



CHENNAI PORT TRUST

SCALE OF RATES

November 2016

DETAILS OF TAMP ORDERS

S.No	TAMP Order No. / Date	Particulars	Gazette Notification No. / Date
01	TAMP/22/2016-CHPT / 17.09.2016	General Revision of Scale of Rates (excluding estate rental)	G.No.371 / 10.10.2016
02	TAMP/04/2004-CHPT / 25.10.2016	Concession on Vessel Related Charges & Cargo Related Charges for Ro-Ro vessels	G.No.400 / 09.11.2016
03	TAMP/02/2004-CHPT / 16.12.2016	Concession in Port dues and other charges from the vessels of Bangladesh as per Govt. of India directions	G.No.467 / 27.12.2016

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 licence 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 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.
- (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.
- (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 Trust, 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 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 by the designated vessel and is lying in the Port premises.

- (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.
- (xx). **“Transshipment”** of cargo / container shall mean any cargo / container landed at the Port and subsequently shipped through another vessel to other ports.
- (xxi). **“Vessel Completion Date” (VCD)** means the day on which the cargo operation of the vessel is fully completed.
- (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.
- (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.

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 Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
 - (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.
- (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 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). 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.
- (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.
- (v). (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 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.
- (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.
- (b). In calculating the gross weight or measurement by volume or capacity of any individual item, any fractions 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). 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.
- (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.

- (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 `200/-.
- (x). No refund shall be made if the amount refundable is less than `100/-. This limit of `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). 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). (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.
- (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.
- (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.
- (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.
- (b). The Port may also, if it so desires, rationalize the conditionalities prescribed in this SoR.
- (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). **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.
- (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.

- (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.]

- (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 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.
- (ii). The Major Port Trust shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services at par with those charged from the coastal vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.

[This condition is incorporated in pursuance to the MOS letter No.WTC-15025/5/2012-IWT (Vol. III) (Pt) dated 25 November 2016 based on which a common adoption Order No.TAMP/4/2004-Genl.dated 16 December 2016 is approved by the Authority with effect from 25 November 2016.]

1.3. Performance Standards

S. No.	Performance of Port	Unit	Standard
1	Cargo Related Services - Average Ship Berth day Output		
(a)	Crude Oil	M.T.	46,500
(b)	Other POL Products	M.T.	6,700
(c)	Edible Oil	M.T.	3,600
(d)	Other Liquid	M.T.	3,500

(e)	Dry Bulk	M.T.	8,200
(f)	General Cargo	M.T.	3,000
	Overall	M.T.	15,400
2	Vessel Related Services		
(i)	Average Turnaround Time		
(a)	Crude Oil	Day	4.00
(b)	Other POL Products	Day	4.00
(c)	Edible Oil	Day	3.00
(d)	Other Liquid	Day	2.75
(e)	Dry Bulk	Day	4.50
(f)	General Cargo	Day	2.70
	Overall	Day	2.60
(ii)	Average Pre-berthing Waiting Time		
(a)	Crude Oil	Hours	35.00
(b)	Other POL Products	Hours	33.30
(c)	Edible Oil	Hours	15.00
(d)	Other Liquid	Hours	22.00
(e)	Dry Bulk	Hours	9.20
(f)	General Cargo	Hours	7.60
	Overall	Hours	10.40

SECTION – 2
VESSEL RELATED CHARGES

2.1 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	
		Foreign (in USD)	Coastal (in `)	Foreign	Coastal
1.	POL including Crude oil vessels	0.305	8.07	On each entry into the Port	Once in 30 days
2.	Container vessels	0.305	8.07		
3.	RoRo vessels	0.305	8.07		
4.	Other general cargo / passenger vessels	0.305	8.07		
5.	Non-cargo vessels	0.305	8.07	On each entry into the port	

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:

Sl. No.	Description	Concession / Exemption
1.	Vessels entering the port in ballast and not carrying passengers	25%
2.	Vessels entering the port but does not discharge or take in any cargo or passengers therein (except materials required for repair purpose)	50%
3.	Vessels entering the port for bunkering at Anchorage but does not enter into Enclosed Harbour	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). 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	

2.2 Pilotage Fees

2.2.1 Schedule of Pilotage Fees

Sl. No.	Vessel size (GRT)	Rate per GRT							
		Foreign (in USD)				Coastal (in `)			
		POL & Crude oil vessels	Container Vessels	RoRo Vessels	Other vessels	POL & Crude oil vessels	Container Vessels	RoRo Vessels	Other vessels
1.	Upto 10,000	0.403	0.403	0.403	0.403	10.65	10.65	10.65	10.65
2.	10,001 to 15000	0.462	0.462	0.462	0.462	12.22	12.22	12.22	12.22

3.	15,001 to 30,000	0.532	0.532	0.532	0.532	14.07	14.07	14.07	14.07
4.	30,001 to 60,000	0.756	0.756	0.756	0.756	19.97	19.97	19.97	19.97
5.	60,001 & above	0.875	0.875	0.875	0.875	23.12	23.12	23.12	23.12

2.2.2 Concession in Pilotage Fee

Sl. No.	Description	Rate of concession (in %)
1.	Vessels not availing services of either the Pilot or the Tug	50
2.	Vessels availing only one movement (either Inward or Outward)	50

2.2.3 Schedule of Shifting Charges

Description	Shifting charges
For each shifting	20% of the Pilotage Fee prescribed in Schedule 2.2.1.

2.2.4 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 2.2.3 above

2.2.5 Pilot Requisition cancellation / Pilot detention charges

Sl. No.	Description	Unit	Rate per unit	
			Foreign vessels (in USD)	Coastal vessels (in `.)
1.	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice	Per cancellation	135	3600
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

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.
- (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'.

- (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) 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".
- (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.

2.2.6 Charges for hire of Tugs / Launches / Mooring Crew

Sl. No.	Description	Unit	Rate per unit per hour or part thereof	
			Foreign (in USD)	Coastal (in `)
1.	Oil Recovery vessel	Per vessel	667	17,600
2.	Tugs	Per tug	900	23,800
3.	Vessel "Prestige"	Per vessel	460	12,100
4.	Launches	Per launch	90	2,400
5.	Mooring crew	Per crew	20	530

2.3 Berth Hire Charges

2.3.1 Schedule of Berth Hire charges

Sl. No.	Type of Vessel	Rate per GRT per hour or part thereof	
		Foreign (in USD)	Coastal (in `.)
1.	POL including Crude oil vessels, calling at Oil Berths	0.0043	0.1140
2.	Container vessels	0.0043	0.1140
3.	RoRo vessels	0.0043	0.1140
4.	Other general cargo vessels, Bunkering vessels and Govt. Research vessels	0.0043	0.1140
5.	Non-cargo vessels	0.0086 subject to a minimum of USD 600 per vessel	0.2280 subject to a minimum of `16,000 per vessel

2.3.2 Additional Berth Hire Charges

Description	Rate per hour or part thereof	
	Foreign (in USD)	Coastal (in `.)
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). Vessel waiting for tide for safe sailing (b). Strike by the Port employees (c). Break down of port equipment	564	14,900

(d). Vessel under arrest by Court		
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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.
- (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.
- (3). Berth Hire Charge shall not be levied after expiry of 4 hours from the time of the vessel signalling 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.

"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 signalling readiness when a vessel is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions"

- (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:
 - (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 Shipping.
- (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 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.
- (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.

2.3.3 Schedule of Berth Hire charges for Sailing vessel / Floating crafts / bodies / any other vessel

Sl. No.	Description	Unit	Rate (in `.)
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
2.	Vessels registered under Harbour Craft Rules of Chennai Port berthed anywhere in the port	Per vessel per day or part thereof	135
3.	Pleasure yachts	Per yacht per calendar month or part thereof	3,000

Note:

The non-commercial powered harbor 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

Description	Rate per GRT per hour or part thereof	
	Foreign (in USD)	Coastal (in `.)
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

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 `)	
			Foreign	Coastal
1.	Acids & Chemicals			
(i)	Acids of all kinds	M.T.	100	60
(ii)	Chemicals of all kinds including Carbon black, Linear Alkaline Benzoine, Orthoxylene	M.T.	152	91
2.	Coir, Coir products and Jute & Jute products	M.T.	134	80
3.	Construction and Building Materials Asbestos, Bitumen, Blue metal sand, Bricks, Cement, Clinker, Sand, Silica Sand, Slag, Stones & Tiles	M.T.	45	27
4.	Crude Oil & POL Products			
(i)	Crude Oil	M.T.	57	57
(ii)	Petrol	M.T.	81	81
(iii)	Diesel Oil	M.T.	69	69
(iv)	Kerosene Oil & Aviation Turbine Fuel (ATF), Base oil & Lubricants	M.T.	73	73
(v)	Furnace oil	M.T.	61	61
(vi)	Naptha	M.T.	77	77
(vii)	Oil bunkering to vessels	M.T.	47	47
5.	Defence stores	M.T.	134	80
6.	Edible oil of all kinds	M.T.	78	47
7.	Fertiliser			
(i)	Sulphur, Rock Phosphate, Urea and other Raw Fertilizer	M.T.	45	27
(ii)	Ammonium Sulphate, Potash, Di-Ammonium Phosphate (DAP), Murate of Potash (MoP) and other Finished Fertilizers			
8.	Food grains and Food products			
(i)	Cereals and pulses of all kinds	M.T.	45	27
(ii)	Salt	M.T.	28	17
(iii)	Sugar	M.T.	56	34
(iv)	Marine products	M.T.	43	26
(v)	Provisions and groceries, fruits, vegetables, not in bulk	M.T.	56	34
9.	Granite Blocks, Dressed marbles and slabs	M.T.	78	47
10.	Machinery & Equipment			
(i)	Aircraft	Each	75,000	45,000
(ii)	Boats and launches	Each	15,000	9,000
(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			
	(a). weighing upto 15 M.T.	Each	30,000	18,000
	(b). weighing above 15 M.T. & upto 30 M.T.	Each	45,000	27,000
	(c). weighing above 30 M.T.	Each	1,00,000	60,000
(iv)	Machinery & Equipment other than mentioned in (iii) above including Electrical and Electronic goods, Wires, Cables, Parts, Tools & Accessories	Advalorem	0.31%	0.18%
(v)	Railway wagons & coaches	Each	22,300	13,380

(vi)	Locomotives	Each	33,500	20,100
11.	Metal & Metal products			
(i)	Ingots & Billets, Sheets & Plates, Bars, Rods, Angles, Pipes & Fittings	M.T.	90	54
(ii)	Metal scrap	M.T.	45	27
12.	Molasses	M.T.	38	23
13.	Motor vehicles for carrying passengers / cargo			
(i)	Two wheelers	Each	500	300
(ii)	Three wheelers	Each	1500	900
(iii)	Four wheelers of upto 1400 cc			
	(a). Import	Each	4,200	2,520
	(b). Export	Each	2,200	1,320
(iv)	Four wheelers of above 1400 cc – Import & Export	Each	8,400	5,040
(v)	Six wheelers and above			
	(a). Vehicle weighing upto 7.5 M.T.	Each	10,000	6,000
	(b). Vehicle weighing above 7.5 M.T.	Each	29,000	17,400
14.	Ores & Minerals of all kinds			
(i)	Barytes, Bauxite, Dolomite, Ferrosilicon, Flourespar, Felspar, 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	Ad valorem	0.50%	0.30%

“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.

3.1.2 Wharfage on Containers including Shipper Own Container and MAFI

Sl. No.	Type of containers	Rate per Container (in `.)					
		20'		40'		Above 40'	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1.	Empty	60	36	90	54	120	72
2.	Laden	770	462	1155	693	1540	924

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.
5.	Bonafide passengers' and seamen's baggage and personal effects accompanying them.
6.	Postal Mail bags.
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.

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.
- (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.
- (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.
- (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.
- (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.
- (6).
 - (a). Cargo / Container / MAFI not meant for Chennai Port landed and reshipped / transshipped 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 transshipped 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.
- (7). Wharfage on units classified under Sl. No.10 (iii) above will be assessed on the gross weight of the equipment including its own accessories.
- (8). Wharfage for crude oil imported by CPCL will be as per the agreement entered into with CPCL.
- (9). Cargo destuffed from / stuffed into LCL containers will attract the wharfage as per Schedule 3.1.1.

3.2 Charges for use of Port Cranes

3.2.1 Charges for use of Mobile Cranes for other than landing / shipment from / to the vessel

Sl. No.	Description	Unit	Rate for each handling (in `.)	
			Foreign	Coastal
1.	For cargo operations			
	(i). Upto 5 M.T. per package	M.T. or part thereof	115	69
	(ii). Over 5 M.T. and upto 10 M.T. per package	- do -	205	123
2.	For other than cargo operations	Per shift or part thereof	6200	

3.2.2 Charges for use of Wharf Crane

Sl. No.	Description	Unit	Rate per Crane (in `.)	
			Foreign	Coastal
1.	Upto 15 M.T. capacity	Per shift or part thereof	12,000	7,200

3.2.3 Charges for use of Floating Crane F.C. Thangam

Sl. No.	Description	Unit	Rate for each handling (in `.)	
			Foreign	Coastal
1.	For vessel and cargo operations			
	Weight of the package:			
(i)	Upto 30 M.T.	Per M.T. or part thereof	1500	900
(ii)	Above 30 M.T. and upto 60 M.T.		2400	1440
(iii)	Above 60 M.T. and upto 100 M.T.		3400	2040
(iv)	Above 100 M.T. and upto 140 M.T.		4700	2820
	Minimum charges for cancellation of requisition within 4 hours	Per cancellation	3,500	
2.	For other than cargo operations Subject to the minimum of `1,20,000	Per hour or part thereof	30,000	

3.2.4 Charges for permitting to use Private Cranes inside the Port

Sl. No.	Description	Unit	Rate for each handling (in `.)	
			Foreign	Coastal
1.	For vessel and cargo operations			
	Weight of the package:			
(i)	Upto 10 M.T.	M.T. or part thereof	20	12
(ii)	Above 10 M.T. and upto 30 M.T.		40	24

(iii)	Above 30 M.T.		200	120
2.	For other than cargo operations	Per shift or part thereof	620	

Notes:

- (1). Charges prescribed in Schedule No.3.2.1 to 3.2.3 are payable for actual deployment of cranes. Direct delivery / loading of cargo with ship's own gear shall be allowed with the prior approval of the Port in which case the craning charges will not be applicable.
- (2). Use of private cranes shall be allowed with the prior approval of the Port on payment of the charges prescribed under Schedule 3.2.4 above. Use of tug master / prime mover for landing / loading of cargo other than MAFI will be considered as use of private crane.
- (3). The maximum load capacity of the F.C. Thangam is 140 M.T. The packages weighing above 140 M.T. or packages which cannot be accommodated on the deck of F.C. Thangam shall be permissible with the use of private cranes on payment of the charges prescribed under Schedule 3.2.4 above.
- (4). Usage of F.C. Thangam for ship to shore movement of packages and vice versa will be considered as single handling.

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
1.	Import Cargo		
(i).	Other than direct delivery	7	Day following the Vessel Completion Date
(ii).	Cargo sold in auction	3	From the date of confirmation of sale
2.	Export Cargo		
(i).	Cars through RoRo vessels	20	Actual day of admission of the cargo in the port premises
(ii).	All other cargo	30	- do -
(iii).	Shut out cargo removed out of port premises being without shipped	2	- do -
3.	Salvaged goods	3	Day of salvage
4.	Transshipment cargo	21	Day following the Vessel Completion Date
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.

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.
- (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). 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.

- (4). No free days will be allowed for cargo declared as unfit for human consumption by the PHO and destroyed by Port.

3.3.2 Schedule of Demurrage Charges after free period

Sl. No.	Description	Rate per wharfage unit per day or part thereof (in `.)
1.	Import cargo	
	(i). For the first 7 days	18.50
	(ii). For the next 10 days	37.00
	(iii). For the next 13 days	55.50
	(iv). Thereafter	112.50
2.	Export cargo and Transshipment cargo	
	(i). For the first 7 days	18.50
	(ii). For the next 3 days	37.00
	(iii). Thereafter	112.50

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 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.

3.3.3 Charges to be recovered from Customson 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.50/- per wharfage unit per day or part thereof, if unit of levy of wharfage is on weight / volume basis. Rs.300/- each per day or part thereof, if unit of levy of wharfage is on each basis.
Removal charges	Rs.350/- 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 `.)		
		20'	40'	Above 40'	20'	40'	Above 40'
1.	Import & Export – Laden & Empty						
	First 3 days	Free	Free	Free	Free	Free	Free
	4 – 15 days	3.55	7.10	10.65	94.00	188.00	282.00

	16 – 30 days	7.10	14.20	21.30	188.00	376.00	564.00
	Beyond 30 days	14.20	28.40	42.60	376.00	752.00	1128.00
2.	Transshipment & ICD - Laden & Empty						
	First 15 days	Free	Free	Free	Free	Free	Free
	16 – 30 days	3.55	7.10	10.65	94.00	188.00	282.00
	31 – 45 days	7.10	14.20	21.30	188.00	376.00	564.00
	Thereafter	14.20	28.40	42.60	376.00	752.00	1128.00

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 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.

3.4 Other Cargo Related Charges

Sl. No.	Description	Rate per M.T. or part thereof (in `.)
1.	Special Port Service Charges for Rail borne cargo both inwards and outwards except container	12.50
2.	Pollution levy for all dry bulk cargo	5
3.	Cargo Removal charges for each removal	150

SECTION – 4

STEVEDORING AND CLEARING & FORWARDING CHARGES

4.1 Charges for supply of labour / staff for Stevedoring Operations

Sl. No.	Category of worker / staff	Rate per shift or part thereof (in `.)		
		Time Rate Wages	General Levy (192%)	Total
1.	On Board Supervisor	2260	4340	6600
2.	Tally Clerk	1770	3400	5170
3.	Tindal	1620	3120	4740
4.	Maistry	1620	3120	4740
5.	Winch Driver	1620	3120	4740
6.	Signal Man	1500	2880	4380
7.	Mazdoor	1500	2880	4380

Notes:

- (1). The above charges shall be paid by the Stevedores prior to the engagement of labour.
- (2). In case of shortage of manpower in one category, the available manpower in other categories will be deployed, subject to suitability.
- (3). Time rate wages in respect of additional manpower required by stevedores shall be payable as per the schedule above.
- (4). The piece-rate incentive shall be paid by the Stevedores at actuals separately.

4.2 Piece Rate Incentive for C&F workers

Description	Rate per M.T. (in `.)
For Receipt / delivery / inter-carting	4

Note: The above charge is not applicable in case of direct delivery / shipment.

4.3 Special Levy

Description	Rate per M.T. (in `.)
Special levy to meet the wage revision arrears	1

Note: The above charge will be collected on all cargo involving deployment of cargo handling workers through Import and Export Applications.

SECTION – 5

MISCELLANEOUS CHARGES

5.1 Embarkation / Disembarkation Charges

Description	Rate per person (in `.)	
	Foreign vessel	Coastal vessel
Embarkation / Disembarkation charges (Defence personnel on duty are exempted)	100	50

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.

5.2 Charges for Hire of Port Equipment

Sl. No.	Description	Unit of levy	Rate (in `.)
1.	Tanker Trailer of 10 KL capacity	Per shift or part thereof	24,000
2.	Hopper	Per shift or part thereof	4,000
3.	Gangway	Per shift or part thereof	1,500
4.	Oil Skimmer	Per shift or part thereof	4,000
5.	Oil Barrier (per metre length)	Per shift or part thereof	250
6.	Fire Engine and gear	Per hour or part thereof	4,700
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

5.3 Charges for the use of Slipways

Sl. No.	Description	Rate per slipway per day or part thereof (in `.)
1.	Main slipway	5,000
2.	Mini slipway	3,000

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 Port.

5.4 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 `.)
1.	Single sided	3,000
2.	Double sided	5,000
3.	Neon boards	2,000

Note: The terms and conditions will be governed by the letter of permission to be issued by the Port.

5.5 Other Miscellaneous Charges

Sl. No.	Description	Unit	Rate (in `.)
1.	Charges for flushing the pipelines with seawater	Per day or part thereof	10,000
2.	Water supply to vessels at Bharathi Dock	Per M.T. or part thereof	400
3.	Charges for permitting water supply to vessels through tanker lorries by licensed agents	Per Trip	200
4.	Charges for taking photographs, shooting films, videography in the port premises		
	(i). Making Feature films / Documentary films	Per day or part thereof	75,000
	(ii). Videography		37,500
	(iii). Photography by still camera		1,000
5.	Charges for issue of Licence to the Agents for engaging private labour within the port premises		
	(i) Issue of fresh licence	Per licence per year	1500
	(ii) Renewal before expiry of licence		750
6.	Charges for issue of certificates/ documents from Port records	Per sheet	50
7.	Charges for issue of Scale of Rates	Each	100
