Sl. No.	Description of Cargo	Unit	Rate (in Rs.)		Sl. No.	Description of Cargo	Unit	Rate (in Rs.)		
			Foreign	Coastal				Foreign	Coastal	
1	Acids & Chemicals				(A) Liquid Cargo					
(i)	Acids of all kinds	M.T.	100	60	1	Acids of all kinds	M.T.	125.11	75.07	Description unchanged
(ii)	Chemicals of all kinds including Carbon black, Linear Alkaline Benzoine, Orthoxylene	M.T.	152	91	2	Chemicals of all kinds not covered under Sl. No.1 above - Carbon black, Linear Alkaline Benzene, Orthoxylene, etc.	M.T.	158.48	95.09	Description changed by removing Acids
2	Coir, Coir products and Jute & Jute products	M.T.	134	80	3	Crude oil	M.T.	71.32	71.32	Description unchanged
3	Construction and Building Materials Asbestos, Bitumen, Blue metal sand, Bricks, Cement, Clinker, Sand, Silica Sand, Slag, Stones & Tiles	M.T.	45	27	4	Diesel oil	M.T.	86.33	86.33	Description unchanged
4	Crude Oil & POL Products				5	Furnace oil	M.T.	76.32	76.32	Description unchanged
(i)	Crude Oil	M.T.	57	57	6	Kerosene oil & Aviation Turbine Fuel (ATF)	M.T.	91.33	91.33	Description changed by removing Lubes & Base Oil, covered under separate heading in proposed SoR
					7	Lubricants, Bitumen & Base oil	M.T.	91.33	91.33	Introduced as a separate time by bifurcating from 'Kerosene and ATF' added Bitumen

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
(ii)	Petrol	M.T.	81	81	8	Naphtha	M.T.	96.34	96.34	Description unchanged
(iii)	Diesel Oil	M.T.	69	69	9	Petrol	M.T.	101.34	101.34	Description unchanged
(iv)	Kerosene Oil & Aviation Turbine Fuel (ATF), Base oil & Lubricants	M.T.	73	73	10	Vessel's Oil bunkering	M.T.	58.80	58.80	Description unchanged
(v)	Furnace oil	M.T.	61	61	11	Edible oil of all kinds	M.T.	97.58	58.55	Description unchanged
(vi)	Naphtha	M.T.	77	77	12	Molasses	M.T.	47.54	28.52	Description unchanged
(vii)	Oil bunkering to vessels	M.T.	47	47	(B)	Dry Cargo				
5	Defence cargo	M.T.	134	80	13	Aircraft	Each	93834	56300	Description unchanged
6	Edible oil of all kinds	M.T.	78	47	14	Boats and launches	Each	18767	11260	Description unchanged
7	Fertiliser				15	Cereals and pulses of all kinds	M.T.	51.61	30.97	Description unchanged
(i)	Sulphur, Rock Phosphate, Urea and other Raw Fertiliser	M.T.	45	27	16	Coir, Coir products and Jute & Jute products	M.T.	167.65	100.59	Description unchanged
(ii)	Ammonium Sulphate, Potash, Di-Ammonium Phosphate (DAP), Murate of Potash (MoP) and other Finished Fertilisers				17	Construction materials: Asbestos, Blue metal sand, Bricks, Cement, Clinker, Sand, Silica Sand, Slag, Stones & Tiles	M.T.	56.30	33.78	Removed 'Bitumen' from this description and added to 'Lub & Kerosene' for regrouping purposes
8	Food grains and food products				18	Defence stores	M.T.	167.65	100.59	Description unchanged
(i)	Cereals and pulses of all kinds	M.T.	45	27	19	Fertilizer – All types of Raw and Finished: Sulphur, Rock Phosphate, Urea, Ammonium Sulphate, Potash, Di-Ammonium Phosphate (DAP), Murate of Potash (MoP)	M.T.	56.30	33.78	Since rates were same, two sub groups of the fertilizer in existing SoR is clubbed to avoid confusion
(ii)	Salt	M.T.	28	17	20	Granite Blocks, Dressed marbles and slabs	M.T.	81.32	48.79	Description unchanged
(iii)	Sugar	M.T.	56	34	21	Machineries and Equipments, if fitted with wheels and handled as assembled units, like Excavator, Motor Grader, Dumper Truck, Wheel Loader, Bull Dozer, Paver, Power Transformer, Concrete Mixer, etc. along with its own accessories	Ad valorem	0.3545% subject to maximum of ` 1,25,112 per unit	0.2127% subject to a maximum of ` 75,067 per unit	Item 10 (iii) [a,b,c]of existing SoR is clubbed as one single item; no separate classification is required based on weight of the CBUs.
(iv)	Marine products	M.T.	43	26	22	Machineries & Equipment other than mentioned in Sl. No.21 above, including Electrical and Electronic goods, Wires, Cables, Parts, Tools & Accessories	Ad valorem	0.3545%	0.2127%	Description unchanged
(v)	Provisions and groceries, fruits, vegetables, not in bulk	M.T.	56	34	23	Metal & Metal Products (Alloy / Non-alloy): Ingots & Billets, Sheets & Plates, Bars, Rods, Angles, Pipes, Rails, etc. and not covered under Sl. No.22 above	M.T.	93.83	56.30	Added 'Rails' in the description
9	Granite Blocks, Dressed marbles and slabs	M.T.	78	47	24	Metal scrap including shredded scrap	M.T.	56.3	33.78	Added 'including shredded scrap' for broader classification
10	Machinery & Equipments				25	Motor vehicles for carrying passengers and materials				
(i)	Aircraft	Each	75,000	45,000	(a)	Two wheelers	Each	625	375	Description unchanged
(ii)	Boats and launches	Each	15,000	9,000	(b)	Three wheelers	Each	1877	1126	Description unchanged
(iii)	Machinery & equipment fitted with wheels, as assembled units, like Excavator, Motor Grader, Dumper Trucks, Wheel Loaders, Bull Dozer, Pavers, Power Transformers, Concrete Mixer, etc.along with its own accessories				(c)	Four wheelers	Ad valorem	0.4900% subject to maximum of ` 10,509 per unit	0.3024% subject to a maximum of ` 6,305 per unit	Clubbed: Item 13 (iii) (a) & (b) and 11 (iv) of Existing SoR; easier categorization of vehicle irrespective of Import or Export or Engine Capacity
(a)	weighing upto 15 M.T.	Advalorem	0.47% subject to a maximum of Rs.30,000 per unit	0.29% subject to a maximum of Rs.18,000 per unit	(d)	Six wheelers and above	Ad valorem	0.3545% subject to maximum of ` 36,282 per unit	0.2127% subject to a maximum of ` 21,769 per unit	Clubbed: Item 13 (v) (a) & (b) of Existing SoR; weight of vehicle is rendered unimportant
(b)	weighingabove 15 M.T.& upto 30 M.T.	Advalorem	0.47% subject to a maximum of Rs45,000 per unit	0.29% subject to a maximum of Rs.27,000 per unit	26	Iron Ore Pellets	M.T.	56.30	56.30	Description unchanged
(c)	weighing above 30 M.T.	Advalorem	0.47% subject to a maximum of Rs.1,00,000 per unit	0.29% subject to a maximum of Rs.60,000 per unit	27	Ores & Minerals of all kinds including Barytes, Bauxite, Clay, Cobble stones, Dolomite, Ferrosilicon, Ferro slag, Fluorspar, Feldspar, Gypsum, Kerb stones, Limestone, Mill scale, except Sl. No.26 above				Inserted: Clay, Ferro slag and Mill scale
(iv)	Machinery & Equipment other than mentioned in (iii) above including Electrical and Electronic goods, Wires, Cables, Parts, Tools & Accessories	Adv.	0.31%	0.18%	(a)	Import	M.T.	46.92	28.15	
(v)	Railway wagons & coaches	Each	22,300	13,380	(b)	Export	M.T.	32.53	19.52	
(vi)	Locomotives	Each	33,500	20,100	28	Provisions and groceries, fruits, vegetables and food items of all kinds– not in bulk	M.T.	64.23	38.54	Added: 'and food items of all kinds'
11	Metal & Metal products				29	Railway wagons & coaches	Each	27900	16740	Description unchanged

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
(i)	Ingots & Billets, Sheets & Plates, Bars, Rods, Angles, Pipes & Fittings	M.T.	90	54	30	Locomotives	Each	41912	25147	Description unchanged
(ii)	Metal scrap	M.T.	45	27	31	Salt of all kinds	M.T.	29.19	17.51	Added: 'of all kinds'
12	Molasses	M.T.	38	23	32	Sugar of all kinds	M.T.	64.23	38.54	Added: 'of all kinds'
13	Motor vehicles for carrying passengers / cargo				33	Unaccompanied personal baggage	Each	140	84	Description unchanged
(i)	Two wheelers	Each	500	300	34	Timber logs	Cu. m.	41.70	25.02	Description unchanged
(ii)	Three wheelers	Each	1500	900	35	Wood, Bamboo, Plywood, Boards, Wood products and wood pulp	M.T.	69.85	41.91	Description unchanged
(iii)	Four wheelers of upto 1400 cc				36	Any other cargo not specified above				Description unchanged
	(a). Import	Advalorem	0.47% subject to a maximum of Rs.4,200 per unit	0.29% subject to a maximum of Rs.2,520 per unit		(a). In Bulk	M.T.	92.58	55.55	
	(b). Export	Advalorem	0.47% subject to a maximum of Rs.2,200 per unit	0.29% subject to a maximum of Rs.1,320 per unit		(b). Other than in Bulk	Ad valorem	0.5213%	0.3128%	
(iv)	Four wheelers of above 1400 cc - Import & Export	Advalorem	0.47% subject to a maximum of Rs.8,400 per unit	0.29% subject to a maximum of Rs.5,040 per unit						
(v)	Six wheelers and above									
	(a). Vehicle weighing upto 7.5 M.T.	Advalorem	0.47% subject to a maximum of Rs.10,000 per unit	0.29% subject to a maximum of Rs.6,000 per unit						
	(b). Vehicle weighing above 7.5 M.T.	Advalorem	0.47% subject to a maximum of Rs.29,000 per unit	0.29% subject to a maximum of Rs.17,400 per unit						
14	Ores & Minerals of all kinds									
(i)	Barytes, Bauxite, Dolomite, Ferrosilicon, Felspar, Flourespar, Gypsum, Limestone, Kerb stones and Cobble stones									
	(a). Import	M.T.	45	27						
	(b). Export	M.T.	26	16						
(ii)	Iron Ore Pellets	M.T.	45	45						
15	Unaccompanied personal baggage	Each	112	67						
16	Wood, Timber & Products									
(i)	Timber logs	Cu. m.	40	24						
(ii)	Wood, Bamboo, Plywood, Boards, Wood products and wood pulp	M.T.	67	40						
17	Any other cargo not specified above									
(i)	In bulk	M.T.	74	44						
(ii)	Other than in bulk	Adv.	0.50%	0.30%						
<p>"Defence stores" would include 'Bombs, grenades, torpedoes, mines, missiles, and similar munitions of war and parts thereof: cartridges and other ammunition and projectiles and parts thereof, including shot and cartridges wads' coming under Arms, Ammunition, parts and accessories thereof but the reference to "parts thereof does not include radio or radar apparatus as per note no. 2 of Chapter no. 93 of Customs Tariff of India.</p>										

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES												
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed		
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities						
3.1.2	Wharfage on containers including Shipper Own Container and MAFI				3.1.2	Wharfage on Containers including Shipper Own Container and MAFI				Table restructured		
Sl. No.	Type of containers	Rate per Container (in Rs)						Sl. No.	Description of Cargo		Unit	Rate (in `)
		20'		40'		Above 40'					Foreign	Coastal
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	(A)	Containers other than Shipper own Containers			
1	Empty	60	36	90	54	120	72	1	Empty	Each	100	60
2	Laden	770	462	1155	693	1540	924		(a). Upto 20 Feet	Each	150	90
									(b). Above 20 Feet and upto 40 Feet	Each	200	120
									(c). Above 40 Feet			
								2	Laden	Each	1000	600
									(a). Upto 20 Feet	Each	1500	900
									(b). Above 20 Feet and upto 40 Feet	Each	2000	1200
									(c). Above 40 Feet			
								(B)	Shipper own Containers & MAFI			
								1	For Container / MAFI / Tug master / Prime mover only			
									(a). Upto 20 Feet	Each	100	60
									(b). Above 20 Feet and upto 40 Feet	Each	150	90
									(c). Above 40 Feet	Each	200	120
								2	Cargo inside Shipper Own Containers	Ad valorem	0.3545%	0.2127%
								3	Cargo loaded on MAFI	Commodity-wise wharfage as per Sch.3.1.1.		
3.1.3	Cargo Free of Wharfage				3.1.3	Cargo Free of Wharfage				Inserted: Advalorem based wharfage rate proposed for cargo inside shipper owned container.		
Sl. No.	Description				Sl. No.	Description				Inserted: Description added for uniformity		
1	Sweepings collected from wharf / sheds.				1	Sweepings collected from wharf / sheds.				No Change		
2	Pallets used for the export of palletized cargo from the wharves.				2	Pallets used for the export of palletized cargo from the wharves.				No Change		
3	Cargo/Containers transferred from one hatch to another of the same vessel neither manifested nor unloaded from the vessel.				3	Cargo/Containers transferred from one hatch to another of the same vessel neither manifested nor unloaded from the vessel.				No Change		
4	Bonafide consumable / non-consumable ship stores.				4	Bonafide consumable / non-consumable ship stores. However, a documentation fee of Rs.1,000/- per shipping bill shall be levied.				Processing Fee added for documentation, Introduced based on manpower involved in processing of documentation.		
5	Bonafide passengers' and seamen's baggage and personal effects accompanying them.				5	Bonafide passengers' and seamen's baggage and personal effects accompanying them.				No Change		
6	Postal Mail bags.				6	Postal Mail bags.				No Change		
7	Vessels calling the Port on her first voyage, which are manifested as cargo in the IGM/EGM for the purpose of Customs Act, 1962, if the vessels come into the port and sail out of the port limits on their own steam.				7	A vessel manifested as cargo in the IGM/EGM for the purpose of Customs Act, 1962 and brought to the port by sea on its own power or towed and / or pushed by other equipment and, if applicable vessel related charges are paid by the same, wharfage is not applicable for that vessel. However, a documentation fee of Rs.1,00,000/- per vessel shall be levied. Notwithstanding above, if such vessel is brought on board another vessel as cargo and is lowered from the carrying vessel, wharfage as applicable shall be levied.				Existing SoR exempts wharfage only for the first voyage, which is now removed. Nominal amount is prescribed as documentation fee for completion of customs formalities, usage of port resources and processing of documents.		
					8	Goods consigned to or by the ChPT and goods consigned in the name of Govt. of India on ChPT account.				Added to make provision for CHPT owned goods, if any		
Notes:					Notes:							
(1).	Assessment of cargo shall be done on the basis of the description of the cargo as given in the Bill of entry / coastal bill of lading in case of import cargo and shipping bill in the case of export cargo, that best fits the item description covered under the above schedule. The description in the invoice and packing list will also be considered, if required.				(1).	Assessment of cargo shall be done on the basis of the description of the cargo as given in the Bill of entry / coastal bill of lading in case of import cargo and shipping bill in the case of export cargo, that best fits the item description covered under the above schedule. The description in the invoice and packing list will also be considered, if required.				No Change		
(2).	Wharfage shall be collected at the rates specified in the Schedule on the basis of: (a). Vessel's draft survey certificate / Vessel's manifested quantity in case of dry bulk cargo; (b). Weighment certificate in case of excess landed cargo; (c). Vessel's ullage certificate quantity / Vessel's manifested quantity in case of liquid bulk; (d). Bill of Entry / Shipping Bill / Invoice / Packing list quantity in all other cases.				(2).	Wharfage shall be collected at the rates specified in the Schedule on the basis of: (a). Vessel's draft survey certificate / Vessel's manifested quantity in case of dry bulk cargo; (b). Weighment certificate in case of excess landed cargo; (c). Vessel's ullage certificate quantity / Vessel's manifested quantity in case of liquid bulk; (d). Bill of Entry / Shipping Bill / Invoice / Packing list quantity in all other cases.				No Change		
(3).	Ad valorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the Bill of coastal goods. Customs Bill of Entry / Shipping Bill / Bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of lading/invoice, etc.				(3).	Ad valorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the Bill of coastal goods. Customs Bill of Entry / Shipping Bill / Bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of lading/invoice, etc.				No Change		

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
(4).	Before classifying any cargo under 'any other cargo not specified above' - Sl. No.17 of Schedule 3.1.1, 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.				(4).	Before classifying any cargo under "any other cargo not specified above" - Sl. No.37 of Schedule 3.1.1, 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.				No Change
(5).	Cargo landed from vessel in distress and reshipped in the same vessel, one time wharfage shall be levied as per the above schedule. Likewise, cargo loaded into a vessel and subsequently unloaded due to various reasons and reshipped in the same vessel, no wharfage shall be payable. However, wharfage shall be levied again if the cargo is reshipped in another vessel.				(5).	Cargo landed from vessel in distress and reshipped in the same vessel, one time wharfage shall be levied as per the above schedule. Likewise, cargo loaded into a vessel and subsequently unloaded due to various reasons and reshipped in the same vessel, no wharfage shall be payable. However, wharfage shall be levied again if the cargo is reshipped in another vessel.				No Change
(6) (a).	Cargo / container / MAFI not meant for Chennai Port landed and reshipped / transhipped shall be assessed for each handling @ 75% of the wharfage applicable to that cargo / container / MAFI. Steamer Agent shall arrange for movement of cargo / container / MAFI from one berth to another, if required.				(6) (a).	Cargo / Container / MAFI not meant for Chennai Port landed and transhipped shall be assessed for each handling @ 75% of the wharfage applicable to that cargo / container / MAFI. Steamer Agent shall arrange for movement of Cargo / Container / MAFI from one berth to another, if required.				Deleted 'Re-shipped' on the same vessel
(b).	Cargo / container / MAFI transhipped from vessel to vessel directly, shall be assessed for each handling @ 50% of the wharfage applicable to that cargo / container / MAFI.				(b).	Cargo / Container / MAFI discharged and re-loaded on the same vessel in the same voyage or transhipped from vessel to vessel directly, shall be assessed for each handling @ 50% of the wharfage applicable to that cargo / container / MAFI.				Added: 'Re-shipped' on the same vessel
(c).	Cargo / container / MAFI manifested for Chennai and subsequently amended for 'transshipment', shall be assessed for each handling @ 100% of the wharfage applicable to that cargo / container / MAFI.				(c).	Cargo / container / MAFI manifested for Chennai and subsequently amended for 'transshipment', shall be assessed for each handling @ 100% of the wharfage applicable to that cargo / container / MAFI.				No Change
(7).	Wharfage for crude oil imported by CPCL will be as per the agreement entered into with CPCL.				(7).	Wharfage for crude oil imported by CPCL will be as per the agreement entered into with CPCL.				No Change
(8).	Cargo destuffed from / stuffed into LCL containers will attract the wharfage as per Schedule 3.1.1.				(8).	Cargo destuffed from / stuffed into LCL containers will attract the wharfage as per Schedule 3.1.1				No Change
					(9).	"Defence stores" would include 'Bombs, grenades, torpedoes, mines, missiles, and similar munitions of war and parts thereof: cartridges and other ammunition and projectiles and parts thereof, including shot and cartridges wads' coming under Arms, Ammunition, parts and accessories thereof but the reference to "parts thereof does not include radio or radar apparatus as per note no. 2 of Chapter no. 93 of Customs Tariff of India.				Shifted from wharfage table foot note to 'Notes'.
					(10).	Wharfage on export cars handled by M/s.Hyundai Motors India Ltd. (HMIL) will be as per the agreement entered with M/s.HMIL.				Added: similar to the note for CPCL
3.2.	CHARGES FOR USE OF PORT CRANES				3.2.	CRANE CHARGES				
3.2.1	CHARGES FOR USE OF MOBILE CRANES FOR OTHER THAN LANDING / SHIPMENT FROM / TO THE VESSEL				3.2.1	CHARGES FOR USE OF PORT OWNED MOBILE CRANES FOR OTHER THAN LANDING / SHIPMENT FROM / TO THE VESSEL				
Sl. No.	Description	Unit	Rate for each handling (in Rs.)		Sl. No.	Description	Unit	Rate for each handling (in Rs.)		No Change
			Foreign	Coastal				Foreign	Coastal	
1	Using Port's Crane for cargo operations				1	Using Port's Crane for cargo operations				
	(i). Upto 5 M.T. per package	M.T. or part thereof	115	69		(i). Upto 5 M.T. per package	M.T. or part thereof	119.90	71.94	
	(ii). Over 5 M.T. and upto 10 M.T. per package	- do -	205	123		(ii). Over 5 M.T. and upto 10 M.T. per package	- do -	213.73	128.24	
2	For other than cargo operations	Per shift or part thereof	6200		2	For other than cargo operations	Per shift or part thereof	6464		
3.2.2	CHARGES FOR USE OF WHARF CRANE									
Sl. No.	Description	Unit	Rate per crane (in Rs.)							
			Foreign	Coastal						
1	Upto 1 5 M.T. capacity	Per shift or part thereof	12,000.00	7,200.00						

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES								
Existing Scale of Rates			Proposed Scale of Rates			Reasons / Justification for amendments in conditionalities, if any, proposed		
Sch. No.	Tariff and conditionalities		Sch. No.	Tariff and conditionalities				
4	Transshipment cargo	21	Day following the Vessel Completion Date	4	Transshipment cargo	21	Day following the Vessel Completion Date	No Change
5	Cargo detained by the Commissioner of Customs for special examination / analytical or technical tests or Import Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers / Exporters	45	From the date of expiry of free days, if detained by Customs before expiry of applicable free days. From the date of detention, if detained by Customs, after expiry of applicable free days.					Deleted: Not in Use
				5	Sludge oil	1	Day following the actual date of completion of discharge	Added: There is no provision in existing SoR.
Notes:			Notes:					
(1).	Whenever discharge of Import cargo is suspended or stopped for more than 48 hours for any reason not attributable to Port, free days shall be declared for the cargo already discharged. Free days for the balance cargo shall be declared after discharge.			(1).	Whenever discharge of Import cargo is suspended or stopped for more than 48 hours for any reason not attributable to Port and / or removal of vessel from the berth before complete discharge of the manifested quantity, free days shall be declared for the cargo already discharged from the date of suspension / stoppage of such discharge. Free days for the balance cargo on board shall be declared after discharge.			Modified: For better clarity
(2).	The period from the date of commencement of loading of export cargo to the date of completion of loading shall also be free for export cargo.			(2).	The period from the date of commencement of loading of export cargo to the date of completion of loading shall also be free for export cargo.			No Change
(3).	For direct delivery of cargo, a free time of 24 hours will be allowed from the time of loading of cargo onto the vehicle, after which demurrage applicable for import cargo shall be levied.			(3).	For direct delivery of cargo, a free time of 24 hours will be allowed from the time of loading of cargo onto the vehicle, after which demurrage applicable for import cargo shall be levied.			No Change
(4).	No free days will be allowed for cargo declared as unfit for human consumption by the PHO and destroyed by Port.			(4).	No free days will be allowed for cargo declared as unfit for human consumption by the PHO and destroyed by Port.			No Change
				(5).	When an import cargo is stored in transit terms and then converted into re-export, free period will be considered from the date of filing of export documents like Shipping Bill.			Added: No provision available in existing SoR.
				(6).	Cargo brought into the Port for export, if removed for any reason, with the prior written permission of Customs department, a fee equivalent to wharfage charges applicable for such cargo, is payable irrespective of the cargo stored on transit or rental terms.			Added: In line with the position prevailing in other Major Port like KPT.
				(7).	If an Export cargo is admitted to transit area based on an EA and is not loaded on the designated vessel either fully or partly then on payment of demurrage charges as specified in Sch.3.2.2, the same may be permitted to be: (i) re-shipped in another vessel by Vessel Crossing (or) (ii) moved out as a shut out cargo from transit area to outside the Port or Plots allotted on rent.			Added: for better clarity on shut-out cargo for trade
				(8).	If an Export cargo is admitted to transit area based on an EA and is loaded on the designated vessel and subsequently unloaded due to any reasons, then on payment of demurrage charges as specified in Sch.3.2.2, the cargo may be permitted to be: (i) re-shipped in another vessel on a fresh EA. However, the free days will be applicable only from the date of admittance of the cargo as per the first EA (or) (ii) moved out as a shut out cargo from transit area to outside the Port or Plots allotted on rent.			Added: for better clarity on shut-out cargo for trade
3.3.2	Schedule of Demurrage Charges after free period			3.2.2	Schedule of Demurrage Charges after free period			
Sl No	Description	Rate per wharfage unit per day or part thereof (in Rs.)		Sl No	Description	Rate per wharfage unit per day or part thereof (in Rs.)		
						Cargo stored in open space	Cargo stored in covered space	
	Import cargo			1	Import cargo			
	(i). For the first 7 days		18.50		(i). For the first 7 days	23.15	34.73	
	(ii). For the next 10 days		37.00		(ii). For the next 10 days	46.30	69.46	
	(iii). For the next 13 days		55.50		(iii). For the next 13 days	69.45	104.19	
	(iv). Thereafter		112.50		(iv). Thereafter	140.75	211.13	Demurrage for cargo stored in covered space kept at 150% of the rates applicable for open space
	Export cargo and Transshipment cargo			2	Export cargo and Transshipment cargo			
	(i). For the first 7 days		18.50		(i). For the first 7 days	23.15	34.73	
	(ii). For the next 3 days		37.00		(ii). For the next 3 days	46.30	69.46	
	(iii). Thereafter		112.50		(iii). Thereafter	140.75	211.13	
Notes:			Notes:					
(1).	In cases where the wharfage is based on per each unit and on ad valorem, demurrage shall be reckoned with on gross weight (per M.T. or part thereof).			(1).	In cases where the wharfage is based on per each unit and on ad valorem, demurrage shall be reckoned with on gross weight (per M.T. or part thereof).			No Change
(2).	Demurrage leviable in respect of abandoned, uncleared and unclaimed cargo sold by the Port in public auction shall be limited to 6 (six) months from the date of its accrual, or the date of receipt of letter of abandonment by Port, whichever is earlier			(2).	Demurrage leviable in respect of abandoned, uncleared and unclaimed cargo sold by the Port in public auction shall be limited to 6 (six) months from the date of its accrual, or the date of receipt of letter of abandonment by Port, whichever is earlier			No Change
(3).	Demurrage leviable in respect of cargo declared as unfit for human consumption by the PHO and destroyed by Port shall be limited to 6 (six) months from the date of its accrual and, or 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.			(3).	Demurrage leviable in respect of cargo declared as unfit for human consumption by the PHO and destroyed by Port shall be limited to 6 (six) months from the date of its accrual and, or 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.			No Change

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES														
Existing Scale of Rates							Proposed Scale of Rates							Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities						Sch. No.	Tariff and conditionalities						
3.3.3	Charges to be recovered from Customs on goods confiscated by Customs						3.2.3	Charges to be recovered from Customs on goods confiscated by Customs						
	Pre confiscation charges	Cargo related charges accrued on the goods from the date of expiry of free days upto the date of confiscation, limited to a maximum of 4 months. The amount due shall also be limited to the extent of amount available from the Customs from the proceeds of sale of confiscated goods.						Pre confiscation charges	Cargo related charges accrued on the goods from the date of expiry of free days upto the date of confiscation, limited to a maximum of 4 months. The amount due shall also be limited to the extent of amount available from the Customs from the proceeds of sale of confiscated goods.					No Change
	Post Confiscation storage charges	Rs.50/- per wharfage unit per day or part thereof, if unit of levy is on weight / volume basis. Rs.300/- each per day or part thereof, if unit of levy of wharfage is on each basis.						Post Confiscation storage charges	Rs.62.56 per wharfage unit per day or part thereof, if unit of levy of wharfage is on weight / volume basis. Rs.375.34 each per day or part thereof, if unit of levy of wharfage is on each / ad valorem basis.					Added:'ad valorem' to have all units for charging wharfage
	Removal charges	Rs.350/- per M.T. or part thereof						Removal charges	Rs.437.89 per M.T. or part thereof					No Change
3.3.4	CHARGES FOR STORAGE OF CONTAINERS INCLUDING SHIPPER OWN CONTAINER AND MAFI						3.2.4	CHARGES FOR STORAGE OF CONTAINERS INCLUDING SHIPPER OWN CONTAINER AND MAFI						
Sl. No.	Description	Rate per day or part thereof					Sl. No.	Description	Rate per day or part thereof					
		Foreign container (in USD)			Coastal container (in Rs.)				Foreign container (in USD)			Coastal container (in Rs.)		
		20'	40'	Above 40'	20'	40'			Above 40'	20'	40'	Above 40'	20'	
1	Import & Export - Laden & Empty						1	Import & Export - Laden & Empty						No Change
	First 3 days	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free		
	4 - 15 days	3.55	7.10	10.65	94.00	188.00	282.00	4.44	8.88	13.32	117.60	235.20	352.80	
	16 - 30 days	7.10	14.20	21.30	188.00	376.00	564.00	8.88	17.76	26.64	235.20	470.40	705.60	
	Beyond 30 days	14.20	28.40	42.60	376.00	752.00	1128.00	17.76	35.52	53.28	470.40	940.80	1411.20	
2	Transshipment & ICD - Laden & Empty						2	Transshipment & ICD - Laden & Empty						
	First 15 days	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free		
	16 - 30 days	3.55	7.10	10.65	94.00	188.00	282.00	4.44	8.88	13.32	117.60	235.20	352.80	
	31 - 45 days	7.10	14.20	21.30	188.00	376.00	564.00	8.88	17.76	26.64	235.20	470.40	705.60	
	Thereafter	14.20	28.40	42.60	376.00	752.00	1128.00	17.76	35.52	53.28	470.40	940.80	1411.20	
Notes:							Notes:							
1 (a).	The free period for import containers will commence from the date following the day of landing of the container from the vessel upto the day of loading / delivery / removal of the container.						1 (a).	The free period for import containers will commence from the date following the day of landing of the container from the vessel upto the day of loading / delivery / removal of the container.						No Change
(b).	The free period for export containers will commence from the day the container enters into the Port.						(b).	The free period for export containers will commence from the day the container enters into the Port.						No Change
2	For purposes of calculation of free period, Customs notified holidays and closed holidays declared by the Port shall be excluded.						2	For purposes of calculation of free period, Customs notified holidays and closed holidays declared by the Port shall be excluded.						No Change
(3).	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:						(3).	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:						No Change
(a).	The consignee can issue a letter of abandonment at any time.						(a).	The consignee can issue a letter of abandonment at any time.						No Change
(b).	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:						(b).	If the consignee chooses not to issue such letter of abandonment, the container Agent (CA)/ Main Line Operator (MLO) can also issue abandonment letter subject to the condition that:						No Change
(i)	the CA/MLO shall resume custody of container along with cargo and either take back it or remove it from the port premises; and,						(i)	the CA/MLO shall resume custody of container along with cargo and either take back it or remove it from the port premises; and						No Change
(ii)	the CA / MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.						(ii)	the CA / MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.						No Change

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
(c).	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.				(c).	The CA/ 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.				No Change
(d).	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.				(d).	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.				No Change
					3.3 Licence (Storage) Fees for allotment of land inside Custom bonded area for immediate storage of cargo on Vessel arrival					New Section introduced based on the Board approval
					Period of occupation		Rate in Rs. per 10 Sq.m. or part thereof for 15 days or part thereof			
							Unpaved Open space	Paved Open space	Covered space	
					First 60 days		336	637	1007	
					61 st to 90 th day		370	701	1108	
					91 st to 120 th day		420	796	1259	
					121 st day onwards		504	956	1511	
					1	Application for storage spaces shall be made to the Traffic Manager, ChPT, in the prescribed form, before storage of goods stating the acceptance of all risks and responsibilities for such goods. Any unauthorized occupation of storage spaces shall be liable for payment of double the rate of license fee as penalty.				
					(2).	Licence (Storage) Fee shall be paid in advance. Penal interest, as prescribed in clause (ix) (a) of Section 1.2 – General Terms & Conditions of this SoR shall be levied on the amount due. The penal interest shall be levied from the date on which the amount becomes due till the date of actual payment, which in no case shall exceed 3 days. If, for any reason, payment is delayed beyond 3 days from the date of the amount becoming due, occupation will be treated as unauthorized.				
					(3).	One month licence fee shall be paid in advance to the Port as Security Deposit which shall be refunded only after the peaceful possession is handed over by the user and after deducting any dues payable to ChPT.				
(4).	Period for the purpose of calculation of Licence (Storage) fees shall be counted taking into account the period of stay of the cargo.									
(5).	The User shall store the cargo pertaining to the vessel for which the allotment is made.									
(6).	The space allotted shall be deemed to be vacated once the cargo stored is delivered / shipped.									
(7).	In case of export cargo, the carting shall be allowed upto a maximum quantity of Shipping Bill. However, after the shipment for any reason, there is left over quantity shall be taken out or declared for the next vessel as the case may be after obtaining fresh allotment for storage.									
(8).	In case the storage charges / fees are not paid, the cargo will not be allowed for shipment / delivery as per Sec.58 and 60 of MPT Act 1963.									
(9).	The rates prescribed above are subject to annual escalation and / or revision as and when the estate rental tariff is escalated and / or revised.									
(10).	Licence Fee in respect of areas declared as private / customs bonded shall be 120% of rates as specified in Sch. 3.3. above.									
3.4. OTHER CARGO RELATED CHARGES					3.4 OTHER CARGO RELATED CHARGES					No Change
Sl. No.	Description	Rate per M.T. or part thereof (in Rs.)			Sl. No.	Description	Rate per M.T. or part thereof (in Rs.)			
1	Special Port Service Charges for Rail borne cargo both inwards and outwards except container	12.5			1	Special Port Service Charges for Rail borne cargo both inwards and outwards except container	13.03			
2	Pollution levy for all dry bulk cargo	5			2	Pollution levy for all dry bulk cargo	6.25			
3	Cargo Removal charges for each removal	150			3	Cargo Removal charges for each removal	187.67			
SECTION - 4					SECTION - 4					
STEVEDORING AND CLEARING & FORWARDING CHARGES					STEVEDORING AND CLEARING & FORWARDING CHARGES					
4.1 Charges for supply of labour / staff for stevedoring operations					4.1 Charges for Composite Rate for on board labour of Cargo Handling Division					
Sl. No.	Category of worker / staff	Rate per shift or part thereof (in Rs.)			Sl. No.	Cargo description	Rate per M.T. or part thereof (in Rs.)			
		Time Rate Wages	General Levy (192%)	Total			Foreign	Coastal		
1	On Board Supervisor	2260	4340	6600	(A)	Using Ship Crane / Private Crane				
2	Tally Clerk	1770	3400	5170	1	All General Cargo - non-unitized & non-palletized, LPG cylinder and others	324.23	194.54		

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
3	Tindal	1620	3120	4740	2	Bagged Cargo (Import/Export) feeding/ Direct loading jumbo bags	90.76	54.46	Existing Time-rate wages, General Levy & Piece Rate incentive for stevedoring operations, restructured as composite 'Per Ton' rate	
4	Maistry	1620	3120	4740	3	Bagged cargo (Import/Export) feeding/ Direct loading 50kg bags	311.98	187.19		
5	Winch Driver	1620	3120	4740	4	Granite Blocks	143.39	86.03		
6	Signal Man	1500	2880	4380	5	Iron and Steel - Finished products, coils, slabs, billets and ingots - Direct feeding	69.58	41.75		
7	Mazdoor	1500	2880	4380	6	Iron and Steel - Finished products, coils, slabs, billets and ingots - Indirect feeding	68.52	41.11		
					7	Logs/Timber (Direct delivery/Stacking and Delivery/ Inter-carting) Indirect	110.16	66.10		
					8	Fertilizer, Chemicals & Food grains - Mechanical using Ship Crane	30.55	18.33		
					9	Iron scrap in bulk (Mechanical) - Shredded scrap	34.20	20.52		
					10	All types of minerals and ores, mill scale cut and cobble stones, bentonite and other bulk (mechanical) - using Ship Crane	14.78	8.87		
					11	Containerized cargo handled at Inner Harbour - Manual / mechanical manual spreader	328.59	197.15		
					(B) Using authorized MHC					
					1	All General Cargo - non-unitized & non-palletized, LPG cylinder and others	282.38	169.43		
					2	Granite Blocks	158.91	95.35		
					3	Fertilizer, Chemicals & Food grains	5.00	3.00		
					4	Iron scrap in bulk (Mechanical) - Shredded scrap	5.00	3.00		
					5	All types of minerals and ores, mill scale cut and cobble stones, bentonite and other bulk	3.15	1.89		
Notes:					Notes:					
(1).	The above charges shall be paid by the Stevedores prior to the engagement of labour				(1).	The above charges, which comprise of time-rate wages, general levy and piece rate incentive, shall be paid by the Stevedores prior to the engagement of labour.				
(2).	The stevedore will be permitted to indent gang for half shift instead of full shift for incoming and finishing vessels, by making payment of 50% of time-rate wages and 192% general levy mentioned in the Total column of the above schedule				(2).	In case of shortage of manpower in one category, the available manpower in other categories will be deployed, subject to suitability.				
(3).	Whenever the services of half shift gang is converting into full shift gang, the Stevedores shall pay one full gang charges over and above the half shift gang charges as a deterrent measure.									
(4).	In case of shortage of manpower in one category, the available manpower in other categories will be deployed, subject to suitability.									
(5).	Time rate wages in respect of additional manpower required by stevedores shall be payable as per the schedule above.									
(6).	The piece-rate incentive shall be paid by the Stevedores at actuals separately.									
4.2	Piece Rate incentive for C&F workers				4.2	Piece Rate incentive for C&F workers				
	Description	Rate per M.T. (Rs.)				Description	Rate per M.T. (in Rs.)			
	For Receipt / delivery / Inter-carting	4				For Receipt / Delivery / Inter-carting	4.17			
Note:	The above charge is not applicable in case of direct delivery / shipment.				Note:	The above charge is not applicable in case of direct delivery/shipment.				
4.3	Special Levy				4.3	Special Levy				
	Description	Rate per M.T. (in Rs.)				Description	Rate per M.T. (in Rs.)			
	Special levy to meet the wage revision arrears	1				Special levy to meet the wage revision arrears	1.04			
Note:	The above charge will be collected on all cargo involving deployment of cargo handling workers through Import and Export Applications.				Note:	The above charge will be collected on all cargo involving deployment of cargo handling workers through Import and Export Applications.				
SECTION - 5					SECTION - 5					
MISCELLANEOUS CHARGES					MISCELLANEOUS CHARGES					
5.1	Embarkation/ disembarkation charges				5.1	Embarkation/ disembarkation charges				
	Description	Rate per person (in Rs.)				Description	Rate per person (in Rs.)			
		Foreign vessel	Coastal vessel				Foreign vessel	Coastal vessel		
	Embarkation / Disembarkation charges (Defence personnel on duty are exempted)	100	50			Embarkation / Disembarkation charges (Defence personnel on duty are exempted)	125	62		
	During the stay of the vessel, the above charges are payable only for the first embarkation / disembarkation, irrespective of number of times a passenger embarks/ disembarks.					During the stay of the vessel, the above charges are payable only for the first embarkation / disembarkation, irrespective of number of times a passenger embarks/ disembarks.				

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES										
Existing Scale of Rates					Proposed Scale of Rates					Reasons / Justification for amendments in conditionalities, if any, proposed
Sch. No.	Tariff and conditionalities				Sch. No.	Tariff and conditionalities				
5.2	Charges for use of Electronic In-motion Rail Weigh Bridge				5.2	Charges for use of Electronic In-motion Rail Weigh Bridge				
Sl. No.	Description	Unit of levy	Rate (in Rs)		Sl. No.	Description	Unit of levy	Rate (in Rs)		
1	Loaded Wagon	Per wagon	110		1	Loaded Wagon	Per wagon	115	No Change	
2	Empty Wagon	Per wagon	55		2	Empty Wagon	Per wagon	57		
Notes:					Notes:					
(1). The above charges include issuance of Weighment Certificate.					(1). The above charges include issuance of Weighment Certificate.					No Change
(2). The weighment charge against empty wagon shall be levied only if the same is undertaken as per requirement.					(2). The weighment charge against empty wagon shall be levied only if the same is undertaken as per requirement.					No Change
5.3	Charges for Hire of Port Equipment				5.3	Charges for Hire of Port Equipment				
Sl. No.	Description	Unit of levy	Rate (in Rs.)		Sl. No.	Description	Unit of levy	Rate (in Rs.)		
1	Tanker Trailer of 10 KL capacity	Per shift or part thereof	24000		1	Tanker Trailer of 10 KL capacity	Per shift or part thereof	30,026	Hopper, Grab deleted as the equipments are no longer available for hire for cargo operations	
2	Hopper		4000							
3	Gangway		1500							
4	Oil Skimmer		4000							
5	Oil Barrier (per metre length)		250							
6	Fire Engine ang gear	Per hour or part thereof	4700		6	Fire Engine ang gear	Per hour or part thereof	5,880		
7	(i) Grabs of upto 5 cu. m. capacity	Per shift or part thereof	1600							
	(ii) Grabs of 8 cu. m. capacity	Per shift or part thereof	3600							
5.4	Charges for the use of Slipways				5.4	Charges for the use of Slipways				
Sl. No.	Description	Rate per slipway per day or part thereof (in Rs.)			Sl. No.	Description	Unit of levy	Rate in Rs.		
1	Main slipway	5,000			1	Docking	Each operation	1,50,000.00	Restructured: Based on demand and cost of operations	
2	Mini slipway	3,000			2	Undocking	Each operation	1,50,000.00		
					3	Rental charges				
						First 10 days	Per day	15,000.00		
						11 th to 20 th day	Per day	20,000.00		
						21 st day onwards	Per day	25,000.00		
					5.3.2	Mini slipway				
					Sl. No.	Description	Unit of levy	Rate in Rs.		
					1	Docking	Each operation	25,000.00		
					2	Undocking	Each operation	25,000.00		
					3	Rental charges				
						First 10 days	Per day	5,000.00		
						11 th to 20 th day	Per day	7,000.00		
Note:	The above charges include taking up and launching the vessel / craft and also inclusive of shore labour and materials required in preparing the cradle in hauling up and in launching the vessel/craft and also the use of blocks. All other materials such as ropes shall be supplied by the vessel / craft. The blocks or any other materials cut or destroyed or damaged shall be charged at actual cost of damage as assessed by the Port.				Note:	The docking and undocking charges comprises one docking and one undocking operations per vessel inclusive of shore labour and materials required in preparing the cradle in hauling up and in launching the vessel / craft and also use of blocks. The blocks or any other materials cut or destroyed or damaged shall be charged at actual cost of damage as assessed by Port.				Ammended: Cost of ropes is inclusive in the rates as separate docking and undocking rates are proposed.
5.5	Charges for erecting Hoardings, Sign boards, Neon boards, etc. in the Port Premises				5.5	Charges for erecting Hoardings, Sign boards, Neon boards, etc. in the Port Premises				
Sl. No.	Description	Rate per sq. m. per year or part thereof (in Rs.)			Sl. No.	Description	Rate per sq. m. per year or part thereof (in Rs.)			
1	Single sided	3,000			1	Single sided	3754		Description unchanged	

COMPARISON OF EXISTING SCALE OF RATES AND CONDITIONALITIES vis-à-vis PROPOSED SCALE OF RATES AND CONDITIONALITIES									
Existing Scale of Rates				Proposed Scale of Rates				Reasons / Justification for amendments in conditionalities, if any, proposed	
Sch. No.	Tariff and conditionalities			Sch. No.	Tariff and conditionalities				
2	Double sided	5,000		2	Double sided	6256			
3	Neon boards	2,000		3	Neon boards	2502			
Note:	The terms and conditions will be governed by the letter of permission to be issued by the Port.			Note:	The terms & conditions will be as per by the letter of permission to be issued by the Port.				No Change
5.6	Charges for Harbour Entry Permit (HEP)			5.6	Charges for Harbour Entry Permit (HEP)				
	Sl.	Description	Duration of validity of HEP (Rate in Rs.)						
			Daily	Monthly	Six monthly	Yearly			
	1	Individual (with or without Two wheeler) / Driver *	10	200	400	600			
	2	School / College students in group of 50 or part thereof for Port visit	250	--	--	--			
	3	Light Motor Vehicle - (Cargo / Non-cargo)	50	1000	2000	3000			
	4	Heavy Motor Vehicle - (Cargo / Non-cargo)	75	1500	3000	4500			
	5	Charges for issue of duplicate HEP							
		Individual	--	100					
		Vehicle	--	200					
	*	A permanent HEP with a validity of 3 years for an individual can be obtained on a payment of Rs.1,000/- per person.							
		A penalty equal to respective daily charges will be levied for overstay inside the Port without a valid HEP calculated for the period of overstay from the date of expiry of HEP.							
	Notes:	The RFID tags shall be purchased separately on payment of charges as prescribed by ChPT from time to time.							
5.6	Other Miscellaneous charges			5.7	Other Miscellaneous Charges				
Sl. No.	Description	Unit	Rate (Rs.)	Sl. No.	Description	Unit	Rate in Rs.		
1	Charges for flushing the pipelines with seawater	Per day or part thereof	10,000	1	Charges for flushing the pipelines with seawater	Per day or part thereof	12,511		Description unchanged
2	Water supply to vessels at Bharathi Dock	Per M.T. or part thereof	400	2	Water supply to vessels	Per M.T. or part thereof	500		Description unchanged
3	Charges for permitting water supply to vessels through tanker lorries by licensed agents	Per Trip	200	3	Charges for permitting water supply to vessels through tanker lorries by private agencies	Per Trip	251		Description unchanged
4	Charges for taking photographs, shooting films, videography in the port premises			4	Charges for taking photographs, shooting films, videography in the port premises				Description unchanged
	(i). Making feature films / documentary films	Per day or part thereof	75,000		(i). Making Feature films / Documentary films	Per day or part thereof	2,00,000		Description unchanged
	(ii). Videography		37,500		(ii). Videography		50,000		Description unchanged
	(iii). Photography by still camera		1,000		(iii). Photography by still camera		2,000		Description unchanged
5	Charges for issue of Licence to the Agents for engaging private labour within the port premises			5	Charges for issue of Licence to the Agents for engaging private labour within the port premises				Description unchanged
	(i) Issue of fresh licence	Per licence per year	1500		(i) Issue of fresh licence	Per licence per year	2,000		Description unchanged
	(ii) Renewal before expiry of licence		750		(ii) Renewal before expiry of licence		1,000		Description unchanged
6	Charges for issue of certificates/ documents from Port records	Per sheet	50	6	Charges for issue of certificates/ documents from Port records	Per sheet	62		Description unchanged
7	Charges for issue of Scale of Rates	Each	100	7	Charges for issue of Scale of Rates	Each	125		Description unchanged
				8	Use of Ramp at Slipway	Per day or part thereof	5,000		There is no such provision in existing SOR. Based on the demand, daily rental for Mini Slipway has been fixed
5.7	Mandatory User Charge for Logistics Data Bank services of DMICDC.			5.9	Mandatory User Charge for Logistics Data Bank services of DMICDC.				
	"An amount of `145/- per container will be levied on all containers (except transshipment and coastal) handled at the Major Port Trusts and terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service to be rendered by DMICDC. "				"An amount of `151/- per container will be levied on all containers (except transshipment and coastal) handled at the Major Port Trusts and terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service to be rendered by DMICDC. "				No Change