



# TAMIL NADU GOVERNMENT GAZETTE

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## Part III—Section 2

Statutory Notifications and Orders issued by  
Heads of Departments.

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**CHENNAI PORT AUTHORITY**  
(Ministry of Ports, Shipping & Waterways)

**No.1, Rajaji Salai, Chennai – 600 001**

**NOTIFICATION**

*(No.SOR/General Revision-2022/2022/F, Dt. 19.12.2022)*

NO. SRO C-35/2022.

In exercise of powers conferred under sub-section (1) of Section 27 of The Major Port Authorities Act, 2021 (1 of 2021), the Board of Chennai Port Authority has approved the revision of Scale of Rates along with Performance Standards vide Board Resolution No.144 in its meeting held on 16.12.2022. The Scale of Rates along with Performance Standards shall come into force after expiry of 30 days from the date of notification and shall be in force for a period of 3 years (as per clause 2.9 of the Tariff Policy 2021) subject to annual indexation as mentioned in clause 2.8 of the Tariff Policy 2021. Accordingly, the Board of Chennai Port Authority hereby notifies its revised Scale of Rates along with Performance Standards for information of all concerned as required under clause 4.7 of the Tariff Policy 2021.

**D. RAMANA MURTHY**

Financial Adviser and Chief Accounts Officer.

**CHENNAI PORT AUTHORITY**

Scale of Rates

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## SECTION – 1

**Definitions and General Terms & Conditions****1.1 Definitions – General**

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.
- (ii) **"Coastal vessel"** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / Competent Authority.
- (iii) **"Cold Move"** shall mean movement of vessel without power of the engine of the vessel.
- (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.
- (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.
- (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.
- (vii) **"Foreign-going vessel"** shall mean any vessel other than coastal vessel.
- (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.
- (ix) **"Full Container Load" (FCL)** shall mean a container containing cargo belonging to one importer / exporter.
- (x) **"Hazardous cargo"** shall mean cargo classified as hazardous goods under International Maritime Organization (IMO).
- (xi) **"Less than a Container Load" (LCL)** shall mean a container containing cargo belonging to more than one importer / exporter.
- (xii) **"Month"** shall mean the calendar month.
- (xiii) **"Port"** shall mean Chennai Port Authority (ChPA), unless the context otherwise specifies.
- (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.
- (xv) **"Sailing Vessel"** shall mean a vessel propelled solely by wind power.
- (xvi) **"Shift"** shall mean the duration of 8 hours constituting 3 shifts in a day.
- (xvii) **"Shifting"** shall mean the movement of a vessel from one berth to another berth or within the same berth beyond a distance of 50 meters or turning around of a vessel within the same berth or movement of a vessel from one berth to anchorage or vice versa within the Port limits.
- (xviii) **"Shut out cargo / container"** shall mean any cargo / container brought into the Port for shipment but not shipped and taken out of the Port on a Customs shut out order.
- (xix) **"Transshipment"** of cargo / container shall mean any cargo / container landed at the Port and subsequently shipped through another vessel to other ports.
- (xx) **"Vessel Completion Date" (VCD)** means the day on which the cargo operation of the vessel is fully completed.
- (xxi) **"Warping"** shall mean movement of vessel with the assistance of ropes from one berth to adjacent berth or within the berth for a distance of less than 50 metres.
- (xxii) **"Wharfage"** shall mean the basic dues recoverable on all cargo / container imported or exported or transhipped within the Port limits or passing through the port, whether portage was provided by the Port or not.

**1.2 General Terms & Conditions****(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 License can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further Customs Conversion is required, so long as it moves on the Indian Coast.
- (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 Customs Conversion order.

**(ii) Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and Foreign rate:**

- (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.
- (c) For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

**(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:

i. Converted to coastal run and 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<sup>th</sup> 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.

- (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 of Notification No.38/2018-Customs (N.T.) dated 11<sup>th</sup> 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 of Notification No.38/2018-Customs (N.T.) dated 11<sup>th</sup> May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

- (c) The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26<sup>th</sup> November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10<sup>th</sup> June 2016.

- (v) (a) Vessel related charges shall be levied on ship-owners/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 and in case of non-availability of RBI reference rate, the market buying rate notified by State Bank of India. ChPA may collect dollar denominated tariff in foreign currency in consultation with the Ministry of Ports, Shipping and Waterways 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.
- (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.
- (d) The vessels shall pay the port dues on entering into the port limits at the rate applicable on the date of entering into port limit.
- (vi) (a) The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
- (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 Pellets, 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 transshipment to Indian Port 'B' will also qualify in so far as the charges relevant for its coastal voyage.
- (e) The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupee.
- (vii) (a) The Unit of Measurement for calculation of the port charges are as follows:
- One unit by weight means 1 Metric Tonne (M.T.) equivalent to 1,000 kilograms.
  - One unit by volume means 1 Cubic Meter (Cu.m.).
  - 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 fractions shall be treated as one unit.
- (viii) Users have to pay all the charges/amount in advance for the services to be availed.
- (ix) The users will not be required to pay charges for delays beyond a reasonable level attributable to the Port.
- (x) Interest on delayed payments / refunds:
- (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. Interest shall be payable for the delayed period, subject to a minimum of Rs.100/-.
- (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 Authorities Act, 2021 and / or prescribed as a condition in this SoR.
- (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.
- (xi) The minimum charges recovered in any one application / bill shall be Rs.500/- except Harbour Entry Permits.
- xii) No refund/recovery shall be made if the amount involved is less than Rs.100/- for all refunds/supplementary claims. This, however, shall not apply for the provisional deposits collected for the services in advance.
- (xiii) Vessel related charges shall be collected based on Gross Tonnage (GT) (erstwhile GRT) of the vessel. Deck cargo shall be exempted from assessment of all vessel related charges.
- (xiv) (a) Wharfage on Import cargo shall be paid at the rate applicable on the date of commencement of cargo landing operations from the vessel.
- (b) Wharfage on Export cargo shall be paid at the rate prevailing on the date of admittance of the cargo by the Port.

- (c) 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 exported, or to be transshipped, shall be payable before the goods are so removed or shipped or transshipped.
- (xv) (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 the operations carried out inside the Port. The user shall indemnify the Port against all loss or damage to any property belonging to the port or any other persons including the equipment and/or injury to life of any persons, arising directly or indirectly from the operations inside the Port. 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.
- (b) In case of damages to port assets or properties partly or wholly, the user 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 user 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 user concerned.
- (xvi) (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 or increase the prescribed free period.
- (b) The Port may also, if it so desires, rationalize the conditionalities prescribed in this SoR.
- (c) The Port shall notify the port users such lower rates and/or rationalization of the conditionalities governing the application of such rates and continue to notify the port users any further changes in such lower/rationalised rates and/or in the conditionalities governing the application of such rates by hosting it on the website and issuing a trade notice.
- (xvii) **Annual Indexation:**
- (a) The SoR will be automatically indexed annually to inflation to the extent of 60% of the variation in the Whole Sale Price Index (WPI) as communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government based on the average of monthly Whole Sale Price Index (WPI) for all commodities from January to December announced by the Ministry of Commerce and Industry under the Government of India
- (b) The Port would, however, be entitled to indexation in tariff at 100% of variation in WPI communicated by the Indian Ports Association (IPA) or any other Competent Authority decided by the Government instead of 60% variation in WPI as mentioned above, from the second year of tariff fixation on achievement of performance standards committed by Chennai Port Authority, as mentioned in Schedule 1.3 below. Such adjustment of SoR will be made every year and the adjusted SoR will come into force from 1st May of the relevant year to 30th April of the following year. The next Annual indexation will be from 1st May 2023.
- (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
- (i) Port dues to be levied by the Major Port Authority on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.
- (ii) The Major Port Authority shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services at par with those charged from the coastal vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.

[The clauses (xviii) (b) (i) & (ii) above are subject to the provisions of the Standard Operating Procedure (SOP) of Agreement on Coastal Shipping between the Govt. of the Peoples Republic of Bangladesh and the Govt. of the Republic of India.]

(xix) The rates prescribed in this Scale of Rates are excluding taxes and duties. GST and/or any other taxes, including levies, as applicable, from time to time shall be paid in extra.

(xx) Any directions of the Ministry of Ports, Shipping and Waterways, Government of India by way of Circular / Guidelines / Notification from time to time shall prevail over the provisions mentioned in this SoR.

### 1.3 Performance Standards

S.No.	Performance of Port	Unit	Standard
<b>1</b>	<b>Cargo Related Services</b>		
(i)	Average Ship Berth day Output	M.T.	16000
<b>2</b>	<b>Vessel Related Services</b>		
(i)	Average Turnaround Time	Day	2.25
(ii)	Average Pre-berthing Detention (on Port A/c)	Hours	0.80

End of Section – 1 - - -



## SECTION – 2

## Vessel Related Charges

## 2.1 Port Dues

## 2.1.1 Schedule of Port Dues

Sl. No.	Type of vessel	Rate Per GT for each entry	
		Foreign (in USD)	Coastal (in Rs`)
1	Tankers	0.4691	12.4116
2	Container vessels	0.3258	8.6191
3	RoRo vessels	0.3871	10.2396
4	Bulk / Break Bulk vessels	0.3584	9.4810
5	Vessels not covered under Sl.No.1 to 4 above	0.4301	11.3773

Refer Port Website: [www.chennaiport.gov.in](http://www.chennaiport.gov.in) for Trade Notices/Circulars on concessional rates, as applicable.

**NOTES:**

- (1) Reduced Gross Tonnage as per the International Tonnage Certificate will be reckoned with for levy of Port Dues in case of tankers with segregated ballast tank.
- (2) In case a vessel remains in the Port for more than 30 days, the port dues shall be payable once in thirty days from the day of entry until the vessel leaves the port.
- (3) Tankers carrying other than POL and Crude Oil will be eligible for a concession of 15% on Port dues.

## 2.1.2 Concession / Exemption in Port Dues

Sl. No.	Description	Concession / Exemption
1	Vessels entering the port in ballast and not carrying passengers or cargo on board.	25%
2	Vessels entering the port only for receiving provisions/stores or fresh water and / or spares.	50%
3	Vessels entering the port only for receiving bunkers and / or crew change or to disembark any sick crew member either at anchorage or at berth.	75%
4	(i) Pleasure yachts	100%
	(ii) Vessels, after sailing out, compelled to re-enter by stress of weather or any damage to the vessel	
	(iii) Any Defence vessel belonging to India or any foreign country	
	(iv) Fishing vessels & Small crafts	
	(v) Vessels belonging to other Major Ports except private ports	

**2.2 Pilotage Fees****2.2.1 Schedule of Pilotage Fees**

Sl. No.	Vessel size (GT)	Rate per GT									
		Foreign (in USD)					Coastal (in Rs.)				
		Tankers	Container vessels	RoRo vessels	Bulk / Break bulk vessels	Vessels not covered under col.3 to 6	Tankers	Container vessels	RoRo vessels	Bulk / Break bulk vessels	Vessels not covered under col.8 to 11
1	2	3	4	5	6	7	8	9	10	11	12
1	Up to 10,000	0.6198	0.4305	0.5114	0.4736	0.5682	16.3795	11.3746	13.5131	12.5121	15.0145
2	10,001 to 15000	0.7105	0.4935	0.5863	0.5429	0.6515	18.7942	13.0515	15.5052	14.3567	17.2280
3	15,001 to 30,000	0.8182	0.5682	0.6751	0.6250	0.7501	21.6394	15.0274	17.8525	16.5301	19.8361
4	30,001 to 60,000	1.1627	0.8074	0.9593	0.8881	1.0658	30.7134	21.3288	25.3386	23.4617	28.1540
5	60,001 & above	1.3458	0.9346	1.1102	1.0281	1.2336	35.5582	24.6932	29.3355	27.1625	32.5950
Min. charges per vessel		1,136.35					30,029				

Refer Port Website: [www.chennaiport.gov.in](http://www.chennaiport.gov.in) for Trade Notices/Circulars on concessional rates, as applicable.

**2.2.2 Schedule of Shifting Charges**

Description	Shifting charges
For each shifting	50% of the Pilotage Fee prescribed in Schedule 2.2.1.

**2.2.3 Pilotage Fee for Cold Move Operations**

Sl.No.	Description	Pilotage Fee
1	For both Inward and Outward movements	2 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
3	For Shifting	2 times of charges as per Schedule 2.2.2 above

**2.2.4 Pilot Requisition Cancellation / Pilot Detention Charges**

Sl. No.	Description	Unit	Rate per unit	
			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	208.00	5,540.00
2	For detention of Pilot for more than 30 minutes beyond the time for which requisition was made	Per hour or part thereof	105.00	2,770.00

**Notes:**

- (1) Pilotage fee is a composite fee and shall include one inward and one outward movement. However, in case of vessels availing only one movement (either Inward or Outward), 50% of the charges prescribed in the Schedule 2.2.1 will be levied.
- (2) Shifting charges as per Schedule 2.2.2 above 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'.
- (3) Shifting of a vessel to 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.
- (4) No charges shall be levied for the shifting of the vessel for 'Port Convenience' and it shall be defined as mentioned below:
  - (i) 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 by the Port.
  - (ii) Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths due to the Draft and LOA restrictions.
  - (iii) Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent-berth due to length restrictions.
  - (iv) Whenever a vessel is shifted from berth to accommodate another vessel carrying hazardous cargo which needs adjacent-berth to be kept vacant for safety reasons.
  - (v) Whenever a vessel is shifted to accommodate another vessel on account of handling restrictions on any berth imposed by port or to accommodate suitable vessels at dedicated berth.
- (5) For shifting / pilotage of any vessel for the convenience of / benefit of another vessel, on request by the User, the vessel benefited is liable to pay the shifting / pilotage charges for shifting and repositioning of the vessel shifted.
- (6) Pilotage will not be compulsory in case of vessels upto 200 GRT. Such vessels may, however seek Pilot services, if they so desire on payment of fees as specified in Schedule 2.2.1 above.
- (7) Pilotage will not be compulsory for the crafts licensed under the Chennai Port Harbour Craft rules.
- (8) Tankers carrying other than POL and Crude Oil will be eligible for a concession of 15% on Pilotage Fee (Schedule 2.2.1) and Shifting charges (Schedule 2.2.2)

**2.2.5 Charges for Hire of Tugs / Launches**

Sl. No.	Description	Unit	Rate per unit per hour or part thereof	
			Foreign (in USD)	Coastal (in Rs.)
1	Oil Recovery vessel	Per vessel	1,025.00	27,070.00
2	Tugs	Per tug	1,385.00	36,600.00
3	Launches	Per launch	140.00	3,700.00
4	Bollard Pull test charges	Per vessel	670.00	30,740.00

**2.3 Berth Hire Charges****2.3.1 Schedule of Berth Hire Charges**

Sl. No.	Type of Vessel	Rate per GT per hour or part thereof	
		Foreign (in USD)	Coastal (in Rs)
1	Tankers	0.0066	0.1754
2	Container vessels	0.0046	0.1218
3	RoRo vessels	0.0055	0.1447
4	Bulk / Break Bulk vessels	0.0051	0.1340
5	Vessels not covered under Sl. No.1 to 4 above	0.0061 subject to a minimum of USD 845.90 per vessel	0.1608 subject to a minimum of Rs.22,558/- per vessel

Refer Port Website: [www.chennaiport.gov.in](http://www.chennaiport.gov.in) for Trade Notices/Circulars on concessional rates, as applicable.

**2.3.2 Additional Berth Hire Charges**

Description	Rate per GT per hour or part Thereof	
	Foreign (in USD)	Coastal (in Rs`)
Vessels not calling for Pilot within 4 hours after completion of discharge or loading operations including lashing / unlashings 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 berth hire charges (normal berth hire charges plus one additional berth hire charges) shall be levied.	2 times berth hire charges (normal berth hire charges plus one additional berth hire charges) shall be levied.
Vessels at any berth on Additional 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 shall attract additional berth hire from the time of issuance of a notice to this effect by Chennai Port Authority or its authorized officials.	5 times berth hire charges (normal berth hire charges plus 4 additional berth hire charges) shall be levied.	5 times berth hire charges (normal berth hire charges plus 4 additional berth hire charges) shall be levied.
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		

**Notes:**

- (1.) (a) The period for the purpose of levy of Berth Hire shall be reckoned from the time the vessel occupies (First Line Ashore) the berth till she vacates (Last Line castoff) the berth.  
(b) The cargo completion time shall include lashing / unlashings/welding operations, pipeline (Chickson / Manifold) disconnection, fumigation, etc. and shall be reckoned as mentioned in Statement of Facts (SOF).
- (2.) A vessel berthed alongside berth BD-3 and occupying adjacent berth BD-1 so as to render BD-1 unavailable for other vessel operation, shall, in addition to the berth hire charges payable for the said vessel, attract berth hire charges applicable to a GT of 43000.
- (3.) (a) Berth Hire Charge shall not be levied after expiry of 4 hours from the time of the vessel signalling its readiness to sail. In case the ship is forced to wait for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities after calling for pilot, the Berth Hire Charges shall be continued to be levied beyond 4 hours.  
(b) A penalty equivalent to Berth Hire Charges for 24 hours shall be levied for a "False Signal" by a vessel.  
"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.  
(c) The Master/Agents of the vessel shall signal readiness to sail, only in accordance with favourable weather conditions and tidal movements.
- (4.) Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below will be applicable:  
(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.  
(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.  
(c) The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:  
(i) Coastal vessels which will be accorded priority berthing.  
(ii) Vessels for which special exemption has been granted by the Ministry of Ports, Shipping & Waterways.
- (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.

- (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 ChPA 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.
- (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 twice the rate 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.
- (8) Tankers carrying other than POL and Crude Oil will be eligible for a concession of 15% on Berth Hire Charges.

### 2.3.3 Berth Hire Charges for Sailing Vessel / Floating Crafts / Bodies / any other vessel

Sl. No.	Description	Unit	Rate (in Rs.)
1	Vessels, other than Merchant vessels and not registered under Harbour Craft Rules of Chennai Port, berthed anywhere inside the Port except Timber Pond & Boat Basin	Per vessel per hour or part thereof	250
2	Vessels registered under Harbour Craft Rules of Chennai Port berthed anywhere in the port	Per vessel per day or part thereof	350
3	Pleasure yachts	Per yacht per calendar month or part thereof	6,200

#### Note:

The non-commercial powered 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.

### 2.3.4 Anchorage Fee

Sl. No.	Description	Unit of Levy	Tankers		Other vessels	
			Foreign (in USD)	Coastal (in Rs.)	Foreign (in USD)	Coastal (in Rs.)
1	First 48 hours	Rate per GT per hour or part thereof	Free	Free	Free	Free
2	Beyond 48 hours		0.00058	0.01525	0.00116	0.03050

#### Notes:

- (1) Anchorage charges are applicable for all vessels anchored within the Port limits, except for defence & other Govt. vessels and vessels anchored for Port convenience.
- (2) Whenever a vessel is ready for berthing in all aspects and waiting for berth, anchorage charges are not applicable from the time of readiness of the vessel for berthing.

### 2.3.5 Charges for Cruise Vessels:

Description	Unit of Levy	Rate (in USD)
Port charges (Fixed Rate)	for the first 12 hours of stay at berth	Per GT 0.085
	for the period exceeding 12 hours	Per GT per hour 60% of charges prescribed in Schedule 2.3.1, Sl. No.5
Head Tax (Toll)	Per passenger	6.00

#### Notes:

- (1). No other charges like berth hire, port dues, pilotage, passenger fee etc. will be levied.
- (2). Further, Cruise ships making
- 1-50 calls per year to get 10% rebate
  - 51-100 calls per year to get 20% rebate
  - Above 100 calls per year to get 30% rebate

End of Section – 2 - - -

## SECTION – 3

## Cargo Related Charges

## 3.1 Wharfage

## 3.1.1 Schedule of Wharfage Charges for Bulk and Break Bulk

Sl. No.	Description of Cargo	Unit	Rate (in Rs.)	
			Foreign	Coastal
<b>(A)</b>	<b>Liquid Bulk Cargo</b>			
1	Acids of all kinds	M.T.	140.98	84.59
2	Chemicals of all kinds not covered under Sl. No.1 above - Carbon black, Linear Alkaline Benzene, Orthoxylene, etc.	M.T.	194.82	116.89
3	Crude oil	M.T.	87.67	87.67
4	Diesel oil	M.T.	106.12	106.12
5	Furnace oil	M.T.	93.82	93.82
6	Kerosene oil & Aviation Turbine Fuel (ATF)	M.T.	112.27	112.27
7	Lubricants, Bitumen & Base oil	M.T.	112.27	112.27
8	Naphtha	M.T.	118.43	118.43
9	Petrol	M.T.	124.58	124.58
10	Bunker oil for vessels	M.T.	55.21	55.21
11	Edible oil of all kinds	M.T.	129.95	77.97
12	Molasses	M.T.	58.44	35.06
13	Sludge Oil / Waste Oil	M.T.	80	80
<b>(B)</b>	<b>Dry Bulk Cargo/ Break bulk</b>			
14	Aircraft	Each	2,00,000	1,20,000
15	Boats and launches	Each	30,000	18,000
16	Cereals and pulses of all kinds	M.T.	57.67	34.60
17	Coir, Coir products and Jute & Jute products	M.T.	157.43	94.46
18	Asbestos, Blue metal sand, Bricks, Cement, Clinker, Sand, Silica Sand, Slag, Stones (except Sl.no.21) & Tiles	M.T.	63.45	38.07
19	Defence stores	M.T.	343.48	206.09
20	Fertilizer – All types of Raw and Finished: Sulphur, Rock Phosphate, Urea, Ammonium Sulphate, Potash, Di-Ammonium Phosphate (DAP), Murate of Potash (MoP)	M.T.	57.67	34.60
21	Granite Blocks, Dressed marbles and slabs	Cu.m.	374.90	224.91
22	Machineries and Equipment, 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	0.4177% subject to maximum of Rs.1,47,400 per unit	0.2506% subject to a maximum of Rs.88,440 per unit

Sl. No.	Description of Cargo	Unit	Rate (in Rs.)	
			Foreign	Coastal
23	Machineries & Equipment other than mentioned in Sl.No.22 above, including Electrical and Electronic goods, Wires, Cables, Parts, Tools & Accessories	Ad valorem	0.4177%	0.2506%
24	Metal & Metal Products (Alloy / Non-alloy): Ingots & Billets, Sheets & Plates, Bars, Rods, Angles, Pipes, Rails, HR/CR Coils etc. and not covered under Sl. No.23 above	M.T.	115.34	69.20
25	Metal scrap including shredded scrap	M.T.	74.98	44.99
26	Motor vehicles for carrying passengers and materials			
	(a) Two wheelers	Each	800	480
	(b) Three wheelers	Each	2,500	1,500
	(c) Four wheelers	Ad valorem	0.5521% subject to maximum of Rs.11,840 per unit	0.3313% subject to a maximum of Rs.7,104 per unit
	(d) Six wheelers and above	Ad valorem	0.4177% subject to maximum of Rs.42,740 per unit	0.2506% subject to a maximum of Rs.25,644 per unit
27	Iron Ore Pellets	M.T.	69.22	69.22
28	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.27above			
	(a). Import	M.T.	57.67	34.60
	(b). Export	M.T.	39.98	23.99
29	Provisions and groceries, fruits, vegetables and food items of all kinds for passenger Vessels	M.T.	85.54	51.32
30	Railway wagons & coaches	Each	50,000	30,000
31	Locomotives	Each	75,000	45,000
32	Salt of all kinds	M.T.	32.89	19.73
33	Sugar of all kinds	M.T.	72.38	43.43
34	Unaccompanied personal baggage	Each	200.00	120.00
35	Timber logs	Cu. m.	46.98	28.19
36	Wood, Bamboo, Plywood, Boards, Wood products and wood pulp	M.T.	78.71	47.23
37	Any other cargo not specified above			
	(a) In Bulk	M.T.	94.84	56.90
	(b) Other than in Bulk	Ad valorem	0.4177%	0.2506%

## 3.1.2 Wharfage on Containers including Shipper Own Container and MAFI

Sl. No.	Description of Cargo	Unit	Rate (in Rs)	
			Foreign	Coastal
<b>(A)</b>	<b>Containers other than Shipper own Containers</b>			
1	Empty			
	(a). Upto 20 Feet	Each	124	74
	(b). Above 20 Feet and upto 40 Feet	Each	186	111
	(c). Above 40 Feet	Each	248	148
2	Laden			
	(a). Upto 20 Feet	Each	1230	737
	(b). Above 20 Feet and upto 40 Feet	Each	1845	1106
	(c). Above 40 Feet	Each	2460	1474
<b>(B)</b>	<b>Shipper own Containers</b>			
	Shipper Own Containers including value of cargo	Ad valorem	0.4177%	0.2506%
<b>(C)</b>	<b>MAFI</b>			
1	For MAFI only			
	(a). Upto 20 Feet	Each	124	74
	(b). Above 20 Feet and upto 40 Feet	Each	186	111
	(c). Above 40 Feet	Each	248	148
2	Cargo loaded on MAFI	In addition to the charges in [(C)1.] above, commodity-wise wharfage as per Sch.3.1.1. shall also be charged		

## 3.1.3 Cargo Free of Wharfage

Sl.No.	Description
1	Sweepings collected from wharf / sheds.
2	Pallets used for the export of palletized cargo from the wharves.
3	Cargo/Containers transferred from one hatch to another of the same vessel neither manifested nor-unloaded from the vessel.
4	Bonafide consumable / non-consumable ship stores. However, a documentation fee of Rs.1230/- per shipping bill shall be levied
5	Bonafide passengers' and seamen's baggage and personal effects accompanying them.
6	Postal Mail bags.
7	(a) Vessels calling the Port, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962 shall not be treated as cargo and no wharfage shall be levied on such vessels and only vessel related charges would be collected if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of cargo / container takes place to / from such vessels within the port limits, cargo / container related charges including wharfage shall be applicable as per SoR on such cargo / container, declared in the manifest (IGM/EGM)  (b) When a vessel carries another vessel as cargo for discharging in the port, either on the quay/ jetty or foreshore (wharf), or loads another vessel as cargo on board itself from such wharf of the port, in such cases, such loaded / unloaded vessels are 'cargo' on which cargo related charges including 'wharfage' are leviable.
8	Goods consigned to or by the ChPA and goods consigned in the name of Govt. of India on ChPA account
9	Cargo brought by vessel, but not manifested for / landed at Chennai Port, shall be exempted from payment of wharfage.



**Notes:**

- (1) Wharfage shall be leviable at the rate mentioned under Section 3.1.1 whether in bulk, bagged or any other form.
- (2) 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.
- (3) 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) Shore tank receipt quantity certified by the surveyor if stored in shore tanks or quantity as per Vessel's ullage report certified by the surveyor in case of direct delivery from the vessel in case of liquid bulk;
  - (d) Bill of Entry / Shipping Bill / Invoice / Packing list quantity in all other cases.
- (4) 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.
- (5) 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.
- (6) 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.
- (7)
  - (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.
  - (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.
  - (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.
- (8) Cargo destuffed from / stuffed into LCL containers will attract the wharfage as per Schedule 3.1.1.
- (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.
- (10) In case of Agreement / MoU entered by the port with the port users for handling cargo at ChPA, the wharfage will be applicable as per the Agreement / MoU.
- (11) Cargo brought into the Port for export, if taken out of the Port for any reason, a fee equivalent to wharfage charges applicable for such cargo, is payable irrespective of the cargo stored on transit or rental terms and free period as applicable shall be allowed.
- (12) No wharfage shall be applicable for Empty containers permitted for domestic movement as certified by the customs department brought into the Port to stuff cargoes for delivery out of the port or for export. Such containers should leave the Port within 6 shifts including the shift of entry into the port. After 6 shifts, charges for storage would be levied on per day basis at the rate applicable for storage charges for 4 days and beyond as mentioned under 3.3.4.

**3.2: Charges for permitting Private Cranes inside the Port for cargo landing/loading operations from Ship to Shore and vice versa:-**

Sl. No.	Description	Rate per M.T. or part thereof (in Rs.)	
		Foreign	Coastal
1	Dry bulk cargoes	15	9
2	Break bulk – package weighing Upto 30 T	30	18
3	Break bulk – package weighing more than 30 T	50	30

**Note:**

Charges prescribed in Schedule No. 3.2 are payable for actual deployment of Private Cranes. The above crane charges shall not be applicable for cargoes loaded/landed for Ro-Ro vessels on their own wheel or by using MAFI/Tug master

**3.3 Demurrage Charges**

**3.3.1 Free period for storage of cargo in transit areas**

Sl. No.	Description	Free period (in Days)	Day of commencement of free period
<b>1</b>	<b>Import Cargo</b>		
(i)	Other than direct delivery	7	Day following the Vessel Completion Date
(ii)	Cargo sold in auction	7	From the date of confirmation of sale
<b>2</b>	<b>Export Cargo</b>		
(i)	Cars through Ro-Ro vessels	20	Actual day of admission of the cargo in the port premises
(ii)	All other cargo	30	- do -
(iii)	Export cargo stored in transit area, shut out by the ship or prevented from shipment by Act of God, such as cyclone, grounding of vessels, etc. and removed out of port premises	7	Day following the Vessel Completion Date or day following the Customs shut out order, whichever is earlier.
3	Salvaged goods	7	Day of salvage
4	Transshipment cargo	21	Day following the Vessel Completion Date
5	Sludge oil	3	Day following the actual date of completion of discharge

**Notes:**

- (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.
- (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.
- (3) The total free period prescribed in schedule 3.3.1, Sl. No. 2 (i) & (iii) shall be limited to 20 days and Sl. No. 2 (ii) & (iii) shall be limited to 30 days.
- (4) For direct delivery of cargo, a free time of 3 shifts excluding the landing shift shall be allowed, after which demurrage applicable for import cargo shall be levied.

- (5) No free days will be allowed for cargo declared as unfit for human consumption by the Competent Authority and destroyed by Port.
- (6) 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.
- (7) If the shut out cargo is taken out from Transit area /Port premises, upon the request of the Exporter/ Agent enclosing necessary Customs permission, the details of the permission shall be entered in the Export Application and delivery permitted under Special Vehicle Ticket duly forfeiting the wharfage charges and on collection of applicable demurrage charges.
- (8) Export cargo if not loaded to a vessel shall be permitted to be loaded to another vessel by amending/crossing the EA. Original admittance date shall be reckoned for calculation of free days. No additional wharfage shall be payable in such cases.
- (9) Cargo moved to the transit area not loaded to the designated vessel shall be allowed to be moved back to the plot and allowed to export. Plot storage time will be considered as dies-non and original admittance date in the transit area shall be reckoned for calculation of free days.

### 3.3.2 Schedule of Demurrage Charges after free period

Sl. No.	Description	Rate per wharfage unit per day or part thereof (in Rs.)	
		Cargo stored in open space	Cargo stored in covered space
<b>1</b>	<b>Import cargo</b>		
	(i) For the first 7 days	28.50	42.80
	(ii) For the next 10 days	57.00	85.60
	(iii) For the next 13 days	85.50	128.40
	(iv) Thereafter	173.00	260.00
<b>2</b>	<b>Export cargo and Transshipment cargo</b>		
	(i) For the first 7 days	28.50	42.80
	(ii) For the next 3 days	57.00	85.60
	(iii) Thereafter	173.00	260.00

#### 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).
- (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.
- (3) Demurrage leviable in respect of cargo declared as unfit for human consumption by the Competent Authority 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 Competent Authority, whichever is earlier. In case the cargo is certified for any other usage, the demurrage shall be levied till the date of clearance.
- (4) Cargo detained for the purpose of any examination by a letter of Customs, shall be exempted from demurrage. The demurrage accrual shall resume on release of the cargo by Customs. The intervening period shall be treated as dies-non.

### 3.3.3 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.
Post confiscation storage charges	Rs.70/- per wharfage unit per day or part thereof, if unit of levy of wharfage is on weight / volume basis. Rs.400/- each per day or part thereof, if unit of levy of wharfage is on each / ad valorem basis.
Removal charges	Rs.500/- per M.T. or part thereof

**3.3.4 Charges for storage of Containers including Shipper Own Container and MAFI**

Sl. No.	Description	Rate per day or part thereof					
		Foreign container (in USD)			Coastal container (in Rs.)		
		20'	40'	Above 40'	20'	40'	Above 40'
1	Imp.& Exp. – Laden & Empty						
	First 3 days	Free	Free	Free	Free	Free	Free
	4 – 15 days	5.45	10.90	16.35	144.56	289.12	433.68
	16 – 30 days	10.90	21.80	32.70	289.12	578.24	867.36
	Beyond 30 days	21.80	43.60	65.40	578.24	1156.48	1734.72
2	Transshipment & ICD - Laden & Empty						
	First 15 days	Free	Free	Free	Free	Free	Free
	16 – 30 days	5.45	10.90	16.35	144.56	289.12	433.68
	31 – 45 days	10.90	21.80	32.70	289.12	578.24	867.36
	Thereafter	21.80	43.60	65.40	578.24	1156.48	1734.72

**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.
- (b) The free period for export containers will commence from the day the container enters into the Port.
- (2) For purposes of calculation of free period, Customs notified holidays and closed holidays declared by the Port shall be excluded.
- (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 day of landing of container, whichever is earlier subject to the following conditions:
  - (a) The consignee can issue a letter of abandonment at any time.
  - (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:
    - 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
    - ii. the CA / MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (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.
  - (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 de-stuffing. 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.

**3.4 Other Cargo Related Charges**

Sl. No.	Description	Rate per M.T. or part thereof (in Rs.)
1.	Environmental Charges on all dry bulk cargo	8.00
2.	Cargo Removal charges for each removal	250.00

## SECTION – 4

## Stevedoring and Clearing &amp; Forwarding Charges

## 4.1 Composite rate for deployment of Labour for stevedoring operations

Sl. No.	Category of worker / staff	Agricultural produce such as cereals and pulses of all kinds including sugar of all kinds in bags / jumbo bags or pallets		All other cargo	
		Rate per shift or part thereof (in Rs.)	Rate per half shift (in Rs.)	Rate per shift or part thereof (in Rs.)	Rate per half shift (in Rs.)
1	On Board Supervisor	5130	2565	10699	5350
2	Tally Clerk	4719	2360	9843	4922
3	Tindal	3756	1878	7834	3917
4	Maistry	3871	1936	8074	4037
5	Winch Driver	3685	1843	7685	3843
6	Signal Man	3689	1845	7694	3847
7	Mazdoor	3221	1611	6719	3360

**Notes:**

- (1) The above charges 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 charges mentioned for half-shift in the above schedule.
- (3) Whenever the services of half shift gang is converted 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) Rates 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, as per the datum issued by the Traffic Department.

## 4.2 Royalty payable as per CHPA (Licensing of Stevedoring and Shore Handling) Regulations, 2021

Sl. No.	Cargo Type	Stevedoring Operations (in Rs.)	Shore Handling Operations (in Rs.)
1	Dry bulk & Break Bulk	3/- per ton	3/- per ton
2	Automobiles (upto four wheelers)	4/- per vehicle	4/- per vehicle
3	Automobiles (above four wheelers & MAFI)	12/- per vehicle	12/- per vehicle
4	Container (Laden)	80/- per TEU	80/- per TEU
5	Container (Empty)	10/- per TEU	10/- per TEU

**Notes:**

- (1) Every agent shall be liable to pay royalty in advance, prior to calling of the vessel, on the basis of import general manifest quantity, in case of import and on the basis of the quantity declared by the vessel's agent or exporter or export general manifest, in case of export and the actual royalty payable shall be calculated after completion of the vessel's operation based on the total quantum of cargo handled by the agent.
- (2) The above Royalty rate is subject to annual indexation to an extent of 60% of the variation in the Wholesale Price Index (WPI) as communicated by the Competent Authority and the indexed royalty will be effective from 1<sup>st</sup> April of every year.

## SECTION – 5

## Port Railway Charges

## 5.1 Rates notified by ChPA

## 5.1.1 Haulage Charges

Sl. No.	Description	Non-Containerised Cargo	Container		
			Upto 20 Feet	Above 20 Feet & upto 40 Feet	Above 40 Feet
1	Loaded wagon	Rs. 35/- per M.T.	Rs.125/- per container	Rs.250/- per container	Rs.375/- per container
2	Empty wagon used as dummy	Rs.125/- per wagon	Rs. 62.50 per wagon		
3	Additional operations - Loaded or empty wagon	---	Rs. 250/- per wagon		

## 5.1.2 Charges for use of Electronic In-motion Rail Weigh Bridge

Sl. No.	Description	Unit of levy	Rate (in Rs.)
1	Loaded Wagon	Per wagon	150
2	Empty Wagon	Per wagon	75

**Notes:**

- (1) The above charges include issuance of weighment Certificate.
- (2) Weighment charge against empty wagon shall be levied only if the same is undertaken as per requirement.

## 5.2 Rates notified by Railway Board

The following Port railway charges are payable at the rates notified / approved by the Railway Board from time to time. The present rates are as follows:

## 5.2.1 Terminal Handling Charges

Sl.No.	Description	Non - Containerised Cargo	Containerised Cargo
1	Terminal Handling charges	Rs.29.68 per Tonne or part thereof	Rs.29.68 per Tonne or part thereof

## 5.2.2 Storage Charges

Goods consigned by rail to ChPA are free of storage charges if cleared within 24 hours after the completion of unloading operations. Thereafter, storage charges are payable as follows:

Sl. No.	Classification	Charges payable after expiry of Free time	Unit
1	For goods of every description except goods in bulk such as ore, molasses, coal, charcoal, firewood, sand, shingle, stone etc.	For the first day - Rs.10/-. For the next day – Rs.15/- For subsequent days – Rs.20/-	Per tonne or part thereof per day or part of a day in excess of free time
2	For goods in bulk such as ore, molasses, coal, charcoal, firewood, sand, shingle, stone, etc.	For the first 3 days – Rs.8/- For the subsequent days – Rs.10/-	Per tonne or part thereof per day or part of a day in excess of free time
3	Rail borne goods missent to the harbour	-Nil -	
4	Rail-borne goods consigned to the Board	-Nil -	

**5.2.3 Demurrage on wagons**

Demurrage charges are payable beyond the free period notified by the Railway Board as follows:

Sl. No.	Duration of excess detention beyond free time	Unit	Rate
1	Upto 6 hours	Per wagon per hour or part thereof	Rs.150/-
2	Beyond 6 hours upto 12 hours		Rs.165/-
3	Beyond 12 hours upto 24 hours		Rs.188/-
4	Beyond 24 hours upto 48 hours		Rs.225/-
5	Beyond 48 hours upto 72 hours		Rs.300/-
6	Beyond 72 hours		Rs.450/-

**5.2.4 Stabling charges on privately owned wagons including wagons owned by Container Train Operators:**

Sl. No.	Description	Unit	Rate
1	Stabling charge	per wagon per day or part of a day	Rs.575/-

**Notes:**

- (1) The above charge shall be levied from the time of release to the time of removal for inward rakes & from the time of advice to the time of removal for outward rakes.
- (2) The rate of stabling charge will be uniform for all types of wagons (BG 6 wheeled / 8 wheeled / 12 wheeled, etc.). When privately owned stock is detained in the Port railway siding except CITPL 1 & 2 & N & C Yard, Stabling charge will be levied. Stabling charges are not applicable when the wagons are stabled on railway/port account.

**End of Section – 5 - - -**

## SECTION – 6

## Miscellaneous Charges

## 6.1 Embarkation / Disembarkation Charges

Sl.No.	Description	Rate per person (in Rs.)	
		Foreign vessel	Coastal vessel
1	Embarkation / Disembarkation charges (Defence personnel on duty are exempted)	160	80

**Notes:**

- (1) During the stay of the vessel, the above charges are payable only for the first embarkation / disembarkation, irrespective of no. of times a passenger embark / disembark.
- (2) For the cruise vessel, Head Tax (Embarkation / Disembarkation charges) will be levied as per Schedule 2.3.5

## 6.2 Charges for Hire of Port Equipment

Sl. No.	Description	Unit of levy	Rate (in Rs.)
1	Tanker Trailer of 10 KL capacity	Per shift or part thereof	31,000
2	Gangway	Per shift or part thereof	2,000
3	Oil Skimmer	Per shift or part thereof	5,200
4	Oil Barrier (per meter length)	Per shift or part thereof	350
5	Fire Tender and gear	Per hour or part thereof	6,000
6	Fire Trailer Pump	Per hour or part thereof	1,000

**Note:**

Charges mentioned in Sl.No.5 is inclusive of overtime charges payable to the Fire Crew for carrying out fire fighting within the port limits.

## 6.3 Charges for issuance of License

Sl. No.	Description	Duration	Rate (in Rs.)		
			Fresh	Renewal	Security Deposit
1	Stevedoring & Shore handling	3 Years	1,00,000.00	1,00,000.00	5,00,000.00

## 6.4 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.)
1	Single sided	4,600
2	Double sided	7,700
3	Neon boards	3,100

**Note:**

The terms & conditions will be as per the letter of permission issued by the Port.



**6.5 Charges for Harbour Entry Permit (HEP)**

Sl. No.	Description	Period of validity of HEP (Rate in Rs.)		
		Daily	Monthly	Yearly
1	Individual	10	150	400
2	Vehicle	25	300	2,000
3	Cargo Handling Equipment (Poclain, Dozers, Excavators, Forklift, Dumpers, JCB Earthmover, Crane, Mobile Crane, Pay loader)	40	450	3,000

**Notes:**

- (1) The rate for RFID card is Rs.100/- per card including GST.
- (2) 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.
- (3) An amount of Rs.1000/- (excluding GST) is to be recovered for release of blacklisted vehicle.
- (4) Central /State Government employees on official duty, students on educational visit, visitors approved by the Port administration are exempted from payment of HEP fee.

**6.6 Charges for use of Weigh Bridge installed by authorized Private Operators**

Sl. No.	Description	Unit of levy	Rate (in Rs.)
1	Weighment charges on Net weight of the cargo	Per MT	6.00

**6.7 Other Miscellaneous Charges**

Sl. No.	Description	Unit	Rate (in Rs.)
1	Charges for flushing the pipelines with seawater	Per day or part thereof	14,000
2	Water supply to vessels	Per M.T. or part thereof	600
3	Charges for permitting water supply to vessels through tanker lorries by private agencies	Per Trip	300
4	Charges for taking photographs, shooting films, videography in the port premises		
	(i). Making Feature films / Documentary films		2,50,000
	(ii) Photography / Videography	Per day or part thereof	5,000
	(iii). Photography / Videography using Drone		75,000
5	Charges for issue of certificates/ documents from Port records	Per sheet	70

**6.8 Mandatory User Charge for Logistics Data Bank services of DMICDC – Rs.170/- per container (except transshipment and coastal)****Note:**

“An amount of Rs.170/- per container will be levied on all containers (except transshipment and coastal) handled at the Major Port Authority and BOT terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by NICDCL for a period of three years. The approval accorded would automatically lapse thereafter unless specifically extended by the Authority. ”

(Approved by TAMP vide Order No.TAMP/40/2021-MUC dated 15.9.2021 and valid for a period of three years from 28.10.2021, i.e. upto 27.10.2024)

End of Section – 6 - - -