

**PARADIP PORT TRUST  
TRAFFIC DEPARTMENT**

NO.TD/TM/GEN-06[XVII]/5303

Dated:Novembr 20, 2007

**CIRCULAR**

Sub: General revision of Scale of Rates of Paradip Port Trust.

Tariff Authority for Major Ports [TAMP] in their letter No.TAMP-60/2005-PPT, dated 1<sup>st</sup> November 2007 have approved general revision of scale of rate for Paradip Port Trust and the same has been notified in the Gazette of India Extraordinary [Part-III, Section-4] on 31.10.2007. The details are available in TAMP's website <http://tariffauthority.gov.in>.

The revision of scale of rate of Paradip Port Trust will also be available in PPT website [www.paradipport.gov.in](http://www.paradipport.gov.in). The revised scale of rate will come in to effect from 1<sup>st</sup> December 2007 and will remain in force till 31.03.2010. The published copies will also be made available to the parties on payment of requisite fees.

TRAFFIC MANAGER  
PARADIP PORT TRUST

Copy to:

1. All Heads of Departments, Paradip Port Trust.
2. All Stevedores/Shipping Agents/Exporters/Importers, Paradip Port.
3. Paradip Port Stevedores Association/Kalinga Steamship Agents Assn. Paradip Port.
4. Addl. Traffic Manager, PPT/All Dy. Traffic Manager, PPT for information.
5. The Deputy Director, EDP with a request to release the above general revision of port's scale of rates in port website.

**PARADIP PORT TRUST**  
**SCALE OF RATES**

**CHAPTER-I**

**1.1. Definitions:**

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

- (i). **“Board”** will mean Board of Trustees of Paradip Port Trust.
- (ii). **‘Board with reference to vessel’** will mean “On board the Vessel”.
- (iii). **‘Coastal/coasting vessels’** shall mean any vessel exclusively employed in trading between any port or place in India to another port or place in India having a valid coastal license issued by competent authority.
- (iv). **“Cold Move”** shall mean the movement of the vessels without the main engines in operation.
- (v). **‘Day’** will mean 6 A.M to 6 A.M of the following day, unless in the context otherwise specified.
- (vi). **“Demurrage”** shall mean charges payable for storage of cargo within port premises beyond free period, as specified in the scale of rates.
- (vii). **‘Entry’** means entering in to the Port limits.
- (viii). **‘Foreign vessel’** means a vessel other than a Coasting Vessel.
- (ix). **“Full Container Load” (FCL)** shall mean a container containing cargo belonging to one consignee in the vessel’s manifest.
- (x). **‘General shift’** means the period of eight hours i.e. from 7 A.M. to 12 Noon and from 2 P.M to 5P.M.
- (xi). **“Hazardous Container”** shall mean a container containing hazardous goods as classified under IMO.
- (xi). **“Holiday”** will mean the days notified by the management on which the Port Trust offices will remain closed.
- (xiii). **“Less than a Container Load” (LCL)** shall mean a container containing cargo belonging to more than one consignee in the vessel’s manifest.
- (xiv). **“Port”** will mean Port of Paradip.

- (xv). **“Port Management”** will mean Chairman of Paradip Port trust or any other official acting under the Authority of Chairman.
- (xvi). **“Reefer Container”** shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- (xvii). **‘Shift’** will mean duration of eight hours with a recess of 30 minutes after the fifth hour. For the port’s operation the first shift is from 6.A.M.to 2 P.M, second shift from 2 P.M to 10 P.M and third shift is from 10 P.M to 6 A.M of the next day.
- (xviii). **“Transshipment”** shall mean any cargo not originally manifested for the port of Mumbai, but landed at Mumbai and subsequently reshipped to other ports.
- (xix). **“Transshipment container”** shall mean any container, which is discharged from one vessel, stored in the yard and transported by road, rail or by sea through other vessel.
- (xx). **‘Vessel’** will have the same meaning as defined under MPT Act-1963.

## **1.2. General terms and conditions.**

- (i)(a). A foreign going vessel of Indian Flag having a General Trading License can convert to Coastal run on the basis of a Customs Conversion Order.
- (b). A foreign going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage License issued by the Director General of Shipping.
- (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
- (d). In cases of such conversion, Coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations, immediately thereafter foreign going rates shall be chargeable by the discharge port.
- (e). For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to Coastal rates.
- (ii). The Status of a vessel, as borne out by its certification by the Customs or Director General of Shipping shall be the deciding factor for classifying into “coastal” or “foreign-going” category for the purpose of levy of vessel-relate charges. The nature of cargo or its origin will not be of any relevance for this purpose.
- (iii)(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.

- (iv). A regular review of exchange rate shall be made once in 30 days from the date of arrival in 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.
- (v). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Port Trust may, if it 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 conditional ties governing the application 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.
- (vi). (a). The vessel related charges for all coastal vessels should not exceed 60% of the correspondence charges for other vessels,
- (b). The cargo/container related charges for all coastal cargo/containers, other than thermal coal and POL including crude oil, should not exceed 60% of the normal cargo/container related charges.
- (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.
- (d). 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, from/to quay to /from storage yard as well as wharfage on cargo and containers.
- (e). Cargo/container from a foreign port which reaches an Indian Port `A' for subsequent transshipment to Indian Port `B' will be levied the concession charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (f). The charges for coastal cargo/containers/vessels shall be denominated and collected in Indian Rupee.”
- (vii). The users shall not be required to pay charges for delays beyond reasonable level attributable to PPT.
- (viii). Goods shall not be delivered/ allowed to be shipped until all the admissible charges under the rules have been paid and the receipt in support of the same is produced.

- (ix). Vessels shall not be granted clearance for sailing until and unless all the admissible dues/charges as per rules have been paid.
- (x). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (xi). For the purpose of charges, 'Gross' and not the 'Net' tonnage of cargo shall be taken.
- (xii). All dues in respect of services required will have to be paid in advance or within the stipulated time as per demand.
- (xiii). Interest on delayed payments/refunds:
  - (a). Users shall pay penal interest on delayed payments and port shall pay penal interest on delayed refunds at the rate of 14.75% per annum.
  - (b). The rate of interest will be 2% above the Prime Lending Rate of the State Bank of India. The penal interest will apply to both the PPT and the port users equally.
  - (c). The delay in payments by user will be counted beyond 10 days after the date of raising the bills. This provision will not apply to cases where payment is to be made before availing of the services/ use of port properties as stipulated in the MPT Act, 1963 and/ or prescribed as conditions in the tariff.
  - (d). 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 documents required from the user, which ever is later.
- (xiv). Application for refund of any type of due /charge already paid must be submitted in writing by the claimant or his representative within six calendar months after the month of first payment/ adjustment. No refund shall be made unless amount refundable is Rs.100/- or more.
- (xv). The charges are to be paid on per ton basis. The fraction of a ton will be rounded off to next higher tonnage.

**CHAPTER II**

**CARGO RELATED CHARGES**

**2.1 Wharfage other than on containers and containerised cargo:**

Sl.No.	Description of goods		Rate per MT or part thereof. (Rs.)	
			Foreign rates	Coastal rates
1.	a)	Chrome Ore /Chrome Concentrate	75.00	45.00
	b)	Manganese ore.	74.75	44.85
2.		Charge Chrome/ Ferro alloys and other processed Ores/High Carbon Ferro Chrome	90.00	54.00
3.		All types of Coal/Coke		
		Per party import upto 5 lakhs tonnes per annum	63.25	37.95
		Per party import between 5 lakhs and 7.5 lakhs per annum	53.25	31.95
		Per party import above 7.5 lakhs tonnes per annum	43.25	25.95
		Per party shipment of all types of coal upto 3.5 million tonnes per annum - conventional handling.	69.00	41.40
		Per party shipment of all types of coal above 3.5 million tonnes per annum - conventional handling.	57.50	34.50
4.		Coal through MCHP <sup>@</sup>		
	a)	Unloading of coal wagon through the coal handling system	76.00	76.00
	b)	Shipment of coal through coal handling plant		
		(i)Up to 7.5 million tonnes		
(ii)From 7.5 million tones to 10 million tonnes		114.00	114.00	
	(iii)Beyond 10 million tonnes	104.50	104.50	
		95.00	95.00	
5.	a)	Iron Ore [through IOHP]		
		(i) Shipment Up to 1.0 MTPA	34.50	34.50
		(ii) Shipment between 1.0 MTPA and 1.5 MTPA	29.50	29.50
		iii) Shipment above 1.5 MTPA	24.50	24.50
	b)	Tippling Charges	30.00	30.00
c)	Iron Ore (Manual)	34.50	34.50	

Sl.No.	Description of goods		Rate per MT or part thereof. (Rs.)	
			Foreign rates	Coastal rates
6.		Iron & Steel [Steel coils, slabs, steel pipes, steel rails, pig iron, plates, iron rods etc.]	75.00	45.00
7.		Iron & Steel Scraps	40.00	24.00
8.		Cement, Clinker, Limestone, Dolomite and other fluxing materials. Up To 2.00 Lakhs Tons (per party) Above 2.0 Lakhs Tons (per party)	80.00 70.00	48.00 42.00
9.		Aluminum Ingots	28.75	17.25
10		Finished Fertilizer / Ammonium Nitrate	40.00	24.00
11.		Food grains, Oil seeds, cereals, pulses, Edible oil etc. Upto 50,000 MT ( per party) Above 50,000 MT(per party)	100.00 60.00	60.00 36.00
12.		Rice/sugar	30.00	18.00
13.		Salt	10.00	6.00
14.	a)	POL and Products Crude oil, petroleum and its products having flash point of 23 degree C[73.4 degree F. ] and above In bulk Upto 2.00 MTPA In bulk Above 2.00 MTPA In barrel Petroleum and its products having flash point of less than 23 degree C [73.4 degree F.]	45.00 42.00 60.00 100.00	45.00 42.00 60.00 100.00
15.	b)	POL through SBM constructed by operators within port limits.	8.00	8.00
16.		LPG and LNG	100.00	60.00
17.		Liquid bulk including Acid, Fatty Acid and Ammonia.	74.75	44.85
18.		Timber [per cum ]	50.00	30.00
19.		Drilling materials and chemicals.	80.00	48.00
20		All types of fish including shrimps	57.50	34.50
21.	i) ii)	Other General Cargo (Bulk and Break Bulk) By Slings By Grabs	50.00 35.00	30.00 21.00
22		Transshipment [crude and POL] from mother to daughter vessel.	10.00	6.00
23		Barging [loading and unloading]	-	15.00
24		All types of project cargo including over dimensional consignment [ODC]	85.00	51.00

**Note:** @The rate at 4b (ii) and 4b (iii) will apply if traffic of a single user in a year exceeds the slab limits.

**2.2 Wharfage on Containers and Containerised cargo:-**

Sl. No.	Description	Container having length upto 20 feet (Rs.)		Container having length over 20 feet but upto 40 feet (Rs.)		Container having length above 40 feet (Rs.)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1.	Wharfage on Container (Box only)	100/-	60/-	150/-	90/-	200/-	120/-
2.	Wharfage on reefer cargo(Per Box)	800/-	480/-	1200/-	720/-	1600/-	960/-
3.	Wharfage on non-reefer cargo(Per Box)	650/-	390/-	975/-	585/-	1300/-	780/-

**Notes to Sections 2.1 and 2.2. above.**

- (1). Wharfage shall also be payable on the following specified goods at normal rates:
- On cargo abandoned
  - On cargo excess landed and over loaded
  - On cargo confiscated by Customs
  - On cargo salvaged
  - On serviceable empty drums, empty bottles and other ship stores disposed off by vessels in the Port.
  - On sweeping collected on board of vessels and landed at this port where the entire cargo is not discharged at the Port.
  - On all cargo admitted to the Board's transit areas for shipment where it is shipped or having been brought is taken out without being shipped.
  - On cargo entering the Board's premises by rail or road and taken out from the Port without shipment.
  - Cargo of other Port if landed or reshipped.
  - Handling charges for transshipment containers will be at 1.5 times the handling charges for the normal handling operations in loading or unloading cycle.
- (2). Wharfage shall not be payable on the following specified items-
- Goods cosigned to or by the Board on account of Paradip Port Trust
  - In respect of ships using the Port bonafide ship's fittings, ship's stores, bonafide passengers and Seamen's baggage and personal effects accompanying, live stock, bunker, which was not manifested as cargo.
  - Sweeping collected from the Board's premises and survey rejections.
  - Rail-borne goods mis-sent to the harbour rejected by the consignee and goods cleared from bond and dispatched by rail from the Board's premises.
  - Cargo shifted from one hatch to other hatch without routing through the berth.
- (3). Wharfage and Intra- port transportation:-
- All goods landed or shipped within the limits of Port areas shall be liable to pay wharfage charges as detailed in the scale of rates. The charges shall be payable by the Importers/Exporters prior to rendering of service by the Port.

- (b). All applications for permission to export or to clear import goods shall be made on the prescribed format approved by PPT and such formats shall in all cases be correctly filled in and signed by the Shipper/ Consignee of the goods or by their Agents. Whenever required, PPT may call for inspection of necessary documents, the same shall be produced by Shippers/ Consignees or their Agents. Whenever the cargo is to be shipped by a vessel other than that entered on the application, a fresh application must be submitted to PPT.
- (c). The importers or the exporters or the Shipping Agents will have to make their own arrangement for landing or shipment of cargoes.
- (d). The weight shown in the Bill of Lading or original invoice upon which freight has been paid shall be deemed to be the correct tonnage. However, incases where the Port makes a check weighment, the tonnage recorded by the Port shall be deemed to be the correct tonnage.
- (e). Fees on packages containing article of miscellaneous character shall be levied at the rate applicable to the article on which the highest rate is chargeable.
- (f). The Port undertakes the shore handling of all general cargo landed from or shipped into the vessels and the charge for this service is included in the wharfage rate. In case of bulk cargo required to be bagged on wharf/ transit area, the trade shall assume the custody of cargo on the wharf and undertake all the handling operations as per the operational planning of the Port. In case in the opinion of the PPT, if the consignee / trade has failed to adhere to the operational planning for bagging of bulk cargoes which consequently affects the discharge from the vessel, the detention charge at the rate of Rs.1, 000/- per hour will be recovered from the consignee/ trade for the period the discharge operations are affected.
- (g). Port assumes the custody in respect of general/ break bulk cargo landed from the vessel or brought to the transit shed/ area for shipment only when the port gives a receipt.
- (h). The port will use the wharf crane, mobile crane or other special equipment, which is necessary or convenient for handling the cargo. The charges for hire of such cranes or specialized equipment shall be levied in addition to the rates prescribed.
- (i). The Port does not undertake intra-port Transportation work for engineering goods, steel wire rods, coils and project material. The Intra-port transportation service to and from the berth for other export and import cargo shall be optional and can be undertaken by the Port on specific request at the market rates with service charge of 5% over the rates. The Port Trust however reserves the right to refuse the intra-port transportation service in respect of any cargo and communicate the same to the user well before commencement of the service/ arrival of the ship. The intra-port transportation means transportation of cargo, in case of import, from the wharf to the plot/sheds inside the port prohibited area where as in case of export cargo, the same will mean the reverse, i.e. transportation of cargo from plot/sheds inside port prohibited area to the wharf/vessel side.
- (j). The Port Trust shall undertake transportation of bulk and break bulk cargo from the berth to the transit area and vice versa without any additional charges where the transit area and transit shed form part of the berth. In case the berth where

vessel is berthed does not serve to such transit area, the importer/ exporter shall make own arrangements for transportation of cargo. The decision of the port, regarding transit area or transit shed, which forms the part of a berth, shall be final.

- (k). The Exporters and Importers are to regulate loading at the wharf as well as at the stockyard to avoid spillage en-route in course of Intraport Transportation. In the event of spillages en-route or on the railway tracks in course of Transportation, it shall be the responsibility of the Importer/ Exporter to arrange for removal of the same for operational reasons.
- (l). Before classifying any cargo under “unspecified” category, the relevant customs classification should be referred to find out whether the cargo could be classified under any of the existing categories in the wharf age schedule.
- (m). If at any time port should apprehend a serious congestion in the transit sheds or other places allotted for goods in transit shed/area to the detriment of rapid transit of goods through the Port, it may direct the owner or consignee of any specific goods to remove such goods from Port premises within a given time. If the goods are not removed within the specified time, the port may cause those goods removed and restacked them in other places within the transit shed or any other places allotted for the goods in transit at the risk and expenses of owner/consignee. The cost of such removal shall include equipment hire charges, labour charges including levy as applicable from time to time and supervision charges at the rates of 20 per cent of labour and equipment charges. Goods so removed will be charged with demurrage dues at the rate applicable for goods retained beyond second week and will not be eligible for any other concession given in the schedule.
- (n). Goods placed in spaces, which are not intended as spaces to be occupied by goods in transit, transit dues will be charged at the maximum demurrage rates and no free time will be allowed. The port will remove such goods at the expenses and the risk of the owners/ consignee to one of the spaces provided for goods in transit. The cost for such removal will be as mentioned at item (i) above.

2.3. **Charges if stuffing/destuffing of cargo containers is undertaken by the port (charges exclude lashing and dunnage).**

	Per container	
	Foreign(U.S. \$.)	Coastal (Rs.)
1. Container having length upto 20 feet	12.20	500.00
2. Container having length over 20 feet but upto 40 feet	18.30	750.00
3. Container having length above 40 feet	24.40	1000.00

2.4. **Dwell time charges on containers.**

Sl. No.	Description	Container having length upto 20 feet (Rate per day per U.S. \$.)	Container having length over 20 feet but upto 40 feet (Rate per day per U.S.\$.)	Container having length above 40 feet (Rate per day per U.S. \$.)
1.	<u>Import containers</u>			
	First 3 days	Free	Free	Free
	4 <sup>th</sup> to 30 <sup>th</sup> day	0.14	0.28	0.42
2.	31 <sup>st</sup> day onwards	0.30	0.60	0.90
	<u>Export containers</u>			
	First 5 days	Free	Free	Free
	6 <sup>th</sup> to 30 <sup>th</sup> day	0.14	0.28	0.42
3.	31 <sup>st</sup> day onwards	0.30	0.60	0.90
	<u>Transshipment containers</u>			
	First 8 days	Free	Free	Free
	9 <sup>th</sup> to 30 <sup>th</sup> day	0.14	0.28	0.42
	31 <sup>st</sup> day onwards	0.30	0.60	0.90

2.5. **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 (Rs.)	Coastal (Rs.)	Foreign (Rs.)	Coastal (Rs.)	Foreign (Rs.)	Coastal (Rs.)
Charges for supply of electricity to reefer containers.	150.00	90.00	225.00	135.00	300.00	180.00

2.6. **Charges for overside discharge of containers**

Particulars	Per overside discharge of loaded container		Per overside discharge of empty container	
	Foreign (Rs.)	Coastal (Rs.)	Foreign (Rs.)	Coastal (Rs.)
1. Container having length upto 20 feet	500.00	300.00	70.00	42.00
2. Container having length over 20 feet but upto 40 feet	750.00	450.00	105.00	63.00
3. Container having length above 40 feet	1000.00	600.00	140.00	84.00

**Note:** This charge shall be levied on steamer Agents/ Slot-hirers/ Ship owners

2.7. **Charges for cargo of Paradeep Phosphates Limited handled at the Fertilizer Berth-(I)**

- (1) A fixed charge of Rs. 30 lakhs (Thirty lakhs) per month irrespective of the quantum of cargo handled in 3 equal installments payable on 1<sup>st</sup>, 10<sup>th</sup> and 20<sup>th</sup> of each month.
- (2) A consolidated unit charge (Rupees per ton) which will vary with the annual throughput are follows:-

Sl.No.	Particulars	(Rs.) per tonne
(a)	Upto 5 lakh tonnes	65.00
(b)	5 to 10 lakh tonnes	50.00
(c)	10 to 15 lakh tonnes	25.00
(d)	And above 15 lakh tonnes	25.00

- (3) In addition to the charges as mentioned at (1) and (2) above, the Paradeep Phosphates Limited will pay other charges namely, Pilotage and towage and port dues only as per the Scale of Rates and no other charges, like berth hire, warping, mooring charges.

2.8. **Charges for Cargo of Indian Farmers Fertilizers Co-operative handled at Fertilizer Berth II.**

- (1) Captive Berth charges of Rs.447 lakhs (Rupees four hundred forty seven lakhs only) per annum shall be payable on monthly basis in advance @ Rs. 37.25 lakhs per months irrespective of quantum of cargo handled. If the due date falls on Sunday or holiday, the payment will be made in the next working day.

- (2) Wharfage charges will be applicable on the following rates.

		(Rs.per ton)
		W.e.f 1.4.05
(a)	Up to 5 lakh tonnes	78.65
(b)	5 to 10 lakh tonnes	66.55

(c)	10 to 15 lakh tonnes	48.40
(d)	And Above 15 lakh tonnes	30.25

There will be escalation @ 10% after every three years in the rates of wharfage at each slab as provided for in the agreement. Accordingly, the next escalation will be due on 01.04.2008. The berth hire charges will be reviewed and revised in the year 2008. The minimum guaranteed cargo of 2.50 million tons per annum will be effective from the date of taking over of the berth by IFFCO, i.e w.e.f 01.10.2005.

In case of any shortfall in minimum guarantee, IFFCO will pay wharfage for the full guaranteed cargo within the first month of the next financial year.

(3) In addition to the charges as mentioned at (1) and (2) above, IFFCO will pay other service charges namely, Pilotage and towage and port dues, etc. as per prevailing Scale of rates and as amended from time to time .

2.9. **Charges for transhipped goods:**

Category	Rate
Through cargo originally manifested at the Port of shipment landed on quay and reshipped OR Goods transhipped for Ports outside India OR Cargo manifested for local and subsequently amended at Paradip for transshipment OR Cargo of other Ports not shown for transshipment	2 times of wharfage as per Section 2.1 above

**Note:** - Intra-port transportation charges wherever applicable will have to be paid extra.

2.10. **Free Storage period for levy of demurrage in transit accommodation.**

Sl.No.	Description	Free period.
1	Import	3 days from day of discharge
2.	a Export	5 days from day of receipt in Port
	b Rice Export	30 days from day of receipt in Port
3	Transshipment	10 days from the date of landing

**Notes:**

- (1). Free period prescribed above excludes customs notified holidays and ports non-working days.
- (2). Free period for containerized cargo shall commence from the day of de-stuffing.
- (3). In case of salvaged goods free period shall commence from the following the day of salvage.
- (4). For dangerous goods, free period is 24 hours.
- (5). For unclaimed/uncleared goods sold by auction, free period of 3 days shall count from day of auction.

- (6). Free time for gift cargoes consigned to all charitable organizations will be 30 days. This free time shall be allowed irrespective of the nature of carrier and type of packaging.
- (7). In case of excess landed cargo, demurrage will be charged after expiry of 3 days of notification of excess landing to the consignee.
- (8). In case of missing goods in transit shed due to congestion or otherwise, demurrage will be charged after 3 days from the date of location.
- (9). In case of hazardous containers, a premium to the extent of 25% on handling and storage charges shall be levied.
- (10). The dwell time for import containers shall commence from the day after the landing of the container and for export containers the free period shall commence from the time the container enters the terminal.

**2.11. Demurrage on goods left lying in the transit shed or in open transit space beyond the free period.**

Period	Rate per MT per day or part thereof. (Rs).	
	Import	Export
For the I <sup>st</sup> week	5.00	3.00
For the II <sup>nd</sup> week	15.00	7.00
For the III <sup>rd</sup> and subsequent weeks	25.00	15.00

**Note:** For rail users demurrage at the lowest rate shall be applicable for non-supply of wagons by Railways provided indents are maintained.

**2.12. Demurrage on containerised cargo**

- (1). No demurrage shall accrue on container or export/ import cargo for the period when the port is not in a position to deliver /make shipment of cargo or containers when requested by users.
- (2). On other hazardous goods demurrage shall be levied from the date of landing at double the rates specified in section 2.11. if not cleared in the next working day from the date of landing.
- (3). The storage charges on abandoned FCL containers/shipper owned containers shall be levied up to 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 if their failure to take such action within the stipulated period, the storage charges 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 de-stuffing with in 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 de-stuffing. Otherwise, seize/confiscated containers should be removed by the line/consignee from the port premises to the Custom bonded area and in that case the storage charge shall cease to apply from the day of such removal.

**2.13. Licence fee:**

Sl no.	Category	Rate
1. (a).	Open stack-yard: Category-I (paved areas with siding)	Rs. 1200 per month or part thereof for 100 sq. Meter or part thereof.
1. (b).	Category –II (Paved area without siding)	Rs.900 per month or part thereof for 100 sq. Meter or part thereof
1. (c).	Category-III Unpaved area	Rs.600 per month or part thereof for 100 sq. Meter or part thereof
2.	Covered Space	Rs.3,600 per month or part thereof for 100 sq. Meter or part thereof.
3.	Quay Apron/ Concreted stack-yard/ Transit sheds (for non-shed cargoes)	Rs.2, 000 per month or part thereof for 100sq. Meter or part thereof.

**Notes:** - (1). For leases of less than one year, a surcharge of 10% on the rates mentioned will be levied.

(2). General conditions for allotment of covered and open spaces

- (i). Licence for the use of storage shed, open spaces or other property for periods not exceeding eleven months at a time shall be covered by permits to be issued by the Port administration. Allotment for a period of 11 months will be with out surcharge and allotment for periods less than eleven months will invite 10% surcharge. The licence can be renewed at the expiry of previous licence period. Each renewal of licence shall be treated as fresh licence. Applications for use of open spaces, staking-yards, sheds or other property shall be made in writing in the prescribed form to PPT and no goods shall be stored in any such place in the absence of such permission.
- (ii). Applications for renewal of the permit under these rules for a further period shall be made within one week of the expiry of the permit. The granting of permit for a further period shall be at the discretion of the port.

- (iii). Full rent/license fee shall be payable in advance for the area under licence. In case of renewal, license fee shall be payable within 7 days of the expiry of the previous licence. Failure to pay rent or comply with the conditions of licence may result in the cancellation of the licence and levy of penal rent as specified in Para- 2.1 (vii).

If cargoes are stored in areas not covered under the rules double the specified rent shall be charged from the allottee for the period from the date of storage till the vacation of the un-authorized occupation or regularisation of such occupation under valid permit.

- (iv). Goods stored in the open spaces, stacking- yards, sheds or other places shall remain at the owner's risk and Port will be not responsible for any pilferage, theft, damage or loss.
- (v). The locking of shed partially or wholly rented to the parties shall not be regarded as making the Port a bailee of the goods unless the Port has issued a special receipt for the same.
- (vi). The space allotted cannot be sublet without the permission of the port.
- (vii). The space allotted should be vacated on receipt of one-month notice.
- (viii). The allotment of space shall be at the discretion of the port and it may refuse to allot space without assigning any reason.
- (ix). The port shall have the right to resume possession of space, which is not occupied, or lying vacant after giving intimation to the party. In such case, proportionate reduction of rent shall be allowed. In case a plot is surrendered before expiry of the lease, proportionate rent for the plot will be recovered for the period of occupation.
- (x). All the Sheds / covered storage areas inside the prohibited area shall be under the control of Traffic Department for the purpose of storage of cargoes or for other than handling of cargoes.
- (xi). The license fee for plots/stack yards/covered space shall be recovered proportionately for the days of actual occupation in cases of first and last month of occupation/allotment.
- (xii). The decision of the port will be final with regard to classification of cargo as shed or non-shed cargo

#### **2.14. Penal License fee:**

In case imported coking coal, non-coking coal and all types of coke are not evacuated within 90 days of landing, the importers shall be liable to pay penal license fee as detailed below:

Sr.No.	Duration	Rate	Unit of levy
1.	Upto 90 days	Normal plot rent	On area occupied.
2.	Beyond 90 days	Double the normal plot rent	On area occupied

**Note:** Wherever actual measurement is not possible for some reason or other, the area under occupation will be determined at the rate of 4 Metric Tonnes per square meter for coking coal and non-coking coal and at the rate of 2 Metric Tonnes per square meter for all types of coke.

**2.15. Hire charges for cargo handling equipment:-**

Sl no.	Type of Equipment	For a shift of 8 hours. (Rs.)
1.	Locomotive 700-1400hp	As per East Coast Railway rates.
2.	Mobile crane – (i) Between 10 MT and 20 MT. (ii) Up to 35 MT (iii) Above 35MT.	2600 5000 16000
3.	Wharf crane: i) 13.2 MT ii) 20.0 MT	7000 18000
4.	Forklift trucks up to 3 MT	1000
5.	Pay-loaders up to 4 Cum	8000
6.	Bulldozer above 350 HP	17500
7.	(A) Grab attachment for wharf crane upto 8 Cum.  (B) Above 8 Cum and upto 15 Cum.	600  1500

**Notes:-**

- (1). Minimum charges payable for the locomotive will be for a quarter shift i.e. 2 hours and multiples of it during a shift. The rate will be charged proportionately of the rate shown above for the full shift of 8 hours.
- (2). Minimum charges for use of cargo handling equipment will be on hourly basis. Total utilization period of equipment as reflected in the logbook will be the basis for calculation of charges for use of equipment.
- (3). Hire charges include cost of POL/Power and staff for handling of the equipment, but do not include cost of labour charges for loading/unloading or slinging/unslinging, which will be the responsibility of the hirer.
- (4). Port will provide concessional rate for hiring of wharf crane for handling of break bulk cargo where individual item will be weighing 3 MT or less. The charges in case of such handling by wharf crane will be @ Rs.5, 000 per shift. This concession will not apply in case of bulk cargo.
- (5). Diesel Generator set up to 100 KW. is available. The hire charge for this is Rs. 1,500 per month or part thereof.
- (6). General conditions for hiring of cargo handling equipment

- (i). Requisition for the use of cargo handling equipment should be made out in the prescribed form and should be signed for by the authorised representative of the party requiring the cargo handling equipment. Such requisition shall be submitted giving a clear 24 hours advance notice except when the party is already working with the crane/equipment continuously.
- (ii). In case the lower capacity equipment requisitioned by trade is not available they will have the option to use the higher capacity equipment, but in such case, they will have to pay the charges as applicable for higher capacity equipment and no reduction will be allowed.
- (iii). Allotment of a suitable cargo handling equipment will be at the discretion of the port and ordinarily, these will be supplied, if the requisitions are received. But the port may withhold allotment, if the circumstances justify such action.
- (iv). Lifts must be placed in such a position either on vessels or on shore that the head of the jib can be swung vertically above the said lifts, which also must be cleared of all other cargo.
- (v). The port permits use of private equipment such as pay loaders, hydrants, mobile cranes, forklifts etc in cargo handling operations.
- (vi). The discharge/loading of the lifts from/into vessels will be performed under the direction of the Stevedores employed on the vessels. All other handling of lifts will be performed under the supervision of the Traffic Department subject to following all safety precautions.
- (vii). The hirer shall use the cranes hired only for the purpose for which it is hired.
- (viii). In case of any damage to the equipment hired out to the party or damage to the property of the Port Trust during the period of hire of the equipment, the cost of damages as assessed by the Port will be recovered from the hirer of the equipment.

**2.16. Hire charges for floating craft.**

SL No.	Name of the craft		Rate per hour or part thereof.	
			Foreign (U.S.\$)	Coastal (Rs.)
1.	Tug up to 40 Ton BP	For Shipping purpose	315	7745.22
		For other purpose	472.5	11617.83
2.	Launch	Up to 200 BHP	26.25	645.43
		Above 200 BHP	78.75	1936.31
		1600 BHP Launch	206	5065.12
		Non-Propelled barges	26.25	645.43
		Fender Barges	10.5	258.17
3.	Pollution control vessel		65.15	1601.91
4.	Oil reception barge		51.76	1272.67

5.	Survey launch	-	6800.00
	Survey equipment	-	17250.00

**Notes:-** (1). Minimum charges for 2 hours shall be payable for hire of any of the above harbour crafts.

(2). General conditions for hiring of floating crafts: -

- (i) The appliance would be hired out subject to the conditions and after executing an agreement in such form as may be prescribed by the Board from time to time.
- (ii) The decision of the port as to the type of appliances services required for specific operation shall be final.
- (iii) In case the lower capacity craft if requisitioned by trade is not available they will be having option to use higher capacity craft but in such case, they will have to pay the charges as applicable for higher capacity equipment and no reduction will be allowed.
- (iv) The manning of the floating crafts hired out by Port Trust dose not make it liable for the loss or damage to the goods etc. carried on them.
- (v) Damage, if any, to the floating craft and/or causality to the persons on floating craft will be the responsibility of the user. In case of replacement of such assets due to total damage return will be limited to the capital cost less amount recovered from insurance.
- (vi) 12 clear hour notice shall be given by the hirer for the cancellation of the requisition failing which hire charges will have to be paid as per prescribed rate.

CHAPTER – III

**VESSEL RELATED CHARGES**

**3.1. Berth hire for crane berths EQ-1, EQ-2 and EQ-3**

Sr.No.	Description	Rate per GT per hour or part there of.
1	Foreign going vessels	U.S. \$. 0.0040
2	Coastal	Rs .0.098

**3.2. Berth hire for non- crane berths**

Sr.No.	Description	Rate per GT per hour or part there of.
	Foreign going vessels	U.S. \$. 0.002375
2	Coastal	Rs 0.058

**3.3. Concession in berth hire for non- crane berths:**

Sr.No.	Description	Concession
1	Vessels berthed at moorings/anchorage	50%
2	Vessels double banking alongside the berth.	50%

**Notes**

- (1). Gross Tonnage (GT) is the cubic capacity of the whole ship (including engine room and crew space but excludes space above deck, cabins, deck shelters, chart house, etc.) as indicated in the vessel certificate of registry. Half a ton and more should be counted as one ton and less than half a ton ignored.
- (2). For a vessel carrying deck cargo, the deck cargo will be added to the GT of the vessel for determining the GT on which the charges are to be calculated.
- (3). For a vessel having dual tonnage, the higher tonnage will be taken into account towards calculation of vessel related charges.

- (4). (i). Berth hire shall stop 4 hours 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 one days berth hire charge for a false signal.
  - (iii). The Master/Agents of the vessel shall signal readiness to sail only in accordance with favourable weather conditions and tidal movements.
- (5). The vessels which are at berth in the roadstead within the port water limits shall be charged @ 4.375 USD (for coastal vessels Rs.107.57) per hour or part thereof. However, for the vessels anchoring at the roadstead waiting for the berth shall not have to pay the above charge. Besides, no roadstead charge shall be levied if the vessel waits for the following:
    - (i) For want of cargo,
    - (ii) If Shippers/Agents are not known,
    - (iii) If the vessel waits at the roads after port clearance for any reason whatsoever.
  - (6). The berth hire charges for LASH barges shall be levied @ 0.875 USD per barge per hour or part thereof during the process of operations of loading or unloading of cargo. For the LASH barges lying inside the port waters, the charges shall be levied @0.21875 USD per hour/ barge. The counting of period will be in the same manner as is detailed out for levying of berth hire charges of the vessels.
  - (7). For mechanized trawlers of 50 feet LOA and less a charge of Rs. 472.50 will be levied per month or part thereof. For catamarans fishing boats, consolidated charge will be Rs.5.25 per day or Rs.105.00 per month.
  - (8). After completion of discharge or loading, if the vessels assignment is changed, separate berth hire will be charged for the same day.
  - (9). The charges for trunk –calls, damages to instruments shall be payable extra as per actual.
  - (10). No berth hire shall be levied for the period when the vessels idle at the berths due to break down of port equipment or power failure or any other reasons attributable to the port.
  - (11). Priority and Ousting Priority charges:-
    - (i). PRIORITY BERTHING:

For providing 'priority' berthing to any vessel, Paradip Port Trust shall collect fee equivalent to berth hire charges for a single day or 75% of the berth hire charges calculated for the total period of actual stay at the berth, which is higher For example, if the berth hire charges are Rs.10,000/- per day, then a minimum fee of Rs. 10,000/- or 75% of the berth hire charges calculated for the total period of actual stay at the berth i.e. @ Rs.7,500/- per day, whichever is higher shall be charged.

(ii). OUSTING PRIORITY:-

For providing 'Ousting priority' to any vessel, the port shall collect a fee equivalent to berth hire charges for a single day or 100% of the berth hire charges calculated for the actual period of stay at the berth, whichever is higher. For example, if the berth hire charges are Rs.10,000/- per day then a minimum fee of Rs.10,000/- or 100% of the berth hire charges calculated for the total period of actual stay at the berth i.e. @ Rs.10,000/- per day, which is higher shall be charged. In addition, for providing 'Ousting Priority' to any vessel, this port shall collect the charges for 'shifting in' and 'shifting out' of the vessel.

(iii). The fee for according 'Priority'/'Ousting priority' as indicated above shall be charged from all the vessels irrespective of the fact whether the 'Priority' /'Ousting Priority' is accorded by the Central Government or the Port Trust under their own regulation, except the following categories.

- (a) Vessels carrying cargo on accounts of Ministry of Defence.
- (b) Defence vessels coming on goodwill visit.
- (c ) Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
- (d) Any other vessel for which special exemption has been granted by the Ministry of Shipping.

**3.4. Port Dues.**

1	Foreign going vessels (per GRT per entry)	U.S.\$ 0.242
2	Coastal (Vessels per GRT per entry )	Rs. 5.950

Concession in Port Dues shall be extended to the following vessels:

Sl.No.	Description	Concession
1	Vessel entering Port in ballast but not carrying passengers	25%
2	Vessel entering Port but not carrying Cargo or passengers	50%
3	Vessel entering the Port and taking in only provisions, water, bunker coal or liquid fuel for their own consumption shall be charged Port dues at half rates.	50%
4	(1)Any pleasure yacht. (2) Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage: (3) Any vessel belonging to or in the service of Central Government, or State Government (4)Any vessel having the Port limits due to cyclone threat and re-enter. (5)Vessels of war plying white ensign and blue ensign belonging to or in service of Republic of India. (6)Vessel entering in ballast or with cargo / Passengers but leaving port within 48 hours without discharging or taking passengers/ cargo. (7) Vessels discharging or shipping crew and leaving port within 48 hours, pilot over carried due to bad weather to be treated as crew member.	100%

- 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). A vessel landing a passenger at the port without anchoring and proceeding on her voyage is liable to pay port dues.
  - (3). A vessel proceeding from an Indian Port (say Calcutta) to a foreign Port and calling at another Indian Port (say Paradip) enroute to take in cargo for a foreign port, should at Paradip be treated as a foreign vessel for the purpose of the port dues.
  - (4). A LASH Vessel making a "Second Call" to pickup empty LASH Barge shall be treated as a vessel entering a port but not discharging or taking any Cargo or passenger there in as described in section 50 B of the Major Port Trust Act, 1963 and shall not be charged any port dues.

- ( 5). For Oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the “Remark” column of its international tonnage certificate will be taken to be its gross tones.

**3.5. Pilotage and towage:**

Sl.No.	Slabs	Rate per GRT	
		Foreign US \$	Coastal Rs.
1	Up to 30,000 GT	0.509	12.52
2	30,001 to 60,000 GT	0.407	10.01
3	Above 60,000 GT	0.356	8.76

**Notes**

- (1). Above rates are for one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for port convenience.
- (2). For cold movement of vessel, Pilotage and towage charges will be 25 % extra of the rates shown in the above schedule.
- (3). When a vessel is shifted or removed for her own convenience, or for the convenience of another vessel, the vessel for whose convenience the shifting takes place shall pay Pilotage and towage fee as per 50 %of the above schedule.
- (4). Pilot’s Cancellation/detention fee:
  - (i) In case a vessel is not ready for sailing as per time fixed in the DTR meeting/ Marine signal sent to the vessel, she must inform the Port Signal Station over VHF at least 2 hours before the schedule time for cancellation of pilot. A vessel not able to cancel pilot booking at least 2 hours before the schedule time shall be liable to pay 105 USD (for coastal vessels Rs. 2582.00) as cancellation charge.
  - (ii) If the vessel is not able to move within 30 minutes of the Pilot boarding it for the purpose of Pilotage, it shall be liable to pay an extra charge @ 105 USD (for coastal vessel Rs2582.00) per hour or part thereof beyond 30 minutes till it moves.
  - (iii) If the movement of the vessel is cancelled after the Pilot has boarded it, a cancellation charge of 210 USD (for coastal vessels Rs.5164.00) shall be levied.
  - (iv) If an outward bound vessel carries away a Pilot outside the Port limits due to bad weather, a compensation at the rate of 315 USD (for coastal vessels Rs.7746.00) per day or part shall be payable by

the Master of the vessel till the Pilot reports back for duty at the Port. In addition, the boarding and lodging expenses of the Pilot on board the ship and the cost of sending him back to the port shall also be payable by the Master of the vessel.

- (v) If a Pilot is detained in the pilot launch for more than half an hour before boarding the vessel an extra charge @ 105 USD [for coastal vessels Rs.2582.00] per hour or part thereof beyond 30 minutes till the pilot boards the vessel will be charged.
- (5). For towing of LASH barges, the tug hire charges will be recovered @ 157.5 USD per hour per tug.
- (6). A charge of 525 USD (for coastal vessels Rs.12,910.00) shall be levied for warping of vessels for their convenience, if the warping is required for convenience of another vessel, the charges shall be payable by the vessel for whose convenience the warping is done. No charges will be levied if warping is done for Port convenience.
- (7). In case a request is made for Fixing/Removal of Yokohama Fender from any berth, a charge of 315 USD (for coastal vessel Rs7746.00) will be recovered from the respective vessels or importers/exporters i.e. whosoever makes the request. This charge will also be applicable for providing Yokohama Fenders for double banking operations.
- (8). A charge of 420 USD (for coastal vessels Rs.10,328.00) shall be levied on the vessel whose movement was planned for a Sunday/Holiday, but did not take place, due to various reasons attributed to the vessel like non-arrival/late arrival of the vessel, non-completion of cargo /work etc.
- (9). No shifting charges shall be levied when shifting of a vessel is done for port convenience. Shifting of vessels for Port convenience is defined to mean the following:
  - (i). If a working cargo vessel is required to be shifted to another berth so as to enable berthing or sailing of another vessel at the same berth or any other berth in the Dock in view of restriction of LOA, beam, draft, etc., such shiftings shall be considered as shifting for Port convenience.
  - (ii). If a working cargo vessel is required to be shifted from one berth to another berth due to non-availability of storage space of import or export cargo requiring covered accommodation, such shifting shall be considered as shifting for Port convenience.

- (iii). Whenever a vessel is required to be shifted from the cargo berth to the gantry berth for the convenience of container loading/ unloading, such shifting will be treated as shifting for Port convenience provided the agents of the vessel have made specific request to that effect in their berthing application.
- (iv). Whenever a vessel is required to be shifted from one berth to another berth via stream so as to accommodate another vessel or the same vessel in view of the restriction of LOA, beam, draft, etc., such shiftings shall be treated for Port convenience.
- (v). Whenever a vessel is shifted to accommodate another ousting priority vessel, such shifting shall be treated for Port convenience.
- (vi). Whenever vessels are required to be shifted from deep draft anchorage to lesser draft anchorage in order to accommodate vessel of higher draft, such shifting shall be treated for Port convenience.
- (vii). Whenever vessels working cargo at berth/mooring/jetty are required to be shifted for undertaking hydrographic survey, dredging, repairs to berths, or for maintenance and such other similar works such shifting shall be treated for Port convenience.
- (viii) 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.

3.6. **Charges for Single Buoy Mooring (SBM)**

Sr.No.	Description	Rate per G.R.T.	
		Foreign US\$	Coastal Rs.
a	Berth Hire: [per hour]	0.00060	0.20
b	Pilotage [per entry subject to minimum of 5775 USD / Rs.2.5 lakhs.	0.260	8.00
c	Tug Hire charges [for 8 hours] [for 4 hours]	6000 3000	195000 98000
d	Port dues per entry	0.242	7.85
e	Pilot Attendance per hour	40	1350

## CHAPTER IV

### MISCELLANEOUS CHARGES:

#### 4.1 Charges for water supply to shipping:

Item	Rate per M.T. or part thereof	
	Foreign	Coastal
1. Direct water supply at Berth	4 USD subject to a minimum of 60 USD	Rs.98.35 subject to a minimum of Rs.1475.00
2. Supply by barges		
(i) At mooring wharf/jetty	8 USD subject to a minimum of 320 USD	Rs.196.70 subject to a minimum of Rs.7868.00
(ii) At anchorage (Roads)	18.90 USD Subject to a minimum of 1575 USD	Rs.464.71 subject to a minimum of Rs. 38726.00

#### Notes:

- (1) A cancellation fee of 21 USD (for coastal vessels Rs. 516.05) shall be charged when a water barge is ordered but cancelled prior to placement of barge. After placement of barge, cancellation fee of 315 USD (for coastal vessels Rs.7746.00) shall be charged.
- (2) The entire quantity of water supplied per call per requisition to individual vessels shall be treated as one supply for the purpose of levy of minimum charges if applicable. In the event of failure of Port Trust to supply or suspend supply on account of breakdown, etc. the actual quantity supplied shall be taken into account for recovery of the charges.

#### 4.2. Weighment charges for use of weigh bridge/weigh scales:

Sl.No.	Description	Rate
1.	Weighbridge charges for iron-ore/chrome ore/ other ores.	Rs. 2.00 per ton subject to a minimum of Rs. 20 per consignment
2.	Weigh bridge charges for other commodities.	Rs. 3.00 per ton subject to a minimum of Rs. 30 per consignment.
3.	Charges for Weighment in the warehouse/transit shed.	Rs. 2.00 per ton subject to a minimum of Rs. 10 per consignment.

**Note:** The party concerned shall supply attendant labour.

#### 4.3. Weighment charges for Cargo weighed at private Weighbridge inside the prohibited area.

Sl. no.	Description	Rate
1.	Weighment of installers' own cargo	Re.0.30 per MT
2.	Weighment of cargo of other users	Re.1.00 per MT

**Notes:**

- (1). Consignment means the total quantity to be weighed for shipment/despatch in relation to a vessel.
- (2). A fraction of a tonne shall be rounded off to next higher tonnage.

**4.4. Fees for supply of certificate/certified copies of documents/ledger a/c copies/statistics:**

Rs. 20 per page universal size.

**4.5. Supply of skilled personnel for marine operations:**

A fee of 2 USD (for coastal vessel Rs. 49.18) per person per hour or part thereof subject to a minimum of 2 hours will be charged for supply of skilled person for any type of mooring and unmooring or any marine operation.

**4.6. Salvage charges:**

Salvage charges will be levied @20% ad-valorem on the value of the salvaged goods. In the case goods liable to be damaged by water, the above percentage shall be recovered on the original value of the goods as accepted by the Customs.

**4.7. Landing charges for Helicopters**

Rs.4000.00 per one landing and take off. The rate is leviable in respect of use of helipad for landing of helicopters belonging to State Government, Public Sector Undertakings and private users. However, helicopters carrying passengers declared as Port guests may be exempted from such charges.

**4.8. Charges for supply of on board labour to Stevedores**

100% on wages on labour supplied to stevedores for handling all types of cargoes.

**CHAPTER – V**  
**RAILWAY CHARGES.**

**5.1. Haulage charges:**

Haulage charges as per East Coast Railway No.CCM/BBS/HC/284/1dt 16.06.06 are as under w.e.f. 01.07.06:

- For 8 wheeler wagons - Rs.1055.00
- For four wheeler wagons - 0.40 times of the haulages charges of 8 wheeler wagons.

The following procedure will be followed for levy of Port Trust railway haulage charges for all inward and out ward traffic:

- A) For all traffic the chargeable weight of the wagon for the commodity carried will be as per Railway Rules.
- B) For bagged consignment the chargeable weight of the wagon for the commodity carried or tonnage moved which ever is higher will be taken.

While preparing bills for haulage charge the fraction of Rupees below Rs. 0.50 will be dropped and above Rs. 0.50 will be reckoned as one Rupee.

The haulage charged specified above is in addition to Railway freight, which will be collected according to the traffic of the Railway in case of inward to-pay and outward pre-paid consignments.

The haulage charge will be levied for all wagons indented and supplied whether used or not unless a cancellation notice is received sufficiently in advance as per Railway Rules to avoid wagon movement.

Haulage charges on all inward rail-borne traffic must be paid within a week of their arrival at the port siding by surrendering the RRs within the period. Before shipment of Cargo, the trade should obtain clearance to the Deputy Traffic manager (Rly)

For all imported Cargoes to be despatched by rail, the trade should deposit haulage charges on the quantity discharged from the ship with FA & CAO, Paradip port Trust after which indent for wagons will be accepted and movement by Rail will be allowed, For each rake, haulage bills will be prepared and handed over arranging part adjustment. Final adjustment will be made on completion of full despatch of cargo.

**5.2. Free time on wagons:**

**Free time for loading/unloading of wagons at Goods sheds and sidings.**

Type of wagons	Permissible Free Time [on hours & minutes]			
	Mechanised		Manual	
	Loadin g	Unloading	Loading	Unloading

OPEN wagons like BOXN, BOX, BOY, BOI, BOST, BOXNHA, BOXNHS, NBOY etc	5.00	7.00	9.00	9.00
---	------	------	------	------

Type of wagons	Permissible Free Time [on hours & minutes]			
	Mechanised		Manual	
	Loading	Unloading	Loading	Unloading
HOPPER wagons like BOBS, NBOBS, BOBR, NBOBR, BOBY, NBOBY Etc.	5.00	2.30	N.A.	N.A.
FLAT Wagons like BFR, BRH, BRN,BFK, BFKI , BFNS, CONCORD rakes etc.	6.00	N.A.	8.00	8.00
COVERED wagons like BCN, BCNA, BCNHS, BCNAHS, BCX, BCXN etc.	N.A.	N.A.	5.00 1-15 wagons	5.00 1-15 wagons
			7.00 6-26 wagons	7.00 6-26 wagons
			9.00 26 wgn and above	9.00 26 wgn and above
TANK wagons, [While oil]	6.00	6.00 up to 29 wgn	N.A.	N.A.
		8.00 30 wagons and above		
TANK wagons, [ Black oil]	7.00	7.00 up to 29 wgn		
		9.00 30 wgn and above		
Military wagons -KM	N.A.	N.A.	4.00	4.00
Military wagons other than KM wagons like	N.A.	N.A.	5.00 upto 20 wgn	5.00 upto 20 wgn

DBKM etc.			7.00 21 wgn & above	7.00 21 wgn & above
Type of commodity				
Containers	3.00	3.00	N.A.	N.A.
Consignments handled by Crane	7.00	8.00	N.A.	N.A.
Livestock	N.A.	N.A.	4.00	4.00

[East Coast Rly. Circular No.184[G]/05, dated 27.12.2005]

5.2.1. **Demurrage on wagons:**

1. In case of other rail users, demurrage charge @ Rs.75/- per 8 wheeled wagons per hour or part of an hour, for detention of wagon in excess of the permissible free time for loading or unloading shall be levied.
2. The rates of the demurrage charges prescribed above shall be applicable equally to all types of 8 wheeled goods wagons and coaching vehicles [other than passenger vehicles], irrespective of their carrying capacities.
3. The rates of demurrage charge in respect of 4 wheeled wagons/vehicles shall be half of the rates prescribed for the 8-wheeled wagons/vehicles.
4. Permissible Free time for removal of goods.:

Sl.No.	Circumstances	Permissible Free time.
(i)	Goods available for delivery after unloading on the day of unloading	12 hours
(ii)	Goods after unloading, available for delivery on the following day.	12 working hours or till the closing time of the goods shed on the day following the day of unloading.

5. Rates of wharfage charges:

Rates of wharfage charges per quintal or part of the quintal per day or part of a day leviable after completion of permissible free time for removal of goods from railway premises irrespective of the space being covered or open, shall be as under:

Number of days	Rates of wharfage charges
1 <sup>st</sup> day	NIL
2 <sup>nd</sup> day	Rs.2.00

3 <sup>rd</sup> day	Rs.3.00
4 <sup>th</sup> day	Rs.4.00
5 <sup>th</sup> day	Rs.5.00
6 <sup>th</sup> day	Rs.6.00
7 <sup>th</sup> day onwards	Rs.7.00

The terms of 1<sup>st</sup> day referred to in the above table is defined as the day on which goods are available for delivery i.e. the day of unloading in reference to 4.1(i) above and following day of unloading in reference to 4.1(ii) above. Subsequent days i.e. 2<sup>nd</sup> day, 3<sup>rd</sup> day etc. should be counted in reference to the 1<sup>st</sup> day.

6. Permissible free time for advance stacking of goods in Railway premises:

Zonal Railways may permit stacking of goods in railway premises at selected goods sheds without payment of wharfage charges up to a period of ten days in advance of loading after review of traffic pattern at such goods sheds and without causing any hold up to other traffic.

7. Rates of stacking charges:

Stacking charges shall be leviable beyond the permissible advance stacking period of ten days at the same rates as prescribed for wharfage charges.

8. The term 1<sup>st</sup> day in the case of stacking charges is defined as the day on which the permissible advance stacking period is completed. For the present rules, the 10<sup>th</sup> day of stacking is, accordingly, the 1<sup>st</sup> day . Subsequent days i.e. 2<sup>nd</sup> day, 3<sup>rd</sup> day etc. should be counted in reference to the 1<sup>st</sup> day so defined.

Rates of stacking charges prescribed above shall be uniformly applicable to all commodities.

9. These instructions will be effective w.e.f. 01.01.2006.

10. The entire group of BOX wagons placed for loading/unloading will be treated as one unit for the purpose of levy of demurrage charges viz. even if one wagon out of the group of two or more is detained for loading/unloading beyond the prescribed free time demurrage charge will be levied on all the BOX wagons in the group.

11. Demurrage will be charged on a loaded wagon or a rake of ordinary loaded wagons which a consignee is to off load, after the expiry of 5 working hours from the time the wagon or the rake of loaded wagons is placed by one placing advice for off loading until such a wagon or the rake of wagons is handed over to the Board by one removal advice. However in the case of loads out of the rake

released and kept ready for removal within the free period no demurrage will be charged and in the case of loads released and kept ready for removal after the expiry of free time, demurrage will be charged from the time of placement of the rake upto the time of the removal of the wagons after the free period, subject to the following conditions.

- (i) That the number of removal for the entire rake is limited to two including the last one.
  - (ii) That not less than six wagons are involved in the first removal and
  - (iii). That the wagons could in the opinion of PPT be removed straightway without disturbance to other wagons and without involving any shunting operations.
12. Demurrage may be charged on any empty wagon or a rake of ordinary empty wagons which a consignor has asked for after the expiry of working hours from the time the wagon or the rake of wagons is placed by one placing advice for loading until such wagons or rake of wagons is handed over to the Board by one removal advice. However in the case of empties out of the rake loaded and kept ready for removal within the free period on demurrage will be charged from the time of placement of the rake up to the time of removal of the wagons after allowing for the free period subject to the following conditions:
- i) That the number of removals for the entire rake is limited to two including the last one.
  - ii) That not less than six wagons are involved in the first removal and
  - iii) That the wagons could in the opinion of PPT be removed straightway without disturbance to other wagons and without involving any shunting operations.
13. Demurrage may be charged on an empty wagon which is a cosigner has asked but which is not loaded from the time the wagon is received from the Railway until it is returned to the Railways or supplied to another cosigner. In addition, the wagon registration fee shall be forfeited.
14. From the time demurrage begins to accrue under the rules, it will be charged for every hour or part thereof including non-working hours, night time, Sundays and holidays.

**Notes:**

- (1) In all cases goods incurring wharfage shall be warehoused either under cover or in the open, as space may be available.
- (2) If on the ground that the goods are damaged or only part of the consignment has arrived, a consignee does not take delivery of such goods or part of such consignment which is available and the goods lie in the Railway premises they shall be subject to the usual wharfage,
- (3) Paradip Port Trust Railways shall have the same lien on goods for demurrage and wharfage as for freight.

**5.3. Siding charges:**

- |      |                      |     |                 |
|------|----------------------|-----|-----------------|
| (i)  | For Warehousing Zone | ... | Rs.4.25 per MT. |
| (ii) | For other sidings    | ... | Rs.4.00 per MT. |

The siding charge shall include the additional shunting charges for shifting of the rakes to a maximum of two parts. An amount of Rs.2,000 will be charged for each additional placement.

- 5.4. **Terminal charge** Rs.13.50 per MT w.e.f. 01.04.2007 or rates notified by Railway Board thereafter..

- - - - -