CENTURY PORTS LIMITED
SCALE OF RATES

Effective From: 01-Nov-2026

(Tariffs mentioned in the SOR is valid until further notice to trade)

DEFINITIONS AND CONDITIONS

This Scale of Rates sets out the charges payable to Century Ports Limited (CPL) from time to time for the use of services and facilities provided by Century Ports Limited (CPL).

1) DEFINITIONS

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

(i) **"Container"** means any marine freight container complying with all relevant prevailing ISO standards. Generally, it is designed to facilitate the carriage of goods by one or more modes without intermediate reloading; fitted with devices permitting ready handling and with unique identification numbers and markings.

(ii) **"Per Day"** means the period starting from 06:30 am of a day and ending at 06:30 am on the next day.

(iii) **"Port or Terminal"** means the Century Ports Limited (CPL).

(iv) **"CPL"** means Century Ports Limited, a company incorporated in India, its successors and assigns.

(v) **"Reefer"** means any Container for the purpose of the carriage of goods, which require refrigeration and requires to be plugged into power source in the yard.

(vi) **"Transhipment Container"** means container discharged from a vessel and placed in the custody of CPL for the purposes of shipment on another vessel declared on a transhipment manifest and Import Advance List.

(vii) **"Coastal Vessel"** means any vessel exclusively employed in trading between any port or place in India to any other port or place in India and / or having a valid coastal license issued by the Competent authority / Director General of Shipping.

(viii) **"Foreign-going Vessel"** means any vessel other than a coastal vessel, Inland vessel, boat and flat.

(ix) **"Hazardous container"** means a Container containing hazardous goods as classified under IMDG Code.

(x) **"Out of Gauge (OOG) Container"** means a Container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc. Damaged Containers and Container requiring special devices for lifting is also classified as Out of Gauge Container.

(xi) **"FCL"** means containers said to contain Full Container Load. A container having cargo of a single Importer / Exporter

(xii) **"ICD"** means Inland Container Depot.

(xiii) **"LCL"** means containers said to contain less than full container load (Container having cargo of more than one importer/exporter).

(xiv) **"Shut Out Container"** means a container, which has entered in the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for whatsoever reason.

(xv) **"Tonne"** means one metric Tonne of 1,000 kilograms or one cubic metre.

(xvi) **"VIAN"** or **"VCN"** means Vessel Identification Advise Number or Vessel Call Number, respectively, refers to the unique identification code for a vessel when it is declared for visit at CPL, issued by SMPA.

xvii) **"ICD Container"** means containers discharged from a vessel and placed in the custody of CPL for the purposes of loading on a Train/Chassis, inside the Terminal with destination as an ICD.

a. Also "ICD Container" means containers originating from an ICD which is discharged from a Train/Chassis inside Terminal and placed in the custody of CPL for the purposes of shipment on a vessel.

(xvii) **"CFS"** means Container Freight Station.

(xviii) **"Demurrage"** means charges payable for storage of cargo within Port premises beyond free period as specified in the Scale of Rates.

(xix) **"IWT Cargo"/ "IWT Container"** shall mean cargo/container, carried by Inland Vessel /barge/boat/flat through Inland Waterways but shall not include lighterage cargo/container.

(xx) **"Month"** means 30 consecutive calendar days including holidays unless otherwise specified.

(xxi) **"Week"** shall mean 7 (seven) consecutive calendar days including holidays.

(xxii) **"TEU"** shall mean Twenty Feet Equivalent Unit of Container.

(xxiii) Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the MPT Act, 2021 and the Indian Ports Act, 1908 as amended from time to time.

2) GENERAL

a) Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate

i) Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:

1. Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.

2. Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

b) 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.

c) Containers less than and up-to 20' in length will be reckoned as one TEU for the purpose of tariff.

d) In general, all charges for containers more-than 20 feet in length and up-to 40 in length will be 150% of the charges applicable for 20 feet containers.

e) Handling charges for containers more-than 40' in length and up-to 45' in length will be 200% of the charges applicable for 20 feet containers.

f) Containers other than that of standard size requiring special devices / slings / handling will be charged. Such containers will also include damaged containers and any-other type requiring special devices.

3) The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as 'coastal' or 'foreign going' for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.

a) The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as 'coastal' or 'foreign going' for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.

b) A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or Voyage issued by the Director General of Shipping and a custom conversion order.

4) 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 licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

5) 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 Licence 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.

6) All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

a) Taxes shall be applicable as per government norms extra.

b) Interest on delayed payments / refunds:
Users shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the CPL shall pay penal interest on delayed refunds.

i) The rate of penal interest will be 18% p.a. The penal interest will apply to both the CPL and the users equally.

ii) The delay in refunds by the CPL 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.

iii) The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the CPL. This provision shall, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act, 1963.

7) A premium of, 30% will be levied in case of Hazardous cargo containers

8) In case of coastal containers, concession is applicable on composite box rate. The composite box rate on all coastal containers shall not exceed 60% of the corresponding charges for normal containers. In case of transhipment of coastal containers similar concession in handling charges will be allowed with reference to applicable handling charges for normal handling operation in loading or unloading cycle.

9) In case any discount as per government guidelines to the terminal trade circulated same shall be given upon presence of circular to CPL official.

10) An amount of Rs.170/- per container will be levied on all containers (except transhipment and coastal) handled at the Major Port Trusts and terminals operating thereat towards Mandatory User Charge (MUC) for the

Logistics Data Bank (LDB) service to be rendered by DMICDC. (TAMP Order No. TAMP/46/2021-MUC dated.17th Sep 2021, Gazette notification dated.28th Sep 2021). Subject to revision from time to time as per CPL prior circular to the trade. This amount is inclusive on the consolidated charges in the schedule.

11) An amount of Rs. 415.27/- per container will be levied on all laden containers for X-RAY Scanning container. Subject to revision from time to time as per CPL prior circular to the trade. This amount is inclusive on the consolidated charges in the schedule.

12) CIDL (Common Infrastructure Development Levy), amounting to Rs. 150/-, shall be collected from all containers Handled at CPL, basis the Letter No. TFC/GZZY-241/Pre-Gate Plaza (CPP) Dated 19/03/2026. This charge in NOT included in the Consolidated THC and shall be billed separately.

13) CHARGES

i) All charges related to Laden / Empty containers including demurrage thereon shall be levied on container agents/ Main Line Operators (MLO)/ Feeder Vessel operator.

(1) However, after de-stuffing or prior to stuffing, the cargo related charges, if any, shall be levied on the owner of the cargo or his Clearing & Forwarding Agent / Handling Agent / Shipping line.

ii) The minimum weight/measurement chargeable shall be 1 tonne/1 CBM although the gross weight/measurement may be less than 1 tonne/1 CBM. In case where the charge is on weight basis and the gross weight is not an exact multiple of 100 Kgs, the same will be rounded off to the next higher multiple of 100 Kgs. Where the gross CBM includes decimals, the same should be rounded off to the next higher whole unit of CBM.

iii) In case of CBM not mentioned in the document then 1 tonne will be considered 2 CBM for calculation of rates for handling operations & demurrage / storage where applicable.

iv) Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the reference rate published by Reserve Bank of India on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into port, in case of export containers.

v) Full payment against invoice generated, and sufficient funds reserved/available for the activity, prior to the requesting of the service.

(1) For all types of container/cargo related charges, funds in tune of 25% prior to the receipt, 50%, day before the arrival of the vessel, 20% prior cargo completion, and 5% upon submission of Draft BL (in case of Bulk) or prior Sailing in case of Container.
(2) Invoice shall be raised after the sailing of the vessel.
(3) Storage/Demurrage accrued shall be billed after the exit of the Container/Cargo i.e. in Case of Export (after sailing of Vessel) and in Case of Import, after Gate Out of the Cargo.

vi) All marine related charges shall be directly paid by respective agencies to SMPA.

vii) Wherever a specific tariff for a new service/cargo/equipment/facility is not available in the notified Scale of rates of CPL and it is required to handle such cargo / provide service within short notice, CPL may define the tariff and issue a circular to the trade and perform the service. Same tariff shall be incorporated in SOR within 3 months from the circular.

viii) The consolidated charges as above include the following elements, viz Stevedoring, use of Gantry crane, use of transfer crane, lashing / unlashing, stowage planning etc., wharfage on containers and cargo, transportation and contribution towards other infrastructure.

14) APPLICATION

i) Import and Export rates shall apply when:
(1) a loaded or empty container is discharged from a vessel, eventually delivered out of CPL; or
(2) a loaded or empty container is discharged from a vessel, eventually for the purpose of shifting of on-board containers that is not destined to discharge at CPL.
(3) a loaded or empty container is received at CPL yard, eventually is shipped.

ii) Transhipment container rates shall apply to a loaded or empty container when it is discharged/loaded from the carrier onto CPL's premises and remained in the custody of CPL.

iii) Coastal Rates are, in general 60% of the foreign Rates, and shall be computed accordingly provided the charges separately expressed.

iv) In case of handling by vessel crane INR1000/TEU rebate shall be provided on the tariff.

v) In case of IWT cargo/container, Coastal Rates shall be applicable.

15) CONSOLIDATED CHARGES FOR MOVEMENT AND HANDLING OF CONTAINERS AND CONTAINERIZED CARGO

a) SECTION 1 - All-in Terminal Handling charges for all containers

i) **All-in Terminal Handling charges for Road Container**

(1) Foreign Going

Handling charges for Road Container	Foreign Going (in INR)		
	20'	40'	Over 40'
Laden Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY	9250	13592	17934
Empty Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY (inclusive documentation)	4204	6134	8064

(2) Coastal

Handling charges for Road Container	Coastal (in INR)		
	20'	40'	Over 40'
Laden Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY	5665	8410	11155
Empty Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY	4205	6220	8235

Notes: -

a) The rate given above includes handling by STS Crane (Mobile Harbour Crane), charges for transportation from quay to yard and vice-versa, charges for grounding lifts at CY and for landing or loading the container from or on to the customer's vehicle.

b) The rates are inclusive of Mandatory User Charges (MUC), Scanning Charges.

c) In case of handling by vessel crane Following Rebate applicable

Rebate		20'	40'	45'
a.	Laden	1000	1500	2000
b.	Empty	400	600	800

d) IWT Cargo/IWT Containers shall be charged Coastal Rates

ii) **All-in Terminal Handling charges for Rail Containers**

(1) Foreign Going

Handling charges for Rail Containers	Foreign Going (in INR)	
	20'	40'
Laden Container		
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY	9250	13592
Empty Container		
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY	4204	6134

(2) Coastal

Handling charges for Rail Containers	Coastal (in INR)	
	20'	40'
Laden Container		
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY	5665	8410
Empty Container		
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and two lifts in CY	4204	6134

Note: -

1) The rate given above is for handling by STS Crane (Mobile Harbour Crane), charges for transportation from quay to yard and vice-versa, charges for grounding lifts at CY and charges for transportation to rail siding/yard.

2) Charge does not include lifts at the rail yard, Terminal Handling charges at rail siding, terminal charges and haulage charges, which shall be additional to the published rates where the rail siding is located as accrued.

3) Storage charges shall be applicable after the consolidated free time accrued, during its stay in CPL and Common Rail siding operator for the port, together.

iii) **All-in Terminal Handling charges for Transhipment Containers**

(1) Foreign Going

Handling charges for Transhipment Container	Foreign Going (in INR)		
	20'	40'	Over 40'
Laden Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and one lift in CY	6706	9776	12846
Empty Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and one lift in CY	2877	4143	5409

(2) Coastal

Handling charges for Transhipment Container	Coastal (in INR)		
	20'	40'	Over 40'
Laden Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and one lift in CY	3861	5704	7547
Empty Container			
Lift On or Lift Off by STS crane including lashing and un-lashing services & Transport to CY and one lift in CY	2180	3183	4185

Note:

(i) The rate given above is for handling by STS Crane (Mobile Harbour Crane) (discharge or loading), charges for transportation from quay to yard and vice-versa and charges for grounding lifts at CY, for each Leg.

(ii) A transhipment container sent to any CFS, ICD or taken delivery locally shall be charged the local container rate.

(iii) A container originally declared as transhipment container, subsequently moved by rail or road will lose its identity as a transhipment container and shall be treated as a normal import container and prescribed charges as applicable shall be payable.

(iv) A Shut out charge as per xi) shall apply if:

- The vessel nomination is changed after berthing of the originally nominated vessel;

Or

- If the vessel nomination is changed from a later vessel to an earlier vessel.

iv) **All-in Terminal Handling charges for Hazardous Container**

(1) Handling Charges as above plus a premium of 30%

v) **All-in Terminal Handling charges for Out-of-Gauge (OOG) / Over Dimensional Containers (ODC)**

(1) Handling Charges as above plus a premium of 100%

(2) Containers which have improper lifting pockets and required slings for handling shall be considered as Over Dimensional Container and premium as above shall levied.

vi) **Stevedoring of IWT Containers**

(1) Coastal Rates shall be applicable for all IWT Containers

vii) **Charges for Handling Hatch Covers, per Lid**

Sl. No.	Foreign Going	In INR
a.	Without landing hatch cover on quay	2500
b.	With landing hatch cover on quay	4500
Sl. No.	**Coastal**	**In INR**
a.	Without landing hatch cover on quay	1500
b.	With landing hatch cover on quay	3000

viii) **Charges for Handling of Lock-Bin**

Sl. No.	Foreign Going/Coastal	In INR
a.	Charges for Lock Bin Handling	970

ix) **Charges for Re-Stowing Loaded or Empty container:**

	Foreign Going and Coastal (rate in INR)		
	20'	**40'**	**Over 40'**
Laden or Empty Container			
Shifting of Container on board within the Bay without via quay, including lashing and un-lashing services	749	1036	1323
Shifting of Container on board via quay, including lashing and un-lashing services	1235	1765	2295
OOG/HAZ	1580	2282	2984

Note: -

(i) Handling charges as is same for Foreign going and Coastal services.

(ii) Use of Terminal equipment/ services not specified in the All-in Terminal Handling Charges, as applicable, will be charged additionally as specified below. Any additional services availed will be charged as per SOR.

Sl. No.	Particulars	20'	40'	Over 40'
a.	Container Shifting (Load/Empty)	640	960	1280
b.	Lift On/Lift Off (Load/Empty)	640	960	1280
c.	MHC Operation	1185	1780	2370

x) **Charges for Reefer Containers:**

Sl. No.	Particulars	Foreign Going and Coastal (rates in INR)		
a.	**Laden Reefer Container**	**20'**	**40'**	**Over 40'**
	Per 4 hour instance or part there off	750	1000	1500

Note: - Services include plugging/unplugging, provision of electricity and monitoring of the temperature, at yard. No maintenance will be performed on malfunctioning reefers.

xi) **Charges for a VCN change:**

Sl. No.	Particulars	Foreign Going and Coastal (rates in INR)		
		20'	**40'**	**Over 40'**
a.	Per VCN Change per container	750	1500	1500

Note: -
Above charge shall apply where:
(i) An Export / Transhipment / Re-Export container is shutout and subsequently delivered out of CPL.
(ii) A container is shutout by one vessel and subsequently shipped on another vessel.
(iii) A container gated in next vessel and subsequently rollover to current vessel and shipped out.
(iv) Where a container is rollover from one vessel to another vessel due to PoD Skip (INCCU1)
(v) Boxes Left Behind/Shut out, the below condition shall be applicable
(a) Documentation charges are included in the shut-out charges.
(vi) Real Shut out, where container is loaded on-board vessel and then asked to be retained back shall have additional MHC move additional.

xii) **Charges for Extra Movement / Transportation per movement**
The charges will be applicable for shifting of containers within the terminal for other purpose and subsequent loading of containers for delivery.

Sl. No.	Particulars	Foreign Going and Coastal (rates in INR)		
		20'	**40'**	**Over 40'**
a.	Per movement (Laden/Empty)	640	960	1280
b.	Per movement (OOG)	860	1290	1725

xiii) **Charges for Inter Terminal Transfer**

Sl. No.	Particulars	Foreign Going and Coastal (rates in INR)		
		20'	**40'**	**Over 40'**
a.	Inter Terminal Transfer (Laden)	2200	3150	4200
b.	Inter Terminal Transfer (Empty)	2100	3000	4000
c.	Inter Terminal Transfer OOG (Normal Trailer)	2730	4095	5460
d.	Inter Terminal Transfer OOG (Low Bed Trailer)	15000	15000	15000
e.	Scanning movement using CPL Transport	5000	7500	

Note: -

(i) Above charges is applicable on containers arriving from/to terminals in Kolkata Port Area.
(ii) For TP Containers Discharged/Loaded other Terminal and is required to be connected to/from Vessel berthed at CPL.
(iii) Roundtrip to Scanning Area and Back to CPL, as a round trip

xiv) **Additional Charges for Handling – Rail / Transhipment (As applicable, accrued while using of the common user rail siding of the SMPA port)**

Sl. No.	Particulars	Foreign Going and Coastal (rates in INR)		
		20'	40'	Over 40'
a.	Local Haulage Charges (Laden/Empty)	1440	2880	2880
b.	Lift On / Lift Off – At Rail Siding	512	768	1024
c.	Terminal Haulage Charges @ 31.19 per Ton as applicable			

Note:

(i) Above changes will be applicable on all rail bound container movement to/from Rail siding yard to CPL terminal or vice versa.
(ii) Statutory requirements as per actuals.

xv) **Charges for Special Service Activities not explicitly specified.**

Sl.No.	Activity	20'	40' or greater than 40'	Remarks
1.	Direct Loading	1,600	2,400	On client request
2.	Fixing of Terminal Seal	300	300	
3.	Lift on/Lift Off in the CY	640	960	Per move
4.	POD Change	1,000	1,500	
5.	Survey charges	200	250	
6.	ICD Without Details – Late nominations, after discharge from the Rake or Vessel.	2,000	3,500	
7.	Change of Status / Commodity	2,000	3,500	
8.	Entry after Cut Off	500	500	
9.	Re-sealing Charges	815	1,135	
10.	Facilitation for Fumigation Charges	815	1,135	
11.	PTI Charge for reefer container	1,315	1,885	
12.	Twist Lock Cutting charges	1,500	2,250	
13.	Sticker Fixing/Removal Charges	300	300	Per sticker
14.	One Door Open Container	600	600	
15.	Terminal Seal / Sticker Use – Per Seal / Sticker	300	300	
16.	Cleaning / Sweeping of Container	500	1,000	
17.	Cable Removing Charge	500	500	Per box
18.	Plugging/unplugging of reefer container on board vessel	100	100	Per box
19.	Bundle / Unbundle of Container – Per Container.	900	1,350	
20.	Change in Door Direction	1,500	2,250	
21.	Change in IMO Class	1,500	2,250	
22.	Special Stowage / Hot Stowage	1,000	2,000	
23.	Hot Reefer / Temperature Variation	1,000	1,500	Per 4 hour instance until the Live Reefer Box does ±5 deg of set Temperature
24.	Change In – FPD / Group / Weight	2,000	3,500	
25.	Change In – Delivery Mode / Category	2,000	3,500	
26.	Re-Export of Container	2,000	3,500	
27.	De-Manifest / Re-Manifest of Container	500	500	Per instance

Sl.No.	Activity	20'	40' or greater than 40'	Remarks
28.	Real Shutout Charges	3,300	4,950	THC + Restow + all additional services till delivery will be extra
29.	Images request for container	500	500	
30.	Status Change from Import TP to Local	1,000	1,500	
31.	Status Change from Import TP to ICD	1,000	1,500	
32.	Yard Cleaning due to Leakage	15,000	15,000	
33.	Leak Cart Usage (Per Day)	25,000	25,000	
34.	DPD Charges	640	960	
35.	Man Cage Charges	1,500	1,500	Per move
36.	Facilitation Charge	1,500		Per instance
37.	Garbage Removal, arranged through CPL	10,500		Per truck trip (3 tons), or part there off
38.	Fresh water, arranged through CPL	10,500		Per truck trip (3tons), or part there off
39.	Container Stuffing/De-stuffing operation or part thereof (excluding Cars)	5,000	7,500	
40.	Container Stuffing/De-stuffing operation or part thereof for Cars	3,500	5,250	
41.	Covering/uncovering of Tarpaulin	500		
42.	Supply of Tarpaulin	50		Per square meter
43.	Forklift/ Hydra	5000		Per hour or part thereof
44.	Bagging/Re-bagging/Bleeding of cargo up to 100kgs	30		Per bag
45.	Bagging/Re-bagging/Bleeding of jumbo bags up to 1200kgs	50		Per Bag
46.	Weighment of trailer with or without container/ cargo (per weighment)	250		
47.	Delay in submission of the relevant documents beyond the prescribed time (charges are per container)	600		
48.	Additional Lashing and de-lashing charges per container	250	250	
49.	Amendment Charges, which otherwise specified	100	100	per Container/per instance
50.	Facilitating On -wheel examination of containers	500	500	
51.	MHC per Container per Move handing charges, other than activities detailed.	1185	1780	
52.	Use of Heavy lift spreader Beam for handling containerised cargo excess to 40T up to 50T	5000	7500	Per box
53.	Use of semiautomatic manual Spreader for container Handling, while using vessel crane.	500	750	
54.	Back to town charges	3300	4950	Lift On / Lift Off for receiving & delivery extra as specified.

xvi) **Charges for Handling Break bulk / Salvage Operations in Containerised vessels using Mobile Harbour Crane**

(1) INR 1,75,000 per Shipment/Parcel would be charged for every shipment. Shipment consuming time over and above 1 hour or part thereof shall be charged additionally on pro rata basis, calculated to the next half hour.

b) SECTION 2 - Storage Charges for containers and Containerised Cargo

i) Import

1) Import Laden & Empty Container

Sl.No.	Period	Foreign Rates in US $ per TEU per Day or part thereof	Costal rates in ₹ per TEU per Day or part thereof
(a)	First 5 Days	Free	Free
(b)	From 6 to 9 days	3.5	160
(c)	From 10 to 15 days	7.5	320
(d)	From 16 to 20 days	10	480
(e)	From 21 to 30 days	20	960
(f)	Beyond 30 days	40	1900

Note: -

1) All DPD boxes if not removed 72hrs, shall be removed to ports nominated CFS, at the Cost of the party.

2) Terminal reserves the right to evacuate the boxes post 15 days, to its nominated CFS, without further notice and at the cost of the party.

ii) Export

1) Export Laden Container

Sl.No.	Period	Foreign Rates in US $ per TEU per Day or part thereof	Costal rates in ₹ per TEU per Day or part thereof
(a)	First 10 Days from the receiving	Free	Free
(b)	From 11 to 15 days	3	160
(c)	Beyond 15 days	5	224

2) Export Empty Container

Sl.No.	Period	Foreign Rates in US $ per TEU per Day or part thereof	Costal rates in ₹ per TEU per Day or part thereof
(a)	First 7 Days from receiving	Free	Free
(b)	From 8 to 9 days	3.5	160
(c)	From 10 to 15 days	7.5	320
(d)	From 16 to 20 days	10	480
(e)	From 21 to 30 days	20	960
(f)	Beyond 30 days	40	1900

3) ICD by Rail Containers (Laden / Empty) (Import / Export) (other than Nepal/Bhutan)

Sl.No.	Period	Foreign Rates in US $ per TEU per Day or part thereof	Costal rates in ₹ per TEU per Day or part thereof
(a)	First 15 Days from the Export receiving or Import landing	Free	Free
(b)	From 16 to 30 days	3	160
(c)	Beyond 30 days	7	320

iii) Transhipment containers (Laden/Empty)

Sl.No.	Period	Foreign Rates in US $ per TEU per Day or part thereof	Costal rates in ₹ per TEU per Day or part thereof
(a)	First 20 Days from Import landing	Free	Free
(b)	From 21 to 30 days	3	164
(c)	Beyond 30 days	7	328

iv) Nepal / Bhutan Containers by Rail/Road

Sl.No.	Period	Foreign Rates in US $ per TEU per Day or part thereof
(a)	First 20 Days from Import landing	Free
(b)	From 21 to 30 days	20
(c)	Beyond 30 days	40

v) Hazardous containers (Import/Export/ICD/Transhipment/Nepal/Bhutan)

Sl.No.	Period	Foreign Rates in US $ per TEU per Day or part thereof	Costal rates in ₹ per TEU per Day or part thereof
(a)	First Day of actual landing / receiving	Free	Free
(b)	From 2 to 9 days	4	200
(c)	From 10 to 15 days	8	400
(d)	From 16 to 20 days	13	600
(e)	From 21 to 30 days	26	1200
(f)	Beyond 30 days	53	2399

16) Demurrage on goods detained:

The following periods shall be excluded from the calculation of any period for which free storage is allowed under this Rule viz.:

(i) Any period during which goods are detained by the CPL/ Other Statutory before being destroyed.

(ii) Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisement and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers/ Exporters.

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

on the part of the Importer/ Exporter, for such period of detention under 4 (i) and (ii), the demurrage charges shall be recovered as under:

First 45 days	Free.
46 days to 90 days	50% of actual demurrage charges
Beyond 90 days	100% of actual demurrage charges

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

The first 45 days shall be reckoned with as follows:

(a)	First 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days and,
(b)	First 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

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

(iv) Demurrage on the containerized cargo while lying in the transit area after release from the container (imports), shall be charged on the cargo released from the Container as per usual demurrage charges levied on Import Cargo after expiry of the free period.

(1) **Imports**

(a) Free period for import cargo shall be reckoned from the days following the day of discharge from the vessel.
(b) Free period for containerized cargo shall commence from the day following the day of de-stuffing.
(c) In case of salvaged goods, free period shall commence from the day following the day of salvage.
(d) Where goods are landed by the vessel into lighters, barges or other floating crafts, free days shall be calculated from the day of complete discharge of the goods from the lighters, barges or other floating craft, on the wharf or jetty.
(e) In cases where de-stuffing of loaded container being not effected within 7 days from the last day of landing of the containers, demurrage charges shall be levied on the cargo inside the containers and recovered from the Steamer Agents, at the usual rates levied on import cargo up to and inclusive of the day of de-stuffing after expiry of 7 days free period besides the storage charges, levied on containers.

(2) **Exports**

(a) Free period for export cargo shall commence from the actual date of the receipt of the goods in the Port premises.
(b) No free days shall be allowed on goods brought into Port premises and removed from there without shipment. No demurrage shall be levied for the goods brought in during the course of shipment and removed within 24 hours of shipment.
(c) In case of goods landed for transhipment the free storage period of 10 days in transit shall be counted from the last day of discharge of cargo excluding customs notified holidays and port's non-working days.

17) General Notes

i) Charges for Container more than 40' not mentioned in 15)a)xv) will be charge twice of 20' Container.
ii) Any special services like Break Bulk / Dunnage / lashing materials or additional equipment for handling will be charged additional.
iii) Prior to Movement of Export Container or Delivery of Import Container, Customer must clear all dues payable to Century Ports Limited.
iv) Goods and Service Tax and other Govt. levies will be applicable at the prevailing rates at the time of billing.

v) Any spill clean-up charges accruing on account of handling of HAZ cargo, disposal of the HAZ waste to a govt. approved waste handling facility including transportation to such facility shall be borne by the customer (Container Operator)

vi) Adequate and sufficient insurance cover to be obtained by the customer for all laden container stored in Terminal or in transit from Peer Terminals to CPL Terminal or vice- versa to cover the cargo risk against all perils. CPL shall not accept liability, unless loss / damage is proven due to fault / negligence of CPL, for any loss to cargo and/or property due to Acts of God, Flooding, Rains, Fire, Earthquake, War, Riots or Civil Disobedience, Terrorism, Acts of Governments, Normal Perils, Loss / Damage to third party associated with handling and transportation. A copy of the insurance cover obtained may be provided to CPL on request.

vii) Any Hazardous Empty Tank container should submit clean certificate; Otherwise, Empty hazardous container will treat as loaded hazardous charges.

viii) Extra charges shall be levied for the equipment supplied as applicable.

ix) The Port lands import cargo, assumes custody of it, conveys to transit space and sorts for delivery all import cargo including cargo discharged into lighters, except cargo in bulk, live animals not in crates and other cargo for which overside delivery direct from ship is permitted in special cases by the Port and the Customs Authorities.

x) In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces.

xi) In case of Cargo temporarily landed on the quay or into lighters either from a vessel berthed at Quay berth or from a vessel berthed in the moorings, Cargo shall lie at the expenses, risk and responsibility of the ship.

18) SECTION 5 – PERMIT OF PERSONNEL AND VEHICLES

i) PORT ENTRY PASS (Charges in INR)

Sl.No.	Particulars	Daily (Max 12 hrs)	Per Month	Per Quarter	Per Year
a.	Per person Permit	15	400	1100	4000

Note: -

1) Relaxation of ± 2 hours, following which a penal rate of INR 50 be Levied

ii) VEHICLE ENTRY PASS (Charges in INR)

Sl.No.	Particulars	Daily (Max 24 Hrs)	Per Month	Per Quarter	Per Year
a.	LMV - Vessel operators and statutory authorities	Free			
b.	Vehicle - Trailer / Truck (MMV/HMV)	130	3500	7000	14000
c.	Permission for vehicle (MMV/HMV) access wharf area for purpose of supply etc. for vessel at berth.	2000/per vehicle/per instance, per 6 hours or part thereof			

iii) Parking charge (Charges in INR)

Sl. No.	Particulars	First 4 hours	Beyond 4 hours or ever hour or part thereof	Remarks
a.	Vehicle Trailer / Truck for containerised cargo	Free	150	Maximum of 3000/-
b.	Vehicle Trailer / Truck for non - containerised cargo	Free	150	Maximum of 3000/-

Note: -

1) Exclusion, if the Terminal has agreed for Direct Delivery, from vessel.
2) Parking Charges applicable only for trailers and vehicles pending documentations formalities, statutory services, local traffic regulations and unauthorized detainment within the terminal premises. Operational service time during the visit shall not be considered.