

CERTIFIED TRUE COPY OF THE RESOLUTION PASSED BY BOARD OF DIRECTORS OF M/S CENTURY PORTS LIMITED AT ITS MEETING HELD ON 27TH SEPTEMBER, 2023 AT THE REGISTERED OFFICE OF THE COMPANY AT P-15/1 TARATALA ROAD, KOLKATA- 700088.

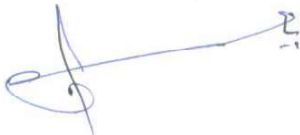
Approval of tariff for interim operation of KPD-I

The Chairman informed the Board that rejuvenation of Khidderpore Docks [KPD-I West (berth: 2, 4 & 6)] at Syama Prasad Mookerjee Port, Kolkata is set to commence shortly. The Company had approached the Port Authorities to allow interim handling of cargo during the period when the rejuvenation work continues and the same has been agreed upon. Accordingly, the Company is now required to finalize the Scale-of-Rates (SOR)/ Tariff and intimate the same to the Port Authorities. A draft of the same, already circulated amongst the Members, was tabled again for perusal of the Board. After a detailed discussion, the following resolution was passed-

“RESOLVED that the Scale-of-Rates (SOR)/ Tariff in respect of interim handling of cargo at Khidderpore Docks (KPD-I West) at Syama Prasad Mookerjee Port, Kolkata, as tabled before the Board, be and is hereby approved and that the same will be published on the website of the company on 1st October, 2023 and made effective after expiry of 30 days from the date of its publication on 31st October, 2023 to the trade.”

“RESOLVED FURTHER that Shri Ashutosh Jaiswal, Shri Keshav Bhajanka and Smt. Nikita Bansal, Directors of the Company, be and are hereby severally authorised to sign and submit the Scale-of-Rates (SOR)/ Tariff and other documents to the Port and other Authorities and disseminate the same, as may be required.”

**Certified to be True Copy
For Century Ports Limited**



Director

PORT OFFICE:

Syama Prasad Mookerjee Port Authority
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GSTN: 19AAKCC2504Q1Z9 • E-mail: info@centuryports.com

CENTURY PORTS LIMITED

SCALE OF RATES (01.10.2023) effective till COD

(Tariffs mentioned in the SOR are subject to amendments with one month 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 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.
- (vi). **“Transshipment 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 transshipment 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 IMO.
- (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 to 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”** means Vessel Identification Advise Number.

- (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 final destination as an ICD.
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.
- (xviii) **"CFS"** means Container Freight Station.
- (xix) **"Demurrage"** means charges payable for storage of cargo within Port premises beyond free period as specified in the Scale of Rates.
- (xx) **"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.
- (xxi) **"Month"** means 30 consecutive calendar days including holidays unless otherwise specified.
- (xxii) **"On Board handling Charges"** means charges on Cargo/ Commodity/ Article / Package/ Container for rendering on board services by the port in the form of supply of manpower/equipment for loading / unloading operation.
- (xxiii) **"Shore Handling Charges"** means charges on Cargo/ Commodity/ Article/ Package/ Container for rendering shore services by the port in the form of supply of labour with/without equipment for transportation of cargo from hook point to stacking point (including loading at hook point), unloading of the same at the stacking point and subsequent loading for delivery, or vice-versa and in case of mechanical receiving of cargo shall also include charges for tipping of wagon by Wagon Tippler.
- (xxiv) **"Wharfage"** means the basic dues recoverable on all Cargo/ Container landed or shipped or transhipped within the port limit and approaches or passing through the declared landing stage of the port, whether portage was provided by the port or not and shall include hooking/unhooking operation on shore, where necessary.
- (xxv). **"Week"** shall mean 7 (seven) consecutive calendar days including holidays.
- (xxvi) **"TEU"** shall mean Twenty Feet Equivalent Unit of Container.
- (xxvii). **"ODC Cargo / 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.
- (xxviii) **"Cargo Storage on Pre Booking"** shall mean Storage of cargo in the area CPL agreed against agreement / contract for keeping cargo for specific period or part thereof on the agreed rates.
- (xxix). 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

- (i). 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 Specified Period License 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.
- (ii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (iii). Taxes shall be applicable as per government norms extra.
- (iv). Interest on delayed payments / refunds:
- (a). 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.
- (b). The rate of penal interest will be 18% p.a. The penal interest will apply to both the CPL and the users equally.
- (c). 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.
- (d). 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.
- (v). A premium of, 35% will be levied in case of Hazardous cargo containers/Out of Gauge containers/ ODC container over the applicable handling charge.
- (vi). 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 transshipment 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.
- (vii). In case any discount as per government guidelines to the terminal trade circulated same shall be given upon presence of circular to CPL official.
- (viii). An amount of Rs.170/- per container will be levied on all containers (except transshipment and coastal) handled at the Major Port Trusts and terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service to be rendered by DMICDC. (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.
- (ix). An amount of 220/- per container will be levied on all laden containers (except transshipment and coastal) for X-RAY Scanning container. Subject to revision from time to time as per CPL prior circular to the trade.
- (x). All charges related to Laden / Empty containers including demurrage thereon shall be levied on container agents/ Main Line Operators (MLO)/ Feeder Vessel operator.
- 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.
- (xi). 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.

- (xii) 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.
- (xiii) 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.
- (xiv) Full payment in advance will be collected.
- (xvi) All marine related charges shall be directly paid by respective agencies to SMPA.
- (xvii) 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.

3. APPLICATION

- (i) Import and Export rates shall apply when:
- (a) a loaded or empty container is discharged from a vessel, eventually delivered out of CPL; or
- (b) 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.
- (iii) (c) a loaded or empty container is received at CPL yard, eventually is shipped.
- (i) Transhipment container rates shall apply to a loaded or empty container when it is discharged from the first carrier onto CPL's premises and remained in the custody of CPL until it is transhipped in its original status by CPL to a nominated second carrier.

SECTION – I

1. CONTAINER OPERATIONS

1.1A. COMPOSITE RATE FOR HANDLING CONTAINERS:

Sl No.	Particulars	Container length upto 20 Feet (in ₹)		Container length more than 20 feet and upto 40 feet (in ₹)		Container length more than 40 feet and upto 45 feet (in ₹)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
(a).	Laden Container - import / Export	5650	3390	8475	5085	11300	6780
(b).	Empty Container - Import / Export	1930	1158	2895	1737	3860	2316
(c).	Laden OOG Containers / OCD Container	7627	4576	11441	6864	15255	9153
(d).	Transport to Rail Flat from CY or Vice Versa and Lift on/ Lift off						
	Loaded Container	2100	2100	3150	3150	4200	4200
	Empty Container	2000	2000	3000	3000	4000	4000

Notes:

- (1). Services in case of item no (a), (b) & (c). Composite box-rate for container covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard and lift off at yard or vice versa.
- (2). Services in the case of item no. (d) above includes transportation from CY to rail siding and vice-versa.

- (3). Export Containers are to be delivered to CPL for loading before export cut off date of the vessel as declared by the feeder / main line /Coastal vessel operator. SSR (Special service request) will apply after export cut off date for gate in of export loaded/ empty container gate in on case to case basis subject to CPL/ vessel operator's approval.

1.1B. HANDLING OF TRANSHIPMENT CONTAINERS:

(In case of Normal Transshipment container, consolidated charge at the following rates shall be levied):

SI No.	Particulars	Container length upto 20 Feet (in ₹)	Container length more than 20 feet and upto 40 feet (in ₹)	Container length more than 40 feet and upto 45 feet (in ₹)
(a).	Transshipment rates if both legs are foreign (Loaded)	8500	12750	17000
(b).	Transshipment rates if both legs are foreign (Empty)	2900	4350	5800
(c).	Transshipment rates if both legs are coastal (Loaded)	5100	7650	10200
(d).	Transshipment rates if both legs are coastal (Empty)	1730	2595	3460
(e).	Transshipment rates if one leg is foreign and one leg is coastal (Loaded)	6800	10200	13600
(f).	Transshipment rates if one leg is foreign and one leg is coastal (Empty)	2300	3450	4600

Notes:

- (1). The above rates include wharfage, ship to shore transfer, transportation from quay to container yard including lift-off at the yard and subsequent transportation from container yard to quay including lift on at yard and shore to ship transfer.

1.1C. LIFT ON or LIFT OFF :

(Charges for lift on for delivery or lift off at Yard during delivery/receiving shall be levied at the following rates on all containers):

SI No.	Particulars	Container length upto 20 Feet (in ₹)		Container length more than 20 feet and upto 40 feet (in ₹)		Container length more than 40 feet and upto 45 feet (in ₹)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
(a).	Laden / Empty	640	640	960	960	1280	1280
(b).	OOG Container / ODC Container	860	860	1290	1290	1725	1725

1.1D. HATCH COVER HANDLING FOR ONE OPERATION (both opening and closing):

SI No.	Particulars	Foreign (in ₹)	Coastal (in ₹)
(a).	Without landing Hatch Cover on the quay (Per Hatch)	2500	1500
(b).	With landing Hatch Cover on the quay (Per Hatch)	4500	3000

Note:

- (1). Half the rate shall be applicable if there is only one activity, i.e. either an opening or closing operation.

1.1E. SHIFTING OF CONTAINERS ON BOARD :

SI No.	Particulars	Container length upto 20 Feet (in ₹)		Container length more than 20 feet and upto 40 feet (in ₹)		Container length more than 40 feet and upto 45 feet (in ₹)	
		Foreign going	Coastal	Foreign going	Coastal	Foreign going	Coastal
(a).	Loaded or Empty container shifted by landing and reshipping	980	980	1470	1470	1960	1960
(b).	Loaded or Empty container without landing and reshipping	530	530	795	795	1060	1060
(c).	OOG Container/ ODC Container / Hazardous Container	1300	1300	1950	1950	2600	2600

1.1F. REEFER RELATED AND OTHER GENERAL SERVICES

SI No.	Particulars	Container length upto 20 Feet (in ₹)		Container length more than 20 feet and upto 40 feet (in ₹)		Container length more than 40 feet and upto 45 feet (in ₹)	
		Foreign going	Coastal	Foreign going	Coastal	Foreign going	Coastal
(a).	Charges for supply of electricity (including connecting and disconnecting, monitoring at Reefer yard) per 4 hours or part thereof-	500	500	750	750	1000	1000

Notes:

- (1). Services include only plugging/ unplugging and monitoring of the temperature. No maintenance will be performed on malfunctioning reefers.

1.1G. CHARGES FOR A SHUT OUT CONTAINER

Where an Export container or a Transhipment container is shut out, the following rates shall apply:

SI No.	Particulars	Container length upto 20 Feet (in ₹)	Container length more than 20 feet and upto 40 feet (in ₹)	Container length more than 40 feet and upto 45 feet (in ₹)
(a).	Laden	3000	4500	6000
(b).	Empty	2500	3750	5000
(c).	OOG Container / ODC Container	4050	6075	8100

Notes:

- (1). Shut out charges apply when a container is shut out by one vessel and subsequently shipped by another vessel.
- (2). If container taken delivery (back to town) from CPL then for delivery of container lift on / lift off if applicable will be charged extra.
- (3). The storage charges shall be levied in terms of Schedule 1.11.

1.1H. ADDITIONAL CHARGES

Sl No.	Particulars	Container length upto 20 Feet (in ₹)	Container length more than 20 feet and upto 40 feet (in ₹)	Container length more than 40 feet and upto 45 feet (in ₹)
(a).	Direct Loading - Laden and Empty	1600	2400	3200
(b).	Shifting of containers within the terminal including Lift on, Transportation, Lift off Laden- Empty-	2100 2000	3150 3000	4200 4000
(c).	Cancellation of Document-(Per EIR)	100		
(d).	One door open charges- (Per container)	600		
(e).	Fixing / removal of seal (per seal)	300		
(f).	Fixing / removal of Hazardous sticker (per container)	300		
(g).	Customs inspection within the terminal (per container)	500		
(h).	Plugging / Unplugging of Reefer container (per container)	200		
(i).	Non-declaration / Mis-declaration of Hazardous container (per container)	4000		
(j).	Issuance of documents per document or part thereof (maximum of 5 pages)	200		
(k).	VIAN cancellation	1400		
(l).	Weighment of trailer with or without container/ cargo (per weighment)	250		
(m).	Delay in submission of the relevant documents beyond the prescribed time (charges are per document)	600		
(n).	Non-declaration or mis-declaration of OOG container (per container)	3500		

Notes:

- (1). Direct loading charge applies when, at the request of customers, CPL accepts an export container delivered to the terminal after the prescribed closing time or accepts the list of export containers that are already in CY before the cut off time but not included in the export advance list submitted before the cut off. This charge is in addition to all applicable charges in a normal export cycle.
- (2). 'Shifting of container' charges shall be applicable whenever there is a change in shipment status or container status involving actual shifting of the container or any shifting done at customer's request for any purpose including shifting for availing any other service provided by terminal. Shifting is a consolidated charge levied for lift on, transportation and lift off.

Change of shipment status applies when:

- (i). A transshipment container in CPL premises is changed to an import container;
- (ii). An import container in CPL premise is re-exported;
- (iii). An export container is delivered out of CPL premise;
- (iv). A local delivery container is changed to an ICD Container after landing or vice-versa.

- (v). A transshipment container whose outbound VIAN is not declared prior to berthing of the inbound carrier;
- (3). Cancellation charge for EIR applies when EIR is cancelled at the request of customer.
- (4). "One Door Open" Charge is applicable for handling container which requires only one door to be kept open and when door opening and securing is carried by the terminal.
- (5). Fixing / Removal of seal
Bottle seals shall be fixed on every container arriving at the terminal - by rail / road / sea - without a proper bottle seal on it, prior to allowing its entry. The terminal staff shall be at liberty to do this without having to obtain prior consent of the shipping lines. The list of such containers on which a seal is affixed by the terminal shall be intimated to the lines. Seals shall be removed at the request of the customer.
- (6). Fixing/ removal of 'Hazardous Sticker'
Hazardous stickers indicating the IMCO class only shall be affixed on a container (Four Stickers) carrying hazardous cargo. Similarly, old stickers on the container shall be removed from a container carrying non-hazardous cargo. In either case, the customer has to intimate in writing to CPL to undertake the said activity, within the terminal.
- (7). Customs Inspection
The inspection of a container shall be allowed at a nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision.
- (8). Plugging / Unplugging of Containers
The Plugging / unplugging of reefer containers on board the vessel / truck shall be done at the request of the customer.
- (9). Non-Declaration/ Mis-declaration of Hazardous Container
The Customer has to declare the hazardous nature of the cargo as per the IMCO rules and furnish the relevant hazardous details to CPL. The charges are for non declaration/ mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAG, correct technical name, contact details of the person in case of emergency.
- However, the liabilities and costs towards the consequences arising due to non-declaration or mis-declaration shall be on the customer's account.
- (10). Issuance of documents
The charge is towards Additional documents issued by the Terminal apart from the normal routine Terminal Reports (Vessel reports /yard report/ reefer report etc) forwarded to the line.
- (11). Cancellation of VIA
Cancellation of VIA applies when the VIAN allocated by CPL is subsequently cancelled on request by Vessel Operator for reasons whatsoever.
- (12). Weighment of Trailer with or without Containers/Cargo
The service of weighment of trailers/truck is an optional service and shall be offered on the request of the users. The charge includes issuing of the requisite certificate with the weight indicated on it.
- (13). Delay in submission of the relevant documents
The relevant documents include Import and Export Advance Lists, Hazardous Manifests, Restows, Import Bay plans and any other document that may be required and declared in due course for smooth operations. The time limit for submission of documents will be notified in advance by CPL and any notification thereto will be carried out in consultation with users.
- (14). Non-Declaration/ Mis-declaration of OOG Container/ ODC Container
The Customer has to declare the dimensions of the container prior to its arrival in the terminal with complete details viz. over high, over width, over length, and gross weight along with the Advance List, for proper planning and execution of operation in the terminal.

1.1I. CHARGES FOR STORAGE OF CONTAINERS

1.1I.1. Import Laden Container

SI 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 3 Days	Free	Free
(b).	From 4 to 9 days	3	160
(c).	From 10 to 15 days	7	320
(d).	From 16 to 20 days	10	480
(e).	From 21 to 30 days	21	960
(f).	Beyond 30 days	43	1919

1.1I.2. Import Empty Container

SI 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 3 Days	Free	Free
(b).	From 4 to 9 days	3	164
(c).	From 10 to 15 days	7	328
(d).	From 16 to 20 days	11	492
(e).	From 21 to 30 days	14	656
(f).	Beyond 30 days	22	984

1.1I.3. Export Laden Container

SI No.	Period	Foreign Rates in US \$ per TEU per Day or part thereof	Coastal 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

1.1I.4. Export Empty Container

SI No.	Period	Foreign Rates in US \$ per TEU per Day or part thereof	Coastal rates in ₹ per TEU per Day or part thereof
(a).	First 3 Days from receiving	Free	Free
(b).	From 4 to 9 days	3	164
(c).	From 10 to 15 days	7	328
(d).	From 16 to 20 days	11	492
(e).	From 21 to 30 days	14	656
(f).	Beyond 30 days	22	984

1.1I.5. ICD Containers (Laden / Empty) (Import / Export)

SI 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 the Export receiving or Import landing	Free	Free
(b).	From 21 to 30 days	3	160
(c).	Beyond 30 days	7	320

1.11.6. Transhipment containers (Laden)

SI No.	Period	Foreign Rates in US \$ per TEU per Day or part thereof	Coastal 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

1.11.7. Shut Out Containers (Laden / Empty)

No Demurrage free period shall be allowed for export load container / stock container / empty container received at docks for shipment but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified, thereafter, till the date of removal from port premises.

1.11.8. Hazardous containers (Import/Export/ICD/Transhipment/Nepal/Bhutan)

SI No.	Period	Foreign Rates in US \$ per TEU per Day or part thereof	Coastal 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

1.11.9. Nepal / Bhutan Containers

SI No.	Period	Foreign Rates in US \$ per TEU per Day or part thereof
(a).	First 15 Days from Import landing	Free
(b).	From 16 to 20 days	10
(c).	From 21 to 30 days	21
(d).	Beyond 30 days	43

Notes:

- (1). Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container and for export containers the free period shall commence from the time container enters the terminal.
- (2). For the purpose of calculation of free period, Customs notified holidays and the Terminal's non-operating days shall be excluded. Sundays shall not be excluded for the purpose of calculation of the free period unless customs notified holiday or CPL non-operating days fall on Sundays. After demurrage begins to accrue, no allowance would be made for customs notified holidays or CPL non-operating days.
- (3). Transhipment containers whose status is subsequently changed to local FCL/LCL or ICD container shall be levied storage charges at par with the relevant import containers.
- (4). For over dimensional container, the storage charge shall be based on the actual number of ground slots the respective container occupies under the respective slab as given above.
- (5). Total storage period for shut out container shall be calculated from the day following the day when the container has become shut out till the day of shipment / delivery.

- (6). The storage charges on abandoned 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 the container, whichever is earlier subject to the following conditions:
- (i). The consignee can issue a letter of abandonment at any time.
 - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to following:
 - (a). the Line shall resume custody of container along with cargo and either take it back or remove it from the port premises; and
 - (b). the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
 - (iii). The container Agent /MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on the container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
 - (iv). Where the container is seized/confiscated by the Customs Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day 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 Line/consignee from the terminal premises to the Customs bonded area and in that case, the storage charge shall cease to apply from the day of such removal.
- (7). The storage charge shall not accrue for the period during which CPL cannot effect delivery of Import container or shipment of export container when requested by the user.
- (8). Charges under section 1.11 is defined per TEU rates in US \$ or INR as applicable. For 40 feet container and 45 feet container charges will be 200% and 300% respectively as per schedule 1.11. In case of OOG/ODC container then charges will be 200% of the rate applicable for respective size & type of container.

1.1J. CHARGES FOR REMOVAL OF GARBAGE

A consolidated charge of ` 10,500/- per truck trip (10 Tonne) Or part thereof shall be payable for removal of garbage collected on board of ship.

SECTION – II

2. OTHER SERVICES

2.1.1. PORT ENTRY PASS (Charges in INR)

SL No	Particulars	Daily (Maximum 12 hrs)	Daily 24 Hrs	Monthly	Quarterly	Yearly
1	Per person Permit	10	18	250	750	2500

2.1.2. VEHICLE ENTRY PASS (Charges in INR)

SL No	Particulars	Daily 24 Hrs	Monthly	Quarterly	Yearly
1.	Vehicle Trailer / Truck	120	3000	6500	12200

SECTION – III

3. CARGO RELATED CHARGES (DRY BULK / BREAK BULK / PROJECT CARGO / PROJECT EQUIPMENTS)

3.1. WHARFAGE

Wharfage on Foreign/ coastal cargo landed/ shipped at any place within CPL KPD-1 West shall be levied at the following rates, except where specified otherwise (Parcel weight upto 1 tonne):				
Item No.	Nomenclature	Unit	Mechanical Handling (in INR)	Non Mechanical handling (in INR)
1.	Finished Fertilizers, all type of Food Grains, Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other , forms of iron ore handled in dry bulk mode aluminium ingots, pig iron, sugar, limestone and other cargo not specified except coal in any form, petroleum/ gas, dirty cargo falling under dry bulk break bulk	Per Tonne	175.	110
2.	Iron & Steel : Pipes & Tubes	Per Tonne	93	
3.	Log, Timber, Veneer	Per CBM or part thereof	160	
4.	Car: Any rubber tyred vehicle; Cargo moving equipment; Earth- moving equipment;	Per Unit	6050	
5.	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	Per Tonne	315	

3.2. Demurrage Charges/ Storage Charges

3.2.1. Free storage period in the transit accommodation

SI No.	Particulars	Free Period
(a).	Import Cargo	
	i. Import cargo	3 days
	ii. Project cargo	3 days
(b).	Export cargo	15 days
(c).	Goods landed for transshipment	10 days

Notes:

(1) Free period prescribed above excludes Customs notified holidays and Port's non-working days.

3.2.2. (a). Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: (Per Tonne per day or part thereof in INR)

SI No.	Particulars	For the 1 st 15 days	16 th day onwards
(a).	Hazardous – 1	225	260
(b).	All other cargo	60	120

(2)

3.2.2. (b). Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates: (CBM Per day or Part thereof in INR)

SI No.	Particulars	For 1 st 7 Days	8 th to 14 th day	15 th onwards
(a).	Log, Timber, Veneer	8	16	24

3.2.2. (c). Demurrage on Export cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: (Per Tonne per day or part thereof in INR)

SI No.	Particulars	For the 1 st 15 days	16 th day onwards
(a).	Hazardous – 1	225	260
(b).	All other cargo	60	120

(3) Imports:

(i) Free period for import cargo shall be reckoned from the days following the day of discharge from the vessel.

(ii) Free period for containerized cargo shall commence from the day following the day of de-stuffing.

- (iii) In case of salvaged goods, free period shall commence from the day following the day of salvage.
- (iv) 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.
- (v) 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 leviable on import cargo upto and inclusive of the day of de-stuffing after expiry of 7 days free period besides the storage charges, leviable on containers.

(4) Export:

Free period for export cargo shall commence from the actual date of the receipt of the goods in the Port premises.

- (5) 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.
- (6) In case of goods landed for transshipment 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.

Note:

- (1) In case of goods for which wharfage charges are collected on 'ad valorem' basis, demurrage shall be levied on 'per tonne' basis. In all other cases demurrage shall be levied on 'per tonne' basis or 'per cubic meter' basis as the case may be based on the wharfage charges collected.
- (2) For goods lying in Open space/ Area 50% of charges mentioned above shall be levied.
- (3) If operational area is leased on rental to users, demurrages on cargo stored therein shall not be levied again.

(4) 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 appraisal 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 leviable.

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.

- (5) 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 leviable on Import Cargo after expiry of the free period.

SECTION – IV
CHARGES FOR CARGO STORAGE ON PRE BOOKED AREA

SI No.	Particulars	Unit	Rate (in INR)
(a).	Storage- sheds: Transit sheds and storage sheds, warehouses and all covered spaces including warehouse behind G.C.B. (Including Municipal Taxes and electricity charges)	Per 100 Sq. Mtrs	150/- per Sq. Mtrs per month or part thereof
(b).	Storage fee for Open Space (Including Municipal Taxes and electricity charges)	Per 100 Sq. Mtrs	100/- per Sq. Mtrs per month or part thereof

SECTION – V
(UPFRONT TARIFF)

1. CONTAINER OPERATION

1.1. (On board container operation charges)

SI No.	Particulars	Container length upto 20 Feet (in ₹)		Container length more than 20 feet and upto 40 feet (in ₹)		Container length more than 40 feet and upto 45 feet (in ₹)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
(a).	Laden Container - import / Export	1750	1050	2625	1575	3500	2100
(b).	Empty Container – Import / Export	1000	600	1500	900	2000	1200
(c).	Laden OOG Containers / ODC Container	2360	1420	3540	2130	4730	2840

1.2. Documentation charges 175/- (in ₹) will be applicable per container against all on board/ off shore/ receiving / delivery operation where applicable.

1.3. For the Barge Operations the handling charges will be 1.4 times for On Board container operations charges.

2. CARGO OPERATION

2.1.. Charges for handling cargo (On Board Operation):

The handling charges prescribed herein below shall be levied for the following cargo items in addition to levy of wharfage for handling of cargo in On Board Operation.:

- (i) Machinery (import)
- (ii) Timber logs & wood items (import)
- (iii) All varieties of refractory raw materials in bags/ cases (import) and General cargo and bagged cargo (imports)

SI No.	Particulars – BREAK BULK	Unit	Foreign in ₹	Coastal in ₹
(a).	Bagged Cargo	Per Tonne	423	253
(b).	Jumbo Bags	Per Tonne	403	239
(c).	Iron & Steel	Per Tonne	422	206
(d).	Timber logs	Per Tonne	449	233
(e).	Mixed General Cargo including Project cargo machinery	Per Tonne	523	333

SI No.	Particulars – DRY BULK	Unit	Foreign in ₹	Coastal in ₹
(a).	Fertilizer raw materials	Per Tonne	330	197
(b).	All other cargo except coal	Per Tonne	305	180

Notes:

(1) The handling charges specified are inclusive of equipment hire charges.

2.2. Charges for handling cargo (Shore Operation):

The handling charges prescribed herein below shall be levied for the following cargo items in addition to levy of wharfage for handling of cargo in Shore Operation:

- (i) Machinery (import)
- (ii) Timber logs & wood items (import)
- (iii) All varieties of refractory raw materials in bags/ cases (import) and General cargo and bagged cargo (imports)

SI No.	Particulars - BREAK BULK	Unit	Foreign in ₹	Coastal in ₹
(a).	Bagged Cargo	Per Tonne	128	76
(b).	Jumbo Bags	Per Tonne	228	136
(c).	Iron & Steel	Per Tonne	230	138
(d).	Timber logs	Per Tonne	241	144
(e).	Mixed General Cargo including Project cargo machinery	Per Tonne	282	169

SI No.	Particulars - DRY BULK	Unit	Foreign in ₹	Coastal in ₹
(a).	Fertilizer raw materials	Per Tonne	88	52
(b).	All other cargo except coal	Per Tonne	200	120

Notes:

(1) The handling charges specified are inclusive of equipment hire charges.

2.3. Charges for handling cargo (Receiving / Delivery):

The handling charges prescribed herein below shall be levied for the following cargo items in addition to levy of wharfage for Receiving / Delivery of cargo from Port:

- (i) Machinery (import)
- (ii) Timber logs & wood items (import)
- (iii) All varieties of refractory raw materials in bags/ cases (import) and General cargo and bagged cargo (imports)

SI No.	Particulars - BREAK BULK	Unit	Handling in ₹
(a).	Bagged Cargo	Per Tonne	95
(b).	Jumbo Bags	Per Tonne	130
(c).	Iron & Steel	Per Tonne	170
(d).	Timber logs	Per Tonne	95
(e).	Mixed General Cargo including Project cargo machinery (foreign)	Per Tonne	210
(f).	Mixed General Cargo including Project cargo machinery (Coastal)	Per Tonne	165

SI No.	Particulars - DRY BULK	Unit	Handling in ₹
(a).	Fertilizer raw materials	Per Tonne	90
(b).	All other cargo except coal	Per Tonne	90

Notes:

(1) The handling charges specified are inclusive of equipment hire charges.

2.4.. Cargo temporarily landed and reshipped by the same vessel:

Description	Unit	Rate (in ₹)
When handled by CPL	Per MT or part thereof	110.00

Notes to 2.1. , 2.2., 2.3., and 2.4.

- (i) All rates applicable for parcel weight upto three tonne only. If parcel weight above three tonne additional rates will be applicable as per Section - V, Point No: 3.
- (ii) Extra charges shall be levied for the equipment supplied as applicable.
- (iii) The Port does not assume custody of the Export Cargo.

- (iv) 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.
 - (v) In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces.
 - (vi) 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.
3. Container Stuffing / De-stuffing operation will be charged 5000/- (in ₹) per TEU where applicable for executing operation.
 4. Container Stuffing / De-Stuffing (only Car) will be charged 3500/- (in ₹) per TEU where applicable for executing operation.