

DEENDAYAL PORT TRUST
SCALE OF RATES

CHAPTER – I
Definitions and General Terms & Conditions

1.1. Definitions – General

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

- (i). “Coastal vessel” shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping/ Competent Authority.
- (ii). “Demurrage” shall mean charges payable for storage of cargo within port premises beyond free period, as specified in the Scale of Rates.
- (iii). “Foreign-going vessel” shall mean any vessel other than Coastal vessel.
- (iv). “Full Container Load” “(FCL)” shall mean a container having cargo of one Importer/ Exporter.
- (v). “Hazardous Chemicals” mean and include the chemicals referred under Schedule I, Schedule II and Schedule III of Manufacture, Storage and import of Hazardous Chemicals Rules, 1989 framed under Environment (Protection) Act, 1986 and Rules, as applicable from time to time.
- (vi). “Less than a Container Load” “(LCL)” shall mean a container having cargo of more than one Importer/Exporter.
- (vii). “Port area” means the custom bonded area of the Port.
- (viii). “Month” shall mean a period of time extending from one date to a corresponding date in the next calendar month.

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 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 licence 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 & Customs - Circular No 15/2002-Cus dated 25th February 2002 allows carriage of coastal cargo from one Indian Port to another Indian Port in India, in Indian flag foreign going vessels without any Custom Conversion.
- (b). In case of Foreign flag vessels 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 from any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
- (iv). 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 classifying into 'coastal' or 'foreign-going' category 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.
- (v). (a). All dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms into its equivalent Indian Rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector banks as may be specified from time to time.
- (b). The day of entry of the vessel into 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.
- (vi). A regular review of exchange rate shall be made once in 30 days from date of arrival in the cases of vessels staying in the Port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (vii). For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
- (viii). Interest on delayed payments / refunds:
- (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 15% per annum.
- (b). Likewise, the Port Trust shall pay penal interest on delayed refunds. The rate of interest will be 15% per annum.
- (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 user, 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 DPT. This provision shall, however, not apply to the cases where payment is to be made before availing the services/ use of Port Trust's

- properties as stipulated in the Major Port Trust Act, 1963 and/ or where payment of charges in advance is prescribed as a condition in this Scale of Rates.
- (ix). User will not be required to pay charges for delays beyond a reasonable level attributable to the Port.
 - (x). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
 - (xi). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
 - (xii). An LCL container coming in and going out of the DPT as a unit load will be regarded as an FCL for the purpose of levying charges.
 - (xiii).
 - (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebate and discounts are floor levels. The Port Trust may, if so desires, charge lower rates and or allow higher rebates and discounts.
 - (b). The Port Trust may also, if it so desires, rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
 - (c). The Port Trust 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 this Authority.
 - (xiv).
 - (a). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
 - (b). The cargo/ container related charges for all coastal cargo/ containers, other than thermal coal and POL including crude oil, iron ore and iron ore pellets should not exceed 60% of the normal cargo/ container related charges.
 - (c). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, and transfer from/ to quay to/ from storage yard as well as wharfage on cargo and containers.
 - (d). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupees.
 - (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.
 - (xvi). Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014:
 - (a). "Coastal vessels" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ Competent Authority.
 - (b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.

- (c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
- (d). In respect of POL/ Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
- (e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
- (f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
- (g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
- (h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
- (i). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.
- (j). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate format for coastal and foreign vessels.”
- (xvii). (a). The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 May, 2020 subject to the DPT achieving the performance standard notified along with the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in the 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 DPT to be intimated by the port to the concerned users and to 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.
- (xix). (a). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (b). Coastal goods transported between an Indian Port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (c). The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.
- (xx). Applicable Vessel Related Charges of Kandla Division shall be applicable for marine related services provided by Deendayal Port at Dry Bulk Terminal for dry bulk terminal commissioned by Adani Kandla Bulk Terminal Private Limited (AKBTPL) at Tuna / Tekra.

CHAPTER - II VESSEL RELATED CHARGES

1. SCHEDULE OF PORT DUES

Sr. No.	Rate per GRT				Frequency of payment in respect of the same vessel
	Kandla		Vadinar		
	Coastal vessel (in `)	Foreign-going vessel (in US \$)	Coastal vessel (in `)	Foreign-going vessel (in US \$)	
1.	11.5707	0.4681	2.38	0.096	The due is payable on each entry into the port

Notes:

- (1). Port Dues of a vessel will be assessed on her total GRT at the rate shown against the relevant vessel group according to GRT of that vessel.
- (2). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of the International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.
- (3). A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.
- (4). A vessel entering the port but not discharging or taking in any cargo or passenger therein (with the exception of such unshipment and reshipment as may be necessary for the purposes of repairs) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (5). A LASH vessel making a 'second call' to pick up empty and/ or laden fleeting LASH barges shall be treated as vessel entering a Port, but not discharging or taking any cargo or passenger therein, and shall not be charged any Port Dues.
- (6). Port dues shall be levied at 50% of the above rates in the following cases:

- (i). Vessel entering the port for taking any provisions, water, etc. for her own consumption.
- (ii). Telegraph vessel.
- (7). No Port dues shall be chargeable in respect of:
- (i). any pleasure-yacht; or,
- (ii). any vessel which having left any port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.
- (iii). Vessel entering the Port for taking Bunker for her own consumption.
- (8). Dedicated daughter vessels employed due to draft restriction at the Deendayal port for the purpose of shuttling down between the Vadinar lighterage point and the Deendayal port shall be treated as 'coastal vessel' if they possess valid Coastal Licence. Further, no Port Dues shall be levied on them at Kandla if Port Dues are levied at Vadinar.
- (9). Vessel which enters the port for not handling any cargo and lays up in the Port without approval of the Port shall be charged 10 times the Port Dues and Anchorage charges as applicable under 3.3 (4).
- (10). Single Port dues on Per Visit/Call at Port shall be levied, in case vessel arrives different terminals i.e. Kandla, Tuna and Vadinar. However, highest rate amongst all Terminals shall be levied, where the vessel has carried out cargo handling operations.
- (11). Following rebates to Container vessels shall be granted till 31.12.2020.

(i)	Foreign Container Vessels	Upto 40000 GRT	50%
(ii)	Foreign Container Vessels	40001 to 65000 GRT	75%
(iii)	Foreign Container Vessels	65001 GRT onwards	80%
(iv)	Coastal Container Vessels		40% on the prevailing charges of coastal vessels

2.1. SCHEDULE OF PILOTAGE FEES

Sr. No.	Slabs of GRT	Rate per GRT			
		Kandla		Vadinar	
		Coastal vessel (in `)	Foreign-going vessel (in US \$)	Coastal vessel (in `)	Foreign-going vessel (in US \$)
1.	Upto 30,000 GRT	23.5258	0.9516	13.69	0.554
2.	30,001 – 60,000 GRT	7,05,776 + 18.7959 per GRT over 30000 GRT	U.S.\$ 28,548.66 + U.S.\$ 0.7603 per GRT over 30000 GRT	4,20,717.05 + 11.189 per GRT over 30000 GRT	U.S.\$ 17017.82 + U.S.\$ 0.4525 per GRT over 30000 GRT
3.	Above 60000 GRT	12,69,653.42 + 13.9777 per GRT over 60000 GRT	U.S.\$ 51,357.17 + U.S.\$ 0.6647 per GRT over 60000 GRT	7,56,395.40 + 9.8440 Per GRT over 60000 GRT	U.S.\$ 30590.80 + U.S.\$ 0.3982 per GRT over 60000 GRT

2.2. MISCELLANEOUS PILOTAGE FEES

Sr. No.	Items	Rate at Kandla Division		Rate at Vadinar Division	
		Coastal vessel (in `)	Foreign-going vessel (in US \$)	Coastal vessel (in `)	Foreign-going vessel (in US \$)
1	Inward or Outward pilotage cancellation fees (with notice of less than 3 hours).	13,770.29	557.05	9080.95	367.353
2	Pilot going to Pilot Station to pilot incoming vessel and returns back due to non-arrival of vessel	22,721.23	946.65	14983.73	606.138
3	Pilot boarding an outgoing vessel or leaving in the craft for the vessel in mooring or stream for pilotage and has to return back due to non-readiness of vessel.	22,721.23	946.65	14983.73	606.138
4	Cancellation of shifting of vessels	31,391.44	1,288.20	20701.38	849.514

	(with notice of less than 3 hours)				
5	Services rendered by Pilot to a vessel at OTB / Pilot Station for double banking, etc.	25% of Pilotage fees		25% of Pilotage fees	
6	Attendance fees if Pilot is required to attend a ship at the request of the master or the agent or by the DPT's authorized official for work other than piloting the ship in or out of the harbor or other than berthing or unberthing or shifting of the vessel.	2,272.57 per hour or part thereof	91.93 per hour or part Thereof	1,535.53 per hour or part Thereof	62.12 per hour or part Thereof
7	Pilot detained in the Port Launch for more than half an hour before boarding the vessel.	3,649.6 per hour or part thereof	147.64 per hour or part thereof	2465.95 per hour or part thereof	99.76 per hour or part thereof
8	Pilot detained on board the vessel to be piloted in or out or shifted for more than 15 minutes.	11,395.09 per hour or part thereof	460.97 per hour or part thereof	7,699.38 per hour or part thereof	311.46 per hour or part thereof

Notes:

- (1). Pilotage fees of a vessel shall be assessed on her total GRT (Gross Registered Tonnage) at the rate shown against the relevant vessel groups according to GRT of that vessel.
- (2). Pilotage-cum-towage fees shall include one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting of vessels for 'Port convenience'. The pilotage charges should be bifurcated separately for inward/outward at 50% of the prescribed rate.
- (3). Shifting within the harbour at the request of the vessel shall be charged at 50% of the applicable one side Pilotage fee.
- (4). In case of shifting of a vessel at Offshore Oil Terminal, Vadinar from Essar Jetty to Essar Jetty only 25% of the Pilotage-cum-towage fees shall be charged.
- (5). No charges shall be levied for shifting of a vessel for port convenience.
 - (i). "Port convenience" is defined to mean the following:
 - (a). If a working cargo vessel at berth or /mooring is shifted / inberthed for undertaking 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 is also considered as "SHIFTING FOR PORT CONVENIENCE".
 - (b). If a working cargo vessel is shifted from berth to accommodate on ousting priority, vessels which are exempted from bearing shifting charges, such shifting shall treated PORT CONVENIENCE".
 - (c). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
 - (d). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE".

- (e). Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE".
 - (f). Whenever a vessel is shifted to accommodate another vessel on account of commodity restriction on any berth imposed by Port, it be considered as "shifting for Port convenience"
 - (g). Whenever a vessel is shifted to accommodate another vessel on account of handling restrictions on any berth imposed by Port, it be considered as "shifting for Port convenience".
 - (h). Whenever a Vessel is shifted to/from anchorage due to tidal restrictions, it will be considered as shifting for Port convenience.
 - (i). Whenever a Vessel is shifted on account of Draught restrictions in the channel/bar it will be considered as shifting for Port convenience.
 - (j). Whenever a Vessel is shifted to accommodate any other Vessel due to difference in draught at different berths/moorings it will be considered as shifting for Port convenience.
 - (k). Whenever a Vessel is shifted to anchorage due to variation in permissible draught for day and night pilotage it will be considered as shifting for Port convenience.
 - (l). Whenever a Vessel is shifted to anchorage due to allotted berth being occupied it will be considered as shifting for Port convenience.
 - (m). Whenever a Vessel is shifted to anchorage to prevent idling of berth it will be considered as shifting for Port convenience.
 - (n). Shifting a Vessel carried out prior and after making fast buoy moorings for reasons other than the Vessel not being in readiness will be considered as shifting for Port convenience.
 - (o). Shifting a Vessel from anchorage to anchorage for Navigational convenience will be considered as shifting for Port convenience.
 - (p). If a Vessel is shifted due to mal-functioning of Port equipment, clearance of berth, etc. it will be considered as shifting for Port convenience.
 - (q). Chairman, DPT is authorised to enlist any eventuality including commodity and handling restrictions as Port convenience based on the recommendation of a Committee constituted for the same from time to time.
 - (r). Whenever a Vessel is shifted from berth to berth and has to be dropped at anchorage during pilotage due to tide, other berth being occupied etc., it will be considered as shifting for Port convenience.
 - (s). Shifting of vessels in order to avoid multiple shifting in the following day/s will be considered as shifting for Port convenience.
 - (t). Shifting of vessels in order to accommodate vessel declared for clean cargo berth will be considered as shifting for Port convenience
 - (u). Shifting of vessel due to cargo accommodation, as storage provided by Port for full manifested quantity will be considered as shifting for Port convenience.
- (ii). Whenever a vessel is shifted from berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the

same is paid by the vessel enjoying the ousting priority or the shifting is treated as for PORT CONVENIENCE when the priority vessel is exempted from payment of such charges. However, this benefit will not be applicable in the following cases:

- (a). Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - (b). Vessels using the berth exclusively for overside loading/ discharge.
 - (c). Vessels which are idling at berth without doing any cargo handling operations.
- (6). Additional Pilotage fees shall be levied for vessels shifting to Outer Tuna Buoy (OTB). This will not be charged, however, if the vessel sails out from OTB.
 - (7). Additional Pilotage fees shall be levied in case vessel needs shifting to Vadinar road outer anchorage at Offshore Oil Terminal Vadinar.
 - (8). When the vessel is shifted/removed to OTB for the convenience/ ousting priority of another vessel, the vessel for whose convenience the shifting takes place shall pay Pilotage fees, as applicable.
 - (9). Any pilotage carried out with restricted engine power, shall be charged at one and half times of the said piloting charges and for piloting a vessel under "cold move" with the assistance of the tug, Pilotage fees shall be levied at double the rates of the said pilotage charges prescribed in the Schedule of Pilotage fees.
 - (10). Pilotage will not be compulsory in case of vessels upto and below 200 GRT. Such vessels may, however, ask for pilot if they so desire on payment of fees as specified in the Schedule of Pilotage fees.
 - (11). Pilotage will not be compulsory for the vessels licensed under the Kandla Harbour Craft Rules, 1955 except at the time of initial entry and final departure outward.
 - (12). Whenever vessels from the Port are shifted to OTB during exigencies of cyclone/ flood/ natural calamities, no Pilotage fees will be recovered for such shifts.
 - (13). Whenever vessels from the SBMs/ Jetties are shifted to Vadinar road outer anchorage within the port limits at Vadinar during exigencies of cyclone/ food, natural calamities, no pilotage fees will be recovered for such shifts.
 - (14). The rates specified in this schedule are for pilotage from upto First set of Buoys (Nos. 2 & 3 for Kandla & Fairway Buoy for Tuna Tekra).
If, however, the vessel requires the Pilot to board the vessel beyond this point, Pilotage fees at double the rates as specified in this schedule shall be levied. Boarding of pilots shall be restricted to maximum of 9.66 kilometers (6 miles) seaward from pilot station (Outer Tuna Buoy).
 - (15). When the pilot is required to attend the vessels which are grounding, drifting, etc. attendance fees of `2272.67 per hour or part thereof for coastal vessel and US \$ 91.9327 per hour or part thereof for foreign-going vessel for both Kandla and Vadinar Division shall be levied. For the services of tug requisitioned to attend/tow such vessels, or other vessels for any other reasons, the tug hire charges at the rate prescribed in the Scale of Rates shall be leviable.
 - (16). The Agent will file the inward/ outward/ shifting pilot memo with a notice of 4 hours. Amendment of the pilot memo within three hours is allowed if the changes are made for the same tide. However, if changes are required for next tide, cancellation memo would be required to be filed with a minimum notice of 3 hours.
 - (17). Where the DPT or its authorised official is satisfied that the pilot cannot be posted at the time mentioned in the requisition due to non-availability of berth for the incoming ships or due to tide timings and the like, the time and date for boarding the vessel by the pilot shall be fixed by the DPT or its authorised official.

- (18). No requisition will, however, be required if a pilot is required to shift/attend a vessel in an emergency beyond the control of a Master of the vessel, such as fire on board, dragging of anchor, and the like.
- (19). In case of pilot detention on board, the pilot will obtain an endorsement from master of the vessel. In case the master of the vessel refuses the endorsement, the pilot may put a remark in the pilot certificate and the Pilot detention charges are leviable.
- (20). When a vessel at berth is required to be shifted to another by an incoming vessel agency's request for a specific berth, such requesting agent will pay only shifting charges for berth to berth. However, during the course of shifting if any additional services are rendered due to the deficiency of the vessel, all such services shall be charged at the applicable rates on the vessel which is actually deficient.
- (21). Charges of tugs and other equipments used during piloting is covered under the pilotage charges for any number of equipments/ crafts used. Usage of equipments/ crafts due to defect in Vessel would be chargeable.
- (22). In case of improper/ unsafe Pilot ladder, improper Boarding/ disembarking arrangements, inability to provide Combination Ladder when Free Board of vessel is greater than 9 mtrs following charges @ 500 \$ for Foreign vessel and `20,000/- for coastal vessels will be levied.
- (23). Following rebates to Container vessels shall be granted till 31.12.2020.

(i)	Foreign Container Vessels	Upto 40000 GRT	50%
(ii)	Foreign Container Vessels	40001 to 65000 GRT	75%
(iii)	Foreign Container Vessels	65001 GRT onwards	80%
(iv)	Coastal Container Vessels		40% on the prevailing charges of coastal vessels

3.1. A. SCHEDULE OF BERTH HIRE CHARGES FOR NON CRANE GENERAL CARGO BERTHS AND LIQUID CARGO BERTHS AT KANDLA DIVISION.

Sr. No.	Rate per GRT per 1 hour or part thereof			
	Non Crane General Cargo Berths		Liquid Cargo Berths	
	Coastal vessel (in `)	Foreign-going vessel (in US \$)	Coastal vessel (in `)	Foreign-going vessel (in US \$)
1.	0.125	0.0051	0.1700	0.0071

3.1. B. SCHEDULE OF BIRTH HIRE CHARGES FOR SAILING VESSELS, LAUNCHES, TUGS, SMALL CRAFTS, BARGES ETC. AT KANDLA DIVISION.

Sr. No.	Particulars	Coastal Vessel (In `)	Foreign-going Vessel (In US \$)
1	Sailing vessels, launches, tugs, small crafts, etc. using south, north and west wharves of Bunder Basin, Maintenance Jetty, Ferry Berths and Service Jetty at OOT (per 1 hour or part thereof).	23.9644	0.9694
2	Vessels licenced under the Kandla Harbour Craft Rules, 1955. For use of quay berth or any berth wharf or jetty (per GRT per 1 Hour or part thereof)	0.0643 (subject to a minimum of 183.54)	0.0026 (subject to a minimum of US \$7.4247)
3	Berth hire/ mooring fees/ stream dues for LASH barges (per 1 hour or part thereof)	29.9333	1.2108
4	Berth hire/ mooring fees/ stream dues for fishing trawlers (per 1 hour or part thereof)	4.2261	0.1710

Notes:

- (1). The Berth hire charges of a vessel shall be assessed on her total GRT (Gross Registered Tonnage) at the rate shown against the relevant vessel group according to GRT of that vessel.
- (2). (i). In above Schedule 3.1.A, Berth hire charges are for Non- Crane Berth. When DPT ELL Shore cranes are used, 200% of Berth Hire charges shall be levied

- (ii). When ship is berthed at crane berths, when no shore crane is used on account of non availability/ breakdown/ commodity restriction/ non requirement of crane due to any reason etc. berth hire charges shall be levied for Non-crane berth. Booking of shore crane is not mandatory for the port users.
- (iii). In case vessel working with ship cranes is required to use DPT ELL shore cranes for cargo loading/ unloading operation for partial period due to any reason, Crane Berth Hire Charges shall be applicable proportionately for the number of shifts the DPT ELL Shore Cranes have worked, irrespective of number of cranes used.
- (3). In the case a vessel is double banked with another vessel occupying General cargo berth or Oil jetty berth, the vessel so double banked will be charged at the rate of 50% the Berth hire charges specified above.
- (4). The cranes and equipments are supplied on the condition that the Port shall not take any responsibility for any loss or damage to life or property or break down of it at any stage which may occur or result out of use of equipment owing to any reason and that the liability of such loss/ damage/ break-down shall rest with the user/hirer of the equipment. The users will be solely responsible for damages to equipment and Port property that may occur or result during the working of equipment as per requisition on account of any reason, such as, overloading of crane, under coaming, improper slinging of cargo etc. The parties shall make good of the damages (fair wear and tear excepted) and pay to the Port all cost or repairing of damages and replacement actually incurred.
- (5). No berth hire shall be levied for the period when the vessels idle at berths due to break down of port equipment or power failure or any other reasons attributable to the Port.
- (6). (i). Any vessel which continues to occupy any berth at the port without carrying out cargo handling operations for any reasons and after the expiry of the period of notice given by the DPT or its authorized officials to vacate the berth, shall pay opportunity loss of cargo related revenue at the rate of US \$ 165.021 per hour or part there of and after expiry of every 48 hours shall also pay opportunity loss of vessel related charges i.e. one full additional pilotage (in and out) and Port Dues in addition to the normal berth hire charges applicable.
- (ii). In case of the vessel at Mooring, the above charges in case of cargo related will be one third i.e. US \$ 55.01 per hour or part thereof and after expiry of every 96 hours shall pay vessel related charges i.e. one full pilotage (in and out) and port dues in addition to the normal Mooring charges applicable.
- (iii). However, the above charges for both berth and mooring will not be applicable in case of tidal reasons.
- (7). The additional berth hire charges specified in Note 6 shall not be charged for the following cases.
- (a). Vessel waiting for tide, draft etc to sail for the safety of the vessel.
- (b). Strike by the port employees
- (c). Loading arm disconnection problem and
- (d). Usage of idle berth with concurrence of Deendayal Port Trust or officials authorized by it.
- (e). Any other reason not attributable to the vessel or its agent.
- (8). If any shifting of a vessel from Berth is ordered by the port but due to vessels fault, the vessel is not able to shift will be charged US \$ 4400.56 per day or part thereof, unless the shifting order is cancelled by the port subject to reasons for cancellation of shifting order to be recorded in writing. For mooring, 50% of said amount shall be chargeable.
- (9). Following rebates to Container vessels shall be granted till 31.12.2020.

(i)	Foreign Container Vessels	Upto 40000 GRT	50%
(ii)	Foreign Container Vessels	40001 to 65000 GRT	75%
(iii)	Foreign Container Vessels	65001 GRT onwards	80%
(iv)	Coastal Container Vessels		40% on the prevailing charges of coastal vessels

3.1.C LIGHTERAGE DUES AT OTB/ANCHORAGE

Particulars	Unit	Coastal (₹)	Foreign (US\$)
Lighterage charges at OTB/Anchorage	Per GRT per hour	0.04	0.001

Note:

1. The lighterage dues shall not be levied on the vessels engaged in mid-stream discharge for
 - (i) Vessel which discharges part cargo for reducing the draft of the vessel for calling at the Berths of DPT,
 - (ii) Vessels which receive cargo brought by the barges loaded from the DPT berths for uptoping. The lighterage charge is not applicable for the cargo bounded for IFFCO barge jetty.

3.2. SCHEDULE OF MOORING CHARGES:

Sr. No.	Particulars	Rate per GRT per 1 hour or part thereof	
		Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
1.	Mooring charges at Kandla	0.0394	0.0015
2.	For vessels using SBM at Vadinar	0.0159	0.0006

3.3. SCHEDULE OF ANCHORAGE CHARGES

Sr. No.	Particulars	Rate per 1 hour or part thereof	
		Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
1.	Sea-going mechanically propelled vessels:		
(a).	Kandla OTB	27.6815	1.1199
(b).	Vadinar	9.0425	0.3658
2.	Inner Anchorage (per GRT)		
(a).	Kandla	0.0280	0.0011
(b).	Vadinar	0.0189	0.0008
3.	Crafts other than sea-going vessels		
(a).	Kandla	14.9725	0.6055
(b).	Vadinar	3.5408	0.1432

3.4. TRANSHIPMENT/ LIGHTERAGE FEES FOR VESSELS LYING ON THEIR OWN ANCHORS.

Particulars	Rate per GRT per 30 days or part thereof			
	Mother vessels (vessels arriving with cargo to be transferred)		Daughter vessel (vessels receiving cargo)	
	Coastal vessel (in ₹)	Foreign-going vessel (in US \$)	Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
Anchorage fees for vessels lying on their anchors in stream and carrying out transhipment/ lighterage operations.				
(a) Kandla	4.2261	0.1710	1.0566	0.0427
(b) Vadinar	2.8555	0.1155	0.7139	0.0288

Note:

This rate is applicable only in case of cargo not manifested for/from Kandla.

3.5. SCHEDULE OF BEACHING CHARGES

Particulars	Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
Vessels lying idle in the beach (rate per GRT per calendar month or part thereof)		
(a) Kandla	2.8677	0.1155
(b) Vadinar	1.9376	0.0784

General Notes relating to Schedules 3.1 to 3.5:

- (1). The period of 1 (one) hour shall be reckoned from the time the vessel occupies berth/mooring/anchorage.

- (2). No vessel shall be liable to pay both Mooring fees and Berth hire in 1 hour time if there is a shifting from mooring berth to quay berth or vice versa. The rate applicable at the commencement of the hour shall be charged for that hour and thereafter the rate chargeable at the new place, berth or mooring point shall be applicable.
- (3). Launches/crafts belonging to the Central/State Governments engaged in anti-smuggling activities shall be exempted from the levy of Berth hire, Mooring fees and Anchorage charges.
- (4). Where vessels are having single tonnage i.e. NRT the same will be treated as GRT.
- (5). If during the period of 1 hour time, a vessel lying at anchor at Outer Tuna Buoy or stream in Harbour area is shifted to mooring or at cargo berth, the Anchorage charges only will be charged upto the time of making fast in the mooring or berth as the case may be. The levy of Mooring fees or Berth hire will start from the point of time the vessel is made fast to mooring or berth, upto the time of unmooring or unberthing.
- (6).
 - (i). Berth hire shall stop 4 hrs. after the time of the vessel signaling its readiness to sail. The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
 - (ii). There shall be penal berth hire equal to berth hire charges on one days berth hire charges for a false signal.
 - (iii). The Master / Agents of the vessel shall signal readiness to sail only in accordance with favorable weather conditions and tidal movements.
- (7). For priority berthing, fees equivalent to berth hire charges for a single day or 75% of the berth hire charges for the period of stay, whichever is higher shall be levied extra.
- (8). For Ousting priority, fees equivalent to 100% of the normal Berth hire charges for actual period of stay shall be levied extra.
- (9). Vessels which enter the Port for not handling any Cargo and lays up in the Port without the Approval of the Port shall be charged `8000 and US\$ 200 per 1 Hour or Part thereof for Coastal and Foreign Vessel respectively both at Kandla and Vadinar.

3.6. Schedule of Charges for carrying Bollard pull test

	Coastal Rates (In `)	Foreign rates (In \$)
Charges for carrying Bollard Pull test	11893.86	434.72

CHAPTER - III **CARGO RELATED CHARGES**

1. SCHEDULE OF WHARFAGE CHARGES

Sr. No.	Particulars of commodities	Unit	Coastal Rates (In `)	Foreign rates (In `)
(A)	Liquid (in bulk)			
1.	POL and products			
(a).	Crude Oil to be handled at SPM	M.T.	19.80	19.80
(b).	POL Products	M.T.	55.01	55.01
(c).	LPG	Cu.m.	82.51	137.52
(d).	Crude oil to be handled at Oil Jetties		28.29	28.29
2.	Edible oil – crude and refined	M.T.	33.00	55.01
3.	Non Hazardous chemicals	M.T.	33.00	55.01
4.	Hazardous chemicals	M.T.	33.00	55.01
(B)	Dry Cargoes (Bulk)			
1.	Fertiliser and raw material including sulphur	M.T.	36.76	61.26
2.	Food grains, cereals, pulses and oilseeds		34.21	57.03
3.	Cement & clinker	M.T.	14.85	24.75

4.	Ores and minerals (in all forms)	M.T.	24.44	40.73
5.	Granites and marbles	M.T.	14.85	24.75
6.	Metals (Ferrous / non- ferrous) (including plates, pig iron, steel pipes, Wire Rod Coils, other steel coils)	M.T.	24.75	41.26
7.	Metal scrap	M.T.	56.79	94.65
8.	Animals (small)	Nos.	9.90	16.50
9.	Animals (big)	Nos.	19.80	33.00
10.	Animal products, bone meal, hides and skins.	M.T.	9.90	16.50
11.	Oil cakes and fodder	M.T.	26.84	44.74
12.	Waste paper and newsprint	M.T.	19.80	33.00
13.	Construction material and sand	M.T.	11.14	18.56
14.	Coal and coke (including firewood)	M.T.	23.90	39.84
15.	Wood, timber and bamboo	Cu. m.	19.80	33.00
16.	Jute & jute products and coir products.	M.T.	14.85	24.75
17.	Cotton including cotton waste	M.T.	14.85	24.75
18.	Salt	M.T.	19.98	33.30
19.	Sugar		26.75	44.59
20.	Synthetic resin and wood pulp	M.T.	29.70	49.51
21.	Arms, ammunition, explosives and defence stores	M.T.	64.36	107.26
22.	Dry chemicals including soda ash, HDPE, PVC, LDPE, etc.	M.T.	14.85	24.75
23.	Fruits, nuts, tapioca, coconut, Copra, tamarind seeds, etc.	Ad valorem	0.644%	1.073%
24.	Aggregates and chips	MT	16.98	28.32
25.	All other unspecified goods	M.T.	43.45	72.42
(C)	Dry Cargoes (Break bulk)			
1.	Fertiliser and raw material including sulphur	M.T.	34.06	56.76
2.	Food grains, cereals, pulses and oilseeds		57.11	95.17
3.	Cement & clinker	M.T.	104.40	173.99
4.	Ores and minerals (in all forms)	M.T.	73.33	122.20
5.	Granites and marbles	M.T.	57.13	95.22
6.	Metals (Ferrous / non- ferrous) (including plates, pig iron, steel pipes, Wire Rod Coils, other steel coils)	M.T.	57.52	95.88
7.	Metal scrap	M.T.	41.58	69.31
8.	Animals (small)	Nos.	21.78	36.30
9.	Animals (big)	Nos.	31.68	52.80
10.	Animal products, bone meal, hides and skins.	M.T.	21.78	36.30
11.	Oil cakes and fodder	M.T.	45.73	76.21
12.	Waste paper and newsprint	M.T.	31.68	52.80
13.	Construction material and sand	M.T.	23.02	38.36
14.	Coal and coke (including firewood)	M.T.	28.51	47.52
15.	Wood, timber and bamboo	Cu. m.	63.49	105.80
16.	Jute & jute products and coir products.	M.T.	26.73	44.55
17.	Cotton including cotton waste	M.T.	26.73	44.55
18.	Salt	M.T.	43.02	71.70
19.	Sugar		62.10	103.51
20.	Synthetic resin and wood pulp	M.T.	41.58	69.31
21.	Arms, ammunition, explosives and defence stores	M.T.	76.24	127.06
22.	Dry chemicals including soda ash, HDPE, PVC, LDPE, etc.	M.T.	26.73	44.55
23.	Passengers (Embarking & Disembarking)	Per Person	170.30	283.83
24.	Empty containers (upto 20 feet)	Nos.	106.93	178.22
25.	Empty container (above 20 feet)	Nos.	154.46	257.43
26.	Loaded container (upto 20 feet)	Nos.	487.14	811.90
27.	Loaded container (above 20 feet)	Nos.	724.77	1,207.95
28.	Project materials	Ad valorem	0.198%	0.330%
29.	Machinery	Ad valorem	0.198%	0.330%

30.	Fruits, nuts, tapioca, coconut, Copra, tamarind seeds, etc.	Ad valorem	0.644%	1.073%
31.	Wharfage charges on Motor vehicles or any other equipments passing through the Port			
I	Equipments:-			
1	Aircrafts	Each	49,506.35	82,510.58
2	Boats & Launches	Each	9,901.27	16,502.12
3	Excavator, Motor Grader, Dumper Trucks, Wheel Loaders, Bull Dozers, Pavers, Power Transformers as assembled units			
(a)	Equipment weighing upto 15 M.T.	Each	19,802.54	33,004.23
(b)	Equipment weighing above 15 M.T. and upto 30 M.T.	Each	29,703.81	49,506.35
(c)	Equipment weighing above 30 M.T.	Each	66,008.47	1,10,014.11
4	Railway wagons & coaches	Each	14,719.89	24,533.15
5	Locomotives	Each	22,112.84	36,854.73
6	Equipments in loose condition, Electrical & Electronic Goods including spare parts, tools & accessories	MT	726.09	1,210.16
II	Motor Vehicles for carrying Passengers/ Cargo:-			
(i)	Two wheelers	Each	330.04	550.07
(ii)	Three wheelers	Each	990.13	1,650.21
(iii)	Four wheelers of upto 1400 cc			
	(a). Import	Each	2,772.36	4,620.59
	(b). Export	Each	1,452.19	2,420.31
(iv)	Four wheelers of above 1400 cc -Import & Export	Each	5,544.71	9,241.19
(v)	Six wheelers and above			
	(a). Vehicle weighing upto 7.5 M.T.	Each	6,600.85	11,001.41
	(b). Vehicle weighing above 7.5 M.T.	Each	19,142.46	31,904.09
III	Motor Vehicles except Motor cycles: A By RO-RO System	Per vehicle	1,080	1,800
32.	All other unspecified goods	MT	96.84	161.40
	D. Miscellaneous			
1.	Packing materials, ships' dunnage, ships' fittings fodder accompanying live stock and not manifested as cargo			FREE
2.	Postal articles, Diplomatic mail, bonafide crew's luggage and personnel effects accompanying them, personnel baggage and military equipment accompanying military personnel moving on duty.			FREE
3.	Bunkers for central and state government launches engaged in anti-smuggling activities, Miscellaneous Packing materials, ships' dunnage, ships' fittings fodder accompanying live stock and not manifested as cargo			FREE
4.	Bonafide ship's stores including ship's provision.			1,045.13 per shipping bill
5.	Ship Bunkers			50% of normal wharfage.

Notes:

- (1). Wharfage charges for liquid bulk cargo prescribed above are applicable for handling at the Liquid Cargo Berths. If Liquid bulk cargo is handled at General Cargo Berths, 20% additional wharfage will be charged.
- (2). 50% of the wharfage charges shall be levied as transshipment charges in the cases where the cargo discharged from the mother vessel to daughter vessel within port limits is destined to other ports. In case of transshipment of crude at Vadinar, transshipment charges of `9.901 per M.T. shall be levied.

- (3). Wharfage charges on bulk items of cargo excepting POL products (mineral oil) shall be levied on the manifested tonnage of the vessels. In the case of mineral oils, the quantity shown in out turn reports duly certified by Customs shall be the basis for levy of wharfage charges.
- (4). 'Advalorem' charges 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 the bill of lading/ invoices, etc.
- (5). The advalorem rates prescribed in this Schedule are inclusive of cost of shore labour, handling, etc. Shipping documents such as Bill of lading/shipping bill shall be produced to assess the wharfage charges on CIF/FOB value of the consignments, as the case may be.
- (6). Wharfage charges shall be leviable on the goods actually exported. Cargo brought into the Port for export, if removed for any reason, with prior written permission of Customs Department, a fee equivalent to 50% wharfage charges applicable for bulk cargo and 75% wharfage charges applicable for break-bulk cargo, is payable irrespective of the cargo stored on transit or rental terms.

Fifteen days free period will be allowed to the export cargoes stored on transit terms and removed from the Port area for any reason.

- (7). Transshipment cargo, if discharged and re-loaded on to the same vessel, single wharfage shall be leviable for both the movements.
- (8). The wharfage shall be calculated on the total tonnage of each item of goods. For this purpose, the gross and not the net tonnage of each package, as specified in the relative invoice or other shipping document, shall be reckoned with subject to fresh check, if the circumstances so require.
- (9). Wharfage, as applicable, will be levied on cargo discharged from one hatch of a vessel and reshipped in another for trimming or rearranging the vessel's cargo either by lighters from over side or over the docks wharves.
- (10). Before classifying any cargo under 'unspecified category' in the wharfage / on-board and wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in those schedules.
- (11). For the limited purpose of recovery of wharfage charges only the term 'container' means container other than shippers' own container.
- (12). (a). Goods imported by DRDO will also be classified as "Defence stores" for purpose of wharfage collection.
(b). "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.
- (13). Vessels which call at the port, for which IGMs and/or EGMs are filed for the purposes of Customs Act, 1962 cannot be treated as 'cargo' and they are conveyance only, and the port shall not charge wharfage on such vessels.
- (14). (a). Cargo/ MAFI not meant for Deendayal Port landed and reshipped/ transshipped shall be assessed for each handling @ 75% of the wharfage applicable to that cargo/ MAFI. Steamer Agent shall arrange for movement of Cargo/ Container/ MAFI from one berth to another, if required.

- (b). Cargo/ MAFI transshipped from vessel to vessel directly, shall be assessed for each handling @ 50% of the wharfage applicable to that cargo/ MAFI.
- (c). Cargo/ MAFI manifested for Kandla and subsequently amended for 'transshipment' shall be assessed for each handling @ 100% of the wharfage applicable to that cargo/ MAFI.
- (d). Wharfage on spares & accessories which are manifested with the units classified under Sl. No.31 (I) (3) above will be levied separately at the rates prescribed at Sl. No.31 (I) (6) above.

(15). **Mandatory User Charges:**

The Mandatory User Charges for the Logistics Data Bank (LDB) service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC) in pursuance of MOS communication vide letter No.PD-14033/34/2017-PD-V dated 06 June 2018 will be governed by separate common adoption Order No.TAMP/46/2018-MUC dated 24 July 2019 approved by TAMP for common adoption by all Major Port Trusts and BOT terminals.

2. SCHEDULE OF DEMURRAGE CHARGES

2.1. Free Period

Sr. No.	Particulars	Imports	Exports
1.	General Cargo	5 days	15 days
2.	Timber logs	8 days	--
3.	Export cargo to be stuffed into containers	--	15 days
4.	Export cargo taken back for any reason.	--	15 days
5.	Hazardous goods	3 days	3 days

Notes:

- (1). For the purpose of calculation of free period, Sundays, Customs notified holidays and the port's non working days shall be excluded.
- (2).
 - (i). Free period for imports shall be reckoned with from the date of complete discharge of vessel's cargo.
 - (ii). When a vessel's cargo is partly discharged in stream and partly on wharf, the free period of storage in transit sheds and yards shall be reckoned with separately.
 - (iii). Free period in respect of cargo discharged in lighters in stream shall commence from the date of complete landing of the cargo on the wharf from the lighters.
 - (iv). Free period in respect of cargo landed directly on the wharf shall commence from the date of complete discharge of the cargo by the vessel.
 - (v). In case of removal of the vessel from the berth for any reason whatsoever before complete discharge of the manifested quantity, the free period shall start for the cargo so discharged from the time of the removal of the vessel from the berth.
 - (vi). When import cargo is stored in transit terms and then converted into re-export, free period will be considered from the date of filing of export documents like shipping bill.
- (3). Free period for exports shall commence from the date on which the cargo is brought in the transit / port area. The demurrage will cease from the day following the date of berthing of vessel. In case of stream loading, the demurrage will cease from the day of loading of first barge. Demurrage will cease for the total cargo actually loaded through barges to the vessel in the same voyage.
- (4). Free period on export cargo to be stuffed into container shall commence from the date on which the cargo is brought in the transit area. The demurrage shall cease from the day of stuffing (both days inclusive).

- (5). Free period for export cargo taken back for any reason shall commence from the time the export cargo is brought into the port area.
- (6). Sundays and Holidays shall be included for the purpose of calculation of free period for hazardous cargo both for imports and exports The demurrage charges on hazardous goods shall be levied at double the normal rates specified in above schedule.
- (7). **Survey Goods**
 Goods detained for survey shall enjoy free storage for a period of seven days from the date of complete discharge of vessels cargo, subject to the conditions that:
- (i). Application for survey addressed to the DPT or its authorised official is received within the normal free period applicable.
- (ii). The importers shall submit a survey certificate indicating full particulars of cargo surveyed within 21 days after the expiry of normal free period applicable.
- (8). **Salvage Goods**
 The free period of seven days will be counted from the date on which the goods are actually salvaged.
- (9). **Unclaimed Goods**
 Unclaimed goods when sold by the Port Administration under the rules in force, a free period of 30 days shall be allowed from the date of acceptance of the bid by the DPT.
- (10). For the limited purpose of recovery of demurrage charges only the term 'container' means container other than shippers' own container.
- (11). Demurrage Charges on cargo handed over by the importer or CHA ceases from the date of issue of Customs NOC to auction the cargo.
- (12). Whenever the goods are detained/ seized/ confiscated by the Customs Department after landing of goods, the demurrage/ ground rent charges will cease to apply from date of seizure till release of seizure from the Customs Department.

2.2. Demurrage Charges

- (a). Demurrage charges on cargo other than Schedule (b) below shall be levied on all goods left in the Port's transit sheds and yards beyond the free days, including Sundays and Holidays.

(Amount in `)

Sr. No.	Particulars	Unit	Covered Area	Open Area
1.	1 st week	Per M.T. or part thereof per day or part thereof.	4.13	2.06
2.	2 nd week	- do -	6.19	3.14
3.	3 rd week	- do -	8.25	4.13
4.	4 th week	- do -	16.50	8.25
5.	5 th week	- do -	33.00	16.50
6.	6 th week	- do -	66.01	33.00
7.	7 th week and above	- do -	132.02	66.01

- (b). Schedule of Demurrage Charges on Motor vehicles or any other equipments passing through the port beyond the free days, including Sundays and Holidays:

Sr. No.	Description	Demurrage per wharfage unit per day or part thereof (in `)
1.	Import Cargo	
	(i). For the first 7 days	20.35
	(ii). For the next 10 days	40.71
	(iii). For the next 13 days	61.06
	(iv). Thereafter	123.77
2.	Export cargo and Transhipment cargo	
	(i). For the first 7 days	20.35

	(ii). For the next 3 days	40.71
	(iii). Thereafter	123.77

Notes:

- (1). A day shall be reckoned as calendar day from 0800 hours to 0800 hours or part thereof for the purpose of demurrage charges.
- (2). Demurrage on goods detained by Customs:
 - (i). Periods during which 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; and
 - (ii). where goods are detained by Commissioner of Customs on account of Import Control formalities and certified by Commissioner of Customs to be not attributable to any fault or negligence on the part of the importers, for such period of detention under (i) and (ii), the demurrage charges shall be recovered as under:

First 30 days of detention	: 20% of applicable demurrage
31 st to 60 th day	: 50% of applicable demurrage
Beyond 60 days	: 100% of applicable demurrage
- (3). Demurrage charges on both import & export cargo/container shall not accrue for the period when the Port is not in a position to deliver/ship cargo/container when requested by the Users.

2.3. SCHEDULE OF DWELL TIME CHARGES ON CONTAINERS

Period of occupation	Rate per container per day or part thereof					
	Upto 20' Container		Above 20' but up to 40' Container		Above 40' Container	
	Foreign US \$	Coastal (in `)	Foreign US \$	Coastal (in `)	Foreign US \$	Coastal (in `)
First 07 days	Free	Free	Free	Free	Free	Free
08 to 15 days	0.66	27.20	1.32	54.39	1.98	81.59
16 to 30 days	1.32	54.39	2.64	108.78	3.96	163.17
31 to 45 days	1.98	81.59	3.96	163.17	5.94	244.76
Above 45 days	3.96	163.17	7.92	326.35	11.88	489.52

Notes:

- (1). Import containers removed out of the Port area for destuffing/ stuffing shall be charged dwell time charges from the day following the complete discharge of the vessel till the date of removal (including the date of removal). Similarly, export containers received shall be charged dwell time charges from the date of receipt till the day prior to the date of shipment (excluding the date of shipment).
- (2). If a container has already been charged dwell time charges on a particular day, the same unit will not be charged again on the same day even if it is moved between the areas referred to above.
- (3). The dwell time charges on a container shall be levied irrespective of whether the container is stored on chassis or on ground or stacked high.
- (4). 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 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 the condition that,

- (a). the Line shall resume custody of container along with cargo and either take back it 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 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 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 day the Custom 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 port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

2.4. CHARGES FOR SUPPLY OF ELECTRICITY TO REEFER CONTAINERS

Particulars	Rate per container per 4 hours or part thereof					
	Upto 20' containers		Above 20' but upto 40' containers		Above 40' container	
	Foreign US \$	Coastal `	Foreign US \$	Coastal `	Foreign US \$	Coastal `
Charges for supply of electricity to reefer containers.	4.54	186.97	6.81	280.45	9.08	373.94

Notes:

- (1). Reefer points will be allotted on per point basis.
- (2). (i). The port reserves the right to supply power to reefer containers and shall not be responsible for any loss whatsoever that the user may incur in the event of the following:
 - (a). Failure of electric supply due to reasons beyond the control of the DPT;
 - (b). The DPT's inability to supply power in time; and,
 - (c). Disconnection of the supply of power without assigning any reasons, should this become necessary for smooth operation in the Docks.
- (ii). The DPT will permit users to make their own arrangement for alternative power supply by bringing generating sets or otherwise at their own cost when power supply is disrupted / disconnected.
- (iii). Additional charges for supply of electricity to reefer points shall not be leviable for the duration of such non-supply of electric power.

2.5. LICENCE (STORAGE) FEES ON GENERAL CARGO

(A). FOR OPEN SPACE:

Period of occupation	Rate per 10 sq. mtr. or part thereof per month or part thereof		
	Kutchha Plots (uncemented / unasphalted) (in `)	Pucca Plots (cemented asphalted) (in `)	Bins and raised plinth (in `)
Upto 2 months	92.41	158.42	184.82
More than 2 months to 3 months	184.82	316.84	369.65
More than 3 months to 6 months	231.03	396.05	462.06
Beyond 6 months	277.24	475.26	554.47

(B). FOR COVERED SPACE:

Period of occupation	Rate per 10 sq. mtr. or part thereof per month or part thereof (in `)
Upto 2 months	306.94
More than 2 months to 3 months	613.88
More than 3 months to 6 months	767.35
Beyond 6 months	920.82

Notes:

- (1). Period for the purpose of calculation of Licence (Storage) fees shall be counted taking into account the period of stay of the cargo, both for open and covered areas.
- (2). Application for storage spaces shall be made before storage of goods to the DPT or its authorised official. Any unauthorised occupation of storage spaces shall be liable for payment of double the rent, as a penalty.
- (3). Licence (Storage) fees shall be paid in advance. Penal interest, as prescribed in point no. (viii) in 1.2. General Terms and Conditions in Chapter I shall be levied on the amount due but not paid from the date on which the amount becomes due till the date of actual payment which shall in no case exceed 7 days. If, for any reason, payment is delayed beyond 7 days from the date of the amount becoming due occupation will be treated as unauthorised.
- (4). The space allotted shall be vacated on notice from the DPT or its authorised official failing which it will be treated as unauthorised occupation; and, the Port Authorities shall take other action, as deemed fit.
- (5). The DPT shall have the right to take over the spaces, allotted on rental basis, which are unoccupied/empty without any prior notice in the interest of the Port operation. In such cases, proportionate reduction in rent shall be allowed.
- (6). The day for the purpose of levy of storage charges will be from 08.00 hrs. to 08.00 hrs.
- (7). If operational area is leased on rental to users, storage charges on containers/ demurrage on cargo stored therein shall not be levied again.
- (8). Rental charges on cargo handled over by the importer or CHA ceases from the date of issue of Customs NOC to auction the cargo.

2.6. (a). CHARGES FOR OFFICE ACCOMMODATION (INSIDE PORT AREA)

Basis of charge	Rate
Per sq. metre or part thereof per month	` 99.01

2.6. (b). CHARGES FOR PARKING OF CARGO HANDLING EQUIPMENT LIKE HMC'S CRANES, GRABS, FORKLIFTS, PAY-LOADERS, TRAILORS, LOOSE GEAR, HMC's CRANES GRABS, CRANES ETC.

	Basis of charge	Covered area	Open area
(i)	Per sq. metre or part thereof per month or part thereof	92.08	47.53
(ii)	Per sq. metre or part thereof per week or part thereof	23.02	11.88

2.7. SPECIAL PORT SERVICE CHARGES ON RAIL BOUND/RAIL BORNE CARGO PASSING THROUGH THE PORT

Description	Unit	Charge payable
Special Port service charges on rail bound/rail borne cargo passing through port	Per ton or part thereof	5.50

**CHAPTER IV
MISCELLANEOUS CHARGES**

1. SCHEDULE OF CHARGES FOR FRESH WATER SUPPLY TO VESSELS

Particulars	Rate per kilolitre or part thereof	
	Coastal vessel (in `)	Foreign-going vessel (in US \$)
Water supplied to vessels/ Craft alongside berths		
(a) Kandla	86.18	3.49
(b) Vadinar	58.23	2.356
	Subject to minimum charges for 100 Kls.	

Note:

The minimum charges as prescribed shall be levied if the Owner, Master or Agent or his authorised representative of the vessel refuses to take delivery of water, as requisitioned.

2. SCHEDULE OF CHARGES FOR ISSUE OF ENTRY PERMIT, TOKEN, CERTIFICATES & STATISTICAL STATEMENTS

Sr. No.	Particulars	Rates
1.	Charges for issue of permanent entry permit and token.	` 123.77
2.	Charges for issue of certificate and Statistical statement by Traffic and Marine departments.	` 82.51

Notes:

- (1). No charges shall be levied from non-commercial Department of Government of India, State Governments, Committees appointed by Governments, Press Agencies or their representatives requiring statistics for publication in press.
- (2). No fee shall be charged for issue of passes/token to employees of the DPT.

3. SCHEDULES FOR HIRE CHARGES FOR MOBILE CRANES, FORKLIFTS, ETC. FOR CARGO HANDLING PURPOSE

Sr. No.	Particulars	Unit	Coastal		Foreign	
			Rate (in `)	Min. (in `)	Rate (in `)	Min. (in `)
1.	Forklift truck of capacity upto 3 tonnes	Per hour or part thereof	343.77	687.54	572.95	1145.91
2.	Forklift tuck of capacity above 3 tonnes upto 5 tonnes	-do-	381.84	763.67	636.39	1272.78
3.	Pay loader (Front End Loader)	-do-	432.17	864.34	720.28	1440.57
4.	Tractor (capacity upto 10 tonne)	-do-	341.32	682.64	568.86	1137.72

Notes:

- (1).
 - (i). The hire charges will commence from the time of dispatch of the equipment subject to maximum transit time of 30 minutes, provided the equipment so dispatched is made available for operation at work site.
 - (ii). The period of detention of each occasion of 30 minutes and above on account of break down of equipment and withdrawal of the equipment by the port for its own work during the period of requisition will be excluded for computation of the period of hire.
- (2). The parties are required to submit requisition for specified shifts/period for cranes and other cargo handling equipment by 1230 hours on working days for the 3rd shift of the day and 1st and 2nd shift of the following day. The equipment will be provided subject to availability of staff and equipment.

- (3). The parties are allowed to cancel the requisition for equipment before or after it is supplied to them by giving one hour's notice.
- (4). The conditions specified at 2 and 3 above will also be applicable to supply of wharf cranes to master/owner/agent of the vessel for cargo handling operations for which the charges are included in the Berth hire charges.

4. SCHEDULE OF WEIGHMENT CHARGES:

Sr. No.	Particulars	Unit	Rate (in `)
1.	For use of weigh bridge by trucks & other small vehicles	Per vehicle	41.26
2.	For use of weigh bridge by Trailors and other large vehicles	- do -	82.51
3.	For hiring weights only	For set per day or part thereof	19.80
4.	For issuing weighment certificates	Per consignment	99.01
5.	For use of InMotion Weighbridge for cargo loaded in Railway wagons	Per wagon	110.00
	(i) Loaded wagon		
	(ii) Empty wagon		55.00

Notes

- (1). The attendant labour shall be supplied by the parties concerned.
- (2). No weighment charges are leviable if weighment is done in the interest of the port for the purpose of assessing Port charges.
- (3). Whenever User does not utilise Weighbridge, on account of rail borne cargo, no weighment charges are leviable. This is applicable to all weighbridges in Port area.

5. SCHEDULE OF CHARGES FOR DIRTY BALLAST TANK, TRANSFER/ INTER-TRANSFER OF POL PRODUCTS

Sr. No.	Particulars	Unit	Rate (in `)
1.	For use of dirty ballast tanks of 4000 tones capacity	per shift of 8 hrs. or part thereof	25,578.28
2.	(i). Transfer of POL products from Dirty Ballast Tank in Old Kandla to the HPCL terminal Kharirohar and vice versa through DPT's 12" dia pipeline.	Per shift of 8 hours or part thereof	9,124.02
	(ii). Diesel operated pump (600HP) Connected with 12" dia pipeline.	Per hour or part thereof	963.72
	(iii). Electric pumps (519 HP) with 12" dia pipeline	- do -	557.77
	(iv). Electric pumps (519 HP) with 16/2" dia pipeline	- do -	556.12
3.	Inter-transfer of POL products from M/s.IOC fore shore terminal to Oil companies at Kharirohar and vice versa through Deendayal Port Trust pipelines.	Per shift of 8 hours or part thereof	17,731.52

General Notes for Schedules 1, 2, 4 and 5:

The appliances shall be hired subject to the condition that the Port undertakes no responsibility for any loss or damage to life or property which may directly or be caused due to failure of the appliances at any stage and that the hirer shall keep the appliances in good order and condition and shall make good all damages (fair wear and tear excepted) whether by accident by fire or otherwise in all cases where the appliances are manned by the hirer themselves or otherwise. The cost of repairing the damage shall be that actually incurred for the purpose including the usual indirect and centage charges, while the cost of replacement will be either the original book value or the replacement cost whichever is higher.

6. SCHEDULE OF CHARGES FOR USE OF PORT FLOATING CRAFT

Sr. No.	Description	Unit	Rate at Kandla Division		Rate at Vadinar Division	
			Coastal Vessel	Foreign going vessel (In	Coastal Vessel	Foreign going vessel (In US\$)

			(In `)	US\$)	(In `)	
A	<u>Crafts</u>					
(i).	Upto- 200 B.H.P.	Per hour or part thereof	2,000.74	80.94	1,351.85	54.687
(ii).	201 – 400 B.H.P.		5,785.83	234.06	3,909.35	158.145
(iii).	401 – 1500 B.H.P.		7,039.62	284.77	4,756.50	192.415
(iv).	1501 – 2000 B.H.P.		27482.73	1111.76	18,569.42	751.190
(v).	Above 2000 B.H.P.		28929.20	1,170.28	19546.76	790.73
			(subject to a minimum of `86,787.6)	(subject to a minimum of US\$ 3,510.825)	(subject to a minimum of `58,640.27)	(subject to a minimum of US\$ 2,372.18)
B	Fire fighting craft	Per block of 8 hours or part thereof	1,06,527.14	4,309.35	71,977.80	2911.723
C	Water barge 'BHIMSEN'	Per hour or part thereof	9,391.57	379.92	6345.66	256.701

Notes:

- (1). For Sr. No. A (i) to (iv), and for Sr. No. C, the minimum charges will be levied for 2 hours.
- (2). Hire charges of 35 ton BP tug for pull back operations at is subject to following conditions:
 - (i). The hire charges shall be levied per hour or part thereof. The rate per hour or part thereof shall be `23210.07 for a coastal vessel and US \$ 938.919 in case of a foreign going vessel.
 - (ii). If the tug is hired by the oil companies in continuation before or after pull back operations, the charges will be levied at `22653.03 for coastal vessel and US \$ 916.384 per half hour or part thereof for foreign going vessel.
- (3). Where the agents, owners/ masters of the vessels or other port users share the launches with the Port Trust's pilots or other officials on duty within Deendayal Port Limits, subject to availability, convenience of the time, etc., each party shall pay hire charges for craft at the one third of the rate prescribed in the Scale of Rates.
- (4). Charges for hire of general purpose launches by agents or masters owners of the vessels or port users for use within Kandla Division either in mooring or anchorage shall be reduced by 50 percent of the existing rates, subject to minimum charge of US\$ 17.43 in case of foreign going vessel and `635.37 in case of coastal vessel.
- (5). Charges for hire of general purpose launches by agents or masters owners of the vessels or port users for use within Vadinar Division either in mooring or anchorage shall be reduced by 50 percent of the existing rates, subject to minimum charge of US\$ 11.78 in case of foreign going vessel and `291.32 in case of coastal vessel.
- (6). If a craft at Kandla Division is shared by more than one party, the charges payable, subject to minimum charge of US\$ 17.43 in case of foreign going vessel and `635.37 in case of coastal vessel as aforesaid, shall be equally shared by all the parties.
- (7). If a craft at Vadinar Division is shared by more than one party, the charges payable, subject to minimum charges of US\$ 11.78 in case of foreign going vessel and `291.32 in case of coastal vessel as aforesaid, shall be equally shared by all the parties.
- (8). Charges for hiring of port's tug for towing lash barges within the Deendayal Port limits shall be reduced by 50% of the rates prescribed.
- (9). Hire charges for Port craft for boarding of transportation of Personnel (Boarding officer, surveyor etc.) from Jetty to vessel and back will be levied at `5000/- for Coastal vessel and \$185 for Foreign vessel, per hour or part thereof, subject to minimum of 2 hours.

7. SCHEDULE OF CHARGES FOR STEEL FLOATING DRY DOCK:

Sr. No.	Particulars	Rate per vessel		
		Crafts upto 30 mtrs.	Crafts between 30 to 60 mtrs	Crafts above 60 mtrs

		Coastal vessel (in `)	Foreign-going vessel (in US \$)	Coastal vessel (in `)	Foreign-going vessel (in US \$)	Coastal vessel (in `)	Foreign-going vessel (in US \$)
1.	Docking & undocking the vessel in including 1 st day hire and cleaning of dry dock.	1,35009.10	5461.01	161846.16	6547.18	188822.03	7638.4
2.	Dry dock hire from 2 nd day to 8 th day (both days inclusive) per day or part thereof	47730.85	1930.86	57279.79	2317.14	66828.75	2703.44
3.	Dry dock hire from 9 th day to 20 th day (both days inclusive) per day or part thereof	71600.00	2896.43	85917.41	3475.63	100238.50	4054.97
4.	Dry dock hire from 21 st day or part thereof	115353.71	4666.42	138425.08	5599.72	161494.35	6532.97
Sr. No.	Particulars			Coastal vessel (in `)	Foreign-going vessel (in US \$)		
5.	Removing and refitting keel blocks in way of repairs. Besides, special blocks, if required to be laid on account of peculiarities in the construction of any vessel			7591.04 per block	307.07 per block		

Notes:

- (1). (a). Berthing and unberthing the crafts alongside the dry dock will be charged as per the Scale of Rates.
- (b). The hirer should do the cleaning of dry dock occupied area daily at his cost except for the first day failing which `11,001.41 per day shall be recovered from the hirer.
- (2). Facilities available at dry dock viz. staging, sea water, toilet-bathrooms, etc. will be provided free of charges only during the vessels stay inside the dry dock subject to availability of the same. The Dry Dock cranes will be charged on hourly basis subject to their availability. For provision of dry dock cranes during the day shift, a hire charge @ `2,794.36 per hour or part thereof shall be levied. If used beyond day shift, i.e. after 1400 hours, then the charges shall be double the day shift charges including Sunday and holidays. The minimum hire period beyond day shift / Sundays and Holidays shall be four hours.
- (3). Hire period shall be counted from 0000 hours of the calendar date on which sinking operation starts and for docking till 2400 hours of the calendar date on which dewatering of the dock after undocking ceases.
- (4). Removing of garbage from dry dock will be done by the hirer.
- (5). The minimum charges payable shall be for a period of 2 calendar days and fraction of subsequent day shall be counted as one day.
- (6). When two or more vessels are docked together in the dry dock, the dry docking charges will be payable by each vessel separately.
- (7). Any damages to the dry dock during the docking/undocking operation and also during its stay inside/alongside dry dock will be responsibility of the hirer and the cost of damage/loss will be recovered from the hirer. The DPT shall not accept any responsibility / liability whatsoever for any detention of the vessel using the dry dock on account of any reasons.

- (8). The port will not be responsible for any damage/loss to the craft/crew of the craft that dry docked/berthed alongside.
- (9). For docking/undocking of vessel on Sunday/Holidays, an additional charge equivalent to 30% of the rates prescribed at Sr.No.1 of this Schedule shall levied.
- (10). 100% of the prescribed charges at Sr.No.1 this Schedule shall be levied in case the requisition for docking or undocking operations is cancelled by the hirer.

These extra charges for cancellation of operation will not be levied if prior notice in writing is furnished to the dock incharge not later than 1400 hours on the day previous to the day fixed for operation.

100% extra charges will not be levied if cancellation of docking or undocking operations take place due to late reaching of the craft to the dry dock from OTB or from anchorage since the onus is upon the port to bring the vessel to the dry dock once the vessel reaches the OTB or anchorage for docking as per the slot awarded and the signal for docking operation is issued.

- (11). If services of tug, launch, etc. are utilised by the DPT as a requirement of the dry dock during docking / undocking operation, the same will not be chargeable.
- (12). While submitting the requisition for the dry dock, the hirer must furnish all the required details of the vessel alongwith the expected period of stay in the dry dock indicating dates.
- (13). In a situation, if any vessel is required to be dry docked before the expiry of the regulated period for which a vessel is already in the dry dock, the latter will be charged at 25% of the hire charges applicable to her for those two days viz. the day of operation and the previous day. The former vessel requiring dry dock will, however be charged remaining 75% of the hire charges applicable to the latter vessel for those two days; in addition to the normal charges leviable for her i.e. if another vessel is to be dry docked on 8th day of the stay of the vessel already in the dock, her 7th and 8th day will be charged at 25% of the applicable rate and remaining 75% of this applicable rate will be levied on the vessel requiring dry dock; in addition to normal charges leviable for her operation and stay.
- (14). When two or more vessels are occupying the dry dock and if for any reason, one of the vessels is not ready to undock on the expiry of the period for which stay of the vessel alongwith other vessel was regulated and thereby causing detention to the other vessel or vessels occupying the dry dock to undock, the Port may recover from the former vessel, in addition to the normal charges leviable, 75% of the hire charges applicable for the latter vessel or vessels during the period of detention. The vessel or vessels which are detained will, however, pay to the Port remaining 25% of the hire charges applicable for the period of detention.
- (15). In case the situation is other way round i.e. if one of the vessels in the dry dock is required to be undocked before the expiry period for which she was regulated, the other vessels occupying the dry dock and within the regulated period will be charged at the rate of 25% of the applicable rate for these two days i.e. the day of operation and the previous day and 75% of this applicable rate will be levied on the vessel requiring to be undocked before her schedule date for these two days, in addition to the normal charges leviable for her.
- (16). The agencies / Users need extension of docking period shall have to submit an application before 48 hrs. of the scheduled completion period and extra charges shall be levied for such extended period as under:-

Days beyond the approved days	Extra charges
01-03 days	50%
04-07 days	100%
Beyond 07 days	200%

8. SCHEDULE OF CHARGES FOR VEHICLES FOR PLYING IN DOCKS

Item	Classifications	Rate per day	Rate per	Rate per year
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No.		(in `)	month (in `)	(in `)
1.	Taxis	12.38	123.77	412.55
2.	Auto rickshaws	9.90	49.51	165.02
3.	Carts	2.48	24.75	74.26
4.	Mobile cargo handling equipments (mobile cranes, fork lift, FEL, etc.)	33.00	825.11	----

Notes:

- (1). A day shall be considered as a calendar day from midnight to midnight.
- (2). The above charges shall not apply at OOT Vadinar.

9. SCHEDULE OF CHARGES FOR HIRE OF ELECTRIC WHARF CRANES IF HIRED FOR OTHER THAN CARGO OPERATIONS TO AND FROM SHIPS/ BARGES

Per hour per crane	Foreign	1,320.17
	Coastal	792.10

Notes:

- (1). One hour notice in writing shall be given for cancellation of crane requisitioned as otherwise charges as prescribed for half shift shall be levied except on holidays for which notice of 24 hours is required failing which charges for two shifts will be levied.
- (2). Cranes will normally be made available for work during the shift hours as fixed from time to time. If cranes are required during the recess time due notice shall be given to the DPT or its authorised official well in advance; and, compliance with such requisitions will be subject to exigencies and discretion of the DPT.
- (3).
 - (i). A load greater than their marked lifting capacities shall not be put on the cranes.
 - (ii). Sling of import goods shall be made up directly under the open hatch way of any vessel unloading at quays and under no circumstances what-so-ever shall cranes be employed for the purpose of breaking out or removing goods from under the coaming.
 - (iii). The cranes shall be used alone and no other lifting gear shall be used in conjunction with them on any of lift without the permission in writing of the Traffic Manager.
 - (iv). Ship's officer must see that the Port crane work quite clear of ship's gear and of all obstructions.
 - (v). Heavy lifts of over 1,000 kgs shall be declared by the Master of the vessel who shall be responsible for all accidents arising from mis-declarations.
 - (vi). Cranes will be supplied only if available on the condition that the port shall not be responsible for any loss, damage or breakdown of any sort which may occur or result from the use of the cranes and that the liability for any such loss, damage or break down shall fall on the vessel for which the crane or cranes may be working for the time being.
 - (vii). No cargo shall be discharged from any vessel at a quay except under the supervision of the Master or Owner of the vessel or his Stevedores. Such Master or Owner or Stevedores shall be personally responsible to the Port for any loss or damage to life, limb or property arising from the carelessness of importer slinging of goods on board such vessels.
 - (viii). Master and Owner of vessels lying at a quay and their stevedores will be personally and severally responsible for proper provision of lights in those parts of the ship where work is being carried on in any way connected directly or indirectly with the use of port's quay and other property. In default, they shall be responsible to the port jointly and severally in respect of any loss or damage to life, limb or property which may result.

- (ix). After commencement of operations of wharf cranes on hire, if there occurs stoppage of wharf operations due to power shut down or for any other reason not attributable to the hirer for a continuous period of not less than 30 minutes on each occasion the hirer shall be entitled for a deduction at the rate of `115.71 per hour in respect of foreign going vessel and `77.15 per hour in respect of coastal vessels for the duration of such stoppage of work. For this purpose, the period of stoppage in excess of 30 minutes will be rounded off to the next quarter of an hour.

10. Charges for Hire of Mobile Harbour Crane of 60 tonne Capacity

(I). For Dry Bulk Cargo

Average daily crane performance (in Metric Tonne)	Rate per tonne (in `)	
	Foreign	Coastal
7000-7999	26.97	16.19
8000-8999	28.55	17.13
9000-9999	30.14	18.08
10000	31.73	19.03
10001-11000	33.31	19.98
11001-12000	34.90	20.94
12001-13000	36.48	21.89

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes and for the 2nd thousand tonnes the rate was enhanced to 110% of the base rate. The rate for third thousand tonnes was arrived by enhancing the base rate by 115%. The same methodology shall also be adopted to calculate the rate beyond 13000 tonnes. Likewise, ceiling rates for performance below 7000 tonnes shall be calculated by reducing the base rate accordingly.

(II). For Break-bulk cargo:

(A). Steel and Bagged Cargo

Average daily crane Performance (in Metric tonne)	Ceiling rate per tonne (in `)	
	Foreign	Coastal
3000-3999	75.36	45.22
4000	79.32	47.59
4001-5000	83.28	49.97

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 5000 tonnes. Likewise, ceiling rates for performance below 3000 tonnes shall be calculated by reducing the base rate accordingly.

(B). Other break bulk cargo including timber logs

Average daily crane Performance (in Metric tonne)	Ceiling rate per tonne (in `)	
	Foreign	Coastal
1500-2499	120.36	72.21
2500	126.69	76.02
2501-3500	133.03	79.82

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 3500 tonnes. Likewise, ceiling rates for performance below 1500 tonnes shall be calculated by reducing the base rate accordingly.

Notes:

- (i). The formula for calculation of average berth-day output is as follows:

$$\frac{\text{Total Quantity loaded/unloaded by the MHC}}{\text{Total time taken from commencement to Completion of loading/ discharging of cargo}} \times 24\text{hours}$$

- (ii). According to the average berth-day output for the vessel from commencement to completion of loading/ discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from port users for the full quantity of cargo loaded/ discharged.
- (iii). If one MHC works with another MHC, the Berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the MHC load meter.
- (iv). In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by MHC will be determined taking into account cargo loaded/ discharged prior to break-down divided by crane working hours and multiplied by 24.
- (v). In case of stoppages of operation of MHC for more than two hours at a stretch for reasons not attributable to the MHC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of MHC for less than 2 hours will not be taken into consideration for the above purpose. No allowance will be allowed for stoppages attributable to the MHC. All stoppages in loading/ unloading operations during working of MHC are required to be certified by the DPT Officers or any other agency nominated by the DPT in the daily vessel performance report.
- (vi). No shifting charge shall be levied by the port in case shifting of a vessel from berth to another berth/ anchorage become necessary due to breakdown/ non-performance of MHC.
- (vii). In case of dispute on the average output, the decision of the port trust will be final and binding. ”
- (viii). For supply of MHC for other than cargo operations the charges @Rs10,000/- per hour or part thereof shall be levied.
- (ix). Deposit paid in advance for booking of MHC shall be refunded if not supplied by port due to unavailability of the crane.
- (x). Charge of `50000/- per crane when crane has been supplied and not used by the port user. The charge shall not be chargeable in case the vessel does not berth as scheduled for **any operational reasons for example like tide.**

11. Charges for use of Harbour Mobile Crane (HMC) of 120T capacity:

The hire charges for HMC installed by port will be governed by separate Order No.TAMP/29/2018-DPT approved by TAMP on 31 July 2018 & notified in the Gazette of India on 20 August 2018.

12. SCHEDULE OF CHARGES FOR USING THE AUTOMATED BAGGING AND RAKE LOADING OF FERTILIZERS AT GODOWN NO.34 INSIDE CARGO JETTY AREA

Sr. No.	Description	Unit	Foreign Rates (in `)
1	Hire charges of mechanized bagging and rake loading facility at Deendayal Port (For 1 st 2 years of commencement of operations)	M.T.	158.86
2	Hire charges of mechanized bagging and rake loading facility at Deendayal Port (From 3 rd year onwards from the commencement of operations)	M.T.	160.57

Notes:

- 1. The use of this facility will be mandatory for all users handling fertilizers in Deendayal Port at cargo berth no. 1 to 10;
- 2. If the facility is not available for any reason such as being non-operational, being pre-occupied or fertilizer is imported for industrial purpose, shortage of storage space in port godowns, when rake is indented loading for multiple varieties of fertilisers etc., DPT may permit the users to avail other facilities within or outside the port, such permissions will be issued by DPT.

3. The norms prescribed for bagging and rake loading service are :
- (a) Fertilizer shall be packed in neat and clean 50kgs bags. Weight variation will not be more than +/- 50 grams in any bag.
- (b) The total turnaround time of the rake from hauling of rake to take off from the loading point shall be 6 hours including the loading time, pre & post loading operation and all other miscellaneous activities. The time of 6 hours shall start from the time of placement of rake alongside Shed No. 34 or availability of sufficient cargo for bagging and loading in the rake, whichever is later. The pre and post loading activities are to be completed within the allowable loading time (i.e) 6 hours ('Allowable Loading Time'). The pre & post loading activities include opening of wagon doors, cleaning of wagon floors, spreading of dunnage, closing of wagon doors, counting of bags by the surveyor before closing the wagon doors etc. The allowable loading time does not include hauling of rake, positioning of wagons.
4. The tariff prescribed shall not be eligible for annual escalation during the period of its validity.
5. The validity of proposed service shall be till the period of contract for operation and maintenance of proposed service.

13. Removal of Hazardous waste / Sludge.

Description	Unit	Charge payable
Removal of Hazardous waste / Sludge	Per ton or part thereof	790.00

Chapter V
RATES FOR TUNA PORT (BARGE JETTY OF DPT)

1 SCHEDULE OF PORT DUES

Sr. No.	Particulars	Rate per GRT or part thereof		Frequency of Levy
		Foreign going vessel (in US \$)	Coastal Vessel (in `)	
1	Vessels of 10 GRT & upwards (except fishing boats)	0.1032	1.5057	Payable on each entry
2	Sailing vessels of 10 GRT & upwards (except fishing boats)	0.0619	1.2906	

2 SCHEDULE OF BERTH HIRE CHARGES

Sr. No.	Particulars	Rate per GRT per Hour or part thereof	
		Foreign going vessel (in US \$)	Coastal Vessel (in `)
1	Vessel upto 10 GRT	Free	Free
2	Vessels above 10 GRT	0.0026	0.0430

3 SCHEDULE OF BEACHING AND ANCHORAGE CHARGES

Sr. No.	Particulars	Unit of levy	Foreign going vessel (in US \$)	Coastal Vessel (in `)
1	Beaching Charges	Rate per NRT per month or part thereof	0.0206	0.4302
2	ANCHORAGE CHARGES			
	Sea going mechanically propelled vessels			
	(a) Kandla OTB	--	--	--
	(b) Inner Anchorage (per GRT)	Rate per 1 hour or part thereof	0.0011	0.0281

4 SCHEDULE OF WHARFAGE CHARGES

Sr.	Particulars of Commodity	Unit	Foreign	Coastal
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No.			going vessel (in US \$)	Vessel (in `)
A		Liquid (in bulk)		
	1	POL products in bulk other than crude oil	M.T or part there of 55.01	55.01
	2	Other liquid cargo including bunkers	M.T or part there of 55.01	33.00
B		Dry Cargoes		
	1	Fertilizers and raw material including sulphur	M.T or part there of 53.47	22.18
	2	Foodgrains, cereals, pulses and oilseeds	M.T or part there of	
		(I) BULK	33.00	9.90
		(II) BREAK BULK	26.40	5.94
	3	Cement and clinker	M.T or part there of 41.26	14.85
	4	Ores and minerals (in all forms)	M.T or part there of 35.07	11.14
	5	Granites and marbles	M.T or part there of 41.26	14.85
	6	Metals (Ferrous/non-ferrous & metals scrap including pipes, plates, pig iron, coil sheet & cokes)	M.T or part there of 57.76	24.75
	7	Animals including chicken, sheep & goats	Each 23.67	4.30
	8	Animals (other than above)	Each 33.71	10.33
	9	Animals products, bone meal, hides and skin	M.T or part there of 27.26	6.45
	10	Oil cakes and fodder	M.T or part there of 33.00	9.90
	11	Waste paper and newsprint	M.T or part there of 49.51	19.80
	12	Construction material and sand	M.T or part there of 35.07	11.14
	13	Coal and coke (including firewood)	M.T or part there of 44.23	16.63
	14	Wood, timber and bamboo	Cu. M. 49.51	19.80
	15	Jute & jute products and coir products	M.T or part there of 41.26	14.85
	16	Cotton including cotton waste	M.T or part there of 41.26	14.85
	17	Salt	M.T or part there of 33.00	9.90
	18	Sugar	M.T or part there of 33.00	9.90
	19	Synthetic resin and wood pulp	M.T or part there of 66.01	29.70
	20	Arms, ammunition, explosives and defence stores	M.T or part there of 123.77	64.36
	21	Dry chemicals including soda ash, HDPE, etc.	M.T or part there of 41.26	14.85
	22	Other unspecified goods	M.T or part there of 74.26	34.65

NOTES:

- (i) Wharfage charges shall be levied on the goods actually exported.
- (ii) Before classifying any cargo under 'unspecified category' in the wharfage/ on- board and wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in those schedules.

5 SCHEDULE OF STORAGE CHARGES FOR GENERAL CARGO

Sr. No.	Particulars	Rate per 10 sq. mtr. or part thereof per month or part thereof (in `)
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1	For open space	
(i)	Kutchha Plots (uncemented/unasphalted)	
	Upto 2 months	28.25
	More than 2 months to 3 months	56.50
	More than 3 months to 6 months	70.63
	Beyond 6 months	77.04
(ii)	Pucca Plots (cemented/ asphalted)	
	Upto 2 months	158.42
	More than 2 months to 3 months	316.84
	More than 3 months to 6 months	396.05
	Beyond 6 months	475.26
(iii)	Bins and raised plinth	
	Upto 2 months	184.82
	More than 2 months to 3 months	369.65
	More than 3 months to 6 months	462.06
	Beyond 6 months	554.47
2	For Covered Space	
	Upto 2 months	306.94
	More than 2 months to 3 months	613.88
	More than 3 months to 6 months	767.35
	Beyond 6 months	920.82
3	Storage of timber on board	Rate per 10 sq. mtr. or part thereof per day or part thereof (in `)
		2.16

NOTES:

- (1) Period for the purpose of calculation of Storage charges shall be counted taking into account the period of stay of the cargo, both for open and covered areas.
- (2) Application for storage spaces shall be made before storage of goods to the DPT or its authorised official. Any unauthorised occupation of storage spaces shall be liable for payment of double the rent, as a penalty.
- (3) Storage charges shall be paid in advance. Penal interest, as prescribed in point no. (viii) in 1.2. General Terms and Conditions in Chapter I shall be levied on the amount due but not paid from the date on which the amount becomes due till the date of actual payment which shall in no case exceed 7 days. If, for any reason, payment is delayed beyond 7 days from the date of the amount becoming due occupation will be treated as unauthorised.
- (4) The space allotted shall be vacated on notice from the DPT or its authorised official failing which it will be treated as unauthorised occupation; and the Port Authorities shall take other action, as deemed fit.
- (5) The DPT shall have the right to take over the spaces, allotted on rental basis, which are unoccupied/ empty without any prior notice in the interest of the Port operation. In such cases, proportionate reduction in rent shall be allowed.
- (6) The day for the purpose of levy of storage charges will be from 08:00 hrs to 08:00 hrs.
- (7) If operational area is leased on rental to users, storage charges on containers/ demurrage on cargo stored therein shall not be levied again.

6 SCHEDULE OF TROLLEY HIRE CHARGES

Sr. No.	Particulars of commodity	Rate per day or part thereof (in `)
1	Trolley hire charges	21.51

General Notes:

- (i) Whenever no specific rate is available, the rate prescribed for the corresponding items at Kandla will apply provided the relevant services offered/ facilities provided at Tuna Port are at par with those at Deendayal Port.

- (ii) The terms and conditions of rendering the services at Tuna will be same as prescribed for corresponding services at Kandla provided for comparable services offered/ facilities provided.
- (iii) The aggregate amount of bill shall be rounded off to the next higher rupee.

Annex - II

Performance Standards

Sl. No.	Performance Parameters	Proposed Performance Standards
(1).	Cargo Related Services	
(a)	Average Ship Berth day Output (in tonnes)	17,383
(b)	Average moves per hour (in TEUs) in respect of Containers	30.58
(2)	Vessel Related Services	
(a)	Average Turnaround Time of Vessels (in days)	3.14
(b)	Average Pre-Berthing Time of Vessels (in hours)	10.08
(3)	Any other parameters found relevant by the Port	-
