The Odisha Gazette

EXTRAORDINARY

PUBLISHED BY AUTHORITY

No. 4210 KATAKA, THURSDAY, SEPTEMBER 10, 2026/BHADRA 19, 1948

PARADIP PORT AUTHORITY

FINANCE AND ACCOUNTS DEPARTMENT

NOTIFICATION

No. 3521–FA/eOffice Date : 03/08/2026

In exercise of the powers conferred vide Ministry of Ports, Shipping and Waterways letter No.PD-14024/5/2020-PD-I(e343443) dtd.03rd November, 2021 and Major Port Authorities (Fixation and implementation of Scale of Rates, Fees and Conditions) Rules 2021, the Board Members of Paradip Port Authority vide Agenda Item No.02(02)/2026-27 and Resolution No.36/2026-27 dtd.23.07.2026 have approved the Scale of Rates along with Statement of Conditions and the Performance Standards which will remain valid for a period of 3 years subject to annual indexation after expiry of 30 days from the date of notification in the State Gazette in compliance with Clause 4.7 and 4.8 of the Tariff Policy, 2026.

P. L. HARANADH

CHAIRMAN

PARADIP PORT AUTHORITY

Index

Information about Paradip Port Authority

Hours of Operations:	
Regular Office Hours	9.30 AM to 5.30 PM on Port Working days
Operational Hours	24 Hours per day, 7 days a week
Contact Numbers:	06722-222049
Email ID:	facao@paradipport.gov.in
Address:	Finance & Accounts Department Paradip Port Authority Paradip-754 142 (Odisha)
Website:	www.paradipport.gov.in
SOR effective Date:	After 30 days from notification in State Gazette
Period of validity:	03 Years.

PARADIP PORT AUTHORITY
SCALE OF RATES

CHAPTER- I

1.1. Definitions

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

(i). **"Back to Town cargo/ container"** shall mean a cargo/ container entering the Port for export for a vessel voyage but unable to be exported for some reason and removed from the Port.

(ii). **"Ballast"** shall mean solid or liquid material placed in the holds of a ship or more often in the ballast tanks, positioned in the compartments right at the bottom and in rare cases on the sides for stabilization and make ship seaworthy in all respects. This may consist of liquid material commonly water.

(iii). **"Barge"** shall mean a flat bottomed vessel whether self-propelled or not and registered as Barge by the Competent Authority.

(iv). **"Board"** will mean Board of Paradip Port Authority.

(v). **"Coastal vessel"** shall mean any vessel exclusively employed in trading between any ports or place in India to any other port or place in India having a valid coastal license issued by the Directorate General of Shipping/ Competent Authority.

(vi). **"Container"** means any freight container complying with all relevant prevailing ISO standards designed to facilitate the carriage and transport of cargo by one or more modes and capable of being handled as a unit with devices permitting ready handling and with unique identification numbers and markings.

(vii). **"Crew"** shall mean personnel employed for operation or serving on a vessel other than passengers as a part of performing the functions of manning;

(viii). **"Cruise Vessel"** shall mean any vessel other than pleasure yachts carrying passengers for an ocean trip taken for purpose of tourism or pleasure calling at ports.

(ix). **"Cold Move"** shall mean the movement of vessel without the power of the main engine of the vessel.

(x). **"Day"** shall mean the period of 24 hours starting from 06 hrs of a day and ending at 06 hrs on the following day.

(xi). **"Demurrage"** shall mean charges payable for storage of cargo/ container within the Port premises beyond the free period specified in the Scale of Rates and shall not include the cargo / container stored at the areas licensed to Port users for storage purposes.

(xii). **"Entry"** means entering into the port limits.

(xiii). **"False signal"** would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions".

(xiv). **"Foreign going vessel"** shall mean any vessel other than coastal vessel and Inland Vessel.

(xv). **"Free period"** shall mean the period during which cargo or container shall be allowed storage free of Demurrage Charges or Storage Charges, as the case may be, and this period shall be exclusive of Customs notified holidays and port non-working days.

(xvi). **"Full Container Load" (FCL)** shall mean a container containing cargo belonging to one consignee.

(xvii). **"Goods"** includes livestock and every kind of movable property.

(xviii). **"GRT"** means Gross Registered Tonnage / Gross Tonnage of vessel as per the Ship's Registry or the International Tonnage Certificate issued by the competent authorities or a declaration from defense Authorities in respect of war ships/ Naval ships.

(xix). **"Hazardous Container"** shall mean a container containing hazardous goods as classified in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO) including empty container with residual content of hazardous material.

(xx). **"Hazardous Cargo"** shall mean any cargo as is defined in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO).

(xxi). **"Hazardous Chemicals"** shall 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 and shall also include cargo /chemicals declared as dangerous in the International Maritime Dangerous Goods (IMDG) Code.

(xxii). **"Holiday"** will mean the days notified by the management on it's the Port Authority Offices will remain closed.

(xxiii). **"Inland Vessel"** shall mean any mechanically propelled inland vessel or non-mechanically propelled inland vessel which is registered and plying in inland waters, but does not include-

(a). a fishing vessel registered under the Merchant Shipping Act, 2025 (24 of 2025) or the Marine Products Export Development Authority Act, 1972 (13 of 1972); and

(b). any vessel that are specified as not to be inland vessels by notification by the Central Government.

(xxiv). **"Less than a Container Load" (LCL)** shall mean a container containing cargo belonging to more than one consignee.

(xxv). **"M.T."** shall mean Metric Tonne.

(xxvi). **"Major Port or Major Port Authority"** shall mean the Major Port as defined in Section (2) sub-section (1) sub-clause (M) of the Indian Ports Act, 2025.

(xxvii). **"Master"**, in relation to any vessel or any aircraft making use of any Major Port, means any person having for the time being the charge or control of such vessel or such aircraft, as the case may be, except a pilot, harbour master, assistant harbour master, dock master or berthing master of the Major Port.

(xxviii). **"Month"** shall mean 30 consecutive calendar days including holidays.

(xxix). **"Over dimensional container"** shall mean a container beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also included damaged containers and other types which require special devices.

(xxx). **"Ousting Priority"** – When a working vessel at berth is removed (ousted) from the berth and shifted to stream / another berth / mooring/ anchorage for accommodating another cargo / container / cruise vessel, such movement shall be treated as "ousting priority" berthing.

(xxxi). **"Pleasure Yacht"** shall means a ship howsoever propelled which is exclusively used for pleasure cruises and does not carry any passengers on a commercial basis.

(xxxii). **"Port"** shall mean Port of Paradip.

(xxxiii). **"Port Management"** shall mean Chairperson of Paradip Port Authority or any other official acting under the Authority of Chairperson.

(xxxiv). **“Port Limits”** in relation to a Major Port, means the limits of such Major Port as may be determined by the Central Government by way of notification from time to time as defined at clause No.2 (1) (y) of Major Port Authorities Act, 2021.

(xxxv). **“Priority berthing”** if a vessel having a priority for a given berth arrives, she will be berthed ahead of the other vessel waiting for that berth once the berth falls vacant.

(xxxvi). **“Reefer Container”** shall mean a refrigerated container used for carriage of perishable goods or goods needing a desired temperature to be maintained with provision for electrical supply to maintain the desired temperature.

(xxxvii). **“Reserve Price of the Plots for Iron Ore/ Iron Ore Pallet/ Concentrates”** shall mean the H-1 price discovered in one case will be taken as the “Reserve Price” of next tender -cum auction and the H-1 price so discovered in the next tender will be fixed as the ‘Reserve Price’ of subsequent tender and the process will be carried on to derive the best prices so offered by the users from time to time. However, Paradip Port Authority has the liberty to review the above procedure depending on the market condition.

(xxxviii). **‘‘Roll On/ Roll Off (RO/ RO) Vessel”** shall mean a method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes and also refers to any specialised vessels designed to carry Ro/ Ro cargo.

(xxxix). **“Sailing vessel”** shall means any primitive or traditionally built wooden vessel not primarily propelled provided with sufficient sail area for navigation under sails alone, whether or not fitted with mechanical means of propulsion but does not include a pleasure craft.

(xxxL). **“Segregated ballast”** shall mean the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast.

(xLi). **“Shut out Cargo/ Container”** shall mean any cargo / container brought into the port for shipment for a particular vessel but not shipped by the designated vessel and is lying in the port premises for being re-shipped on another vessel.

(xLii). **“Shift”** shall mean the duration of 8 hours constituting 3 shifts in a day as given below:

06:00 hrs to 14:00 hrs;

14:00 hrs to 22:00 hrs;

22:00 hrs to 06:00 hrs

(xLiii). **“Stevedoring and Shore Handling”** shall mean a combined activity on board the ship that includes loading and unloading the storage of cargo in any form on board the vessels in the port as well as on-shore handling of cargo which would include arranging and receiving of cargo to/from the hook point, inter modal transportation from wharf to stack yard and vice-versa as well as receiving and delivery of cargo from/to wagons/trucks.

(xLiv). **“Shifting”** shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage / mooring or vice versa within the port limits. Also, any movement of vessel within the berth with pilot onboard shall be considered as shifting.

(xLv). **“Single Buoy Mooring” (SBM)** or **“Single Point Mooring” (SPM)** are loading buoys anchored offshore and serve as a mooring point for tanker vessel to off load gas and/or liquid Cargo through submarine pipeline.

(xLvi). **“Stream Loading”** denotes loading of vessel exclusively at places other than at berths.

(xLvii). **“TEU”** shall mean Twenty Feet Equivalent Unit of container and **FEU** shall mean Forty Feet Equivalent Unit.

(xLviii). **“Transshipment Cargo / Container”** shall mean any container / cargo landed/handled at the Port and subsequently shipped through another vessel to other destined Port.

(xLix). **“Vessel”** includes anything made for the conveyance by water of human being or of goods.

(L). **“Warping”** shall mean movement of vessel (other than shifting) by means of her mooring ropes to facilitate operations.

(Li). **“Wharf”** includes any wall or stage and any part of the land or foreshore that may be used for loading or unloading goods, or for the embarkation or disembarkation of passengers and any wall enclosing or adjoining the same.

(Lii). **“Wharfage”** shall mean the basic due recoverable on all cargo/container landed or shipped or transshipped within the port limits and approaches or passing through the port, whether porterage was provided by the port or not.

(Liii). **“Week”** shall mean 7 days consecutively including holidays.

Note:

Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the Major Port Authorities Act, 2021, the Merchant Shipping Act, 2025 and the Indian Ports Act, 2025 as amended from time to time.

1.2. General Terms & Conditions

(i). **Status of vessel**: The status of the vessel as borne out by its certification by the Customs or the Directorate General of Shipping, shall be the deciding factor for its classification as ‘coastal’ or ‘foreign-going’ for the purpose of levying vessel related charges. The nature of cargo or its origin will not be of any relevance for this purpose.

(ii). **A. System of classification of vessel for levy of Vessel Related Charges (VRC):**

(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. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port will not require any further custom conversion, so long as it moves on the Indian Coast.

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

B. 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 'converted vessel' starts loading coastal goods.

(b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

(c). For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

C. Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate:

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

(i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.

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

* The Central Board of Excise and Customs Circular no.15/2002- Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.

(b). In case of a Foreign flag vessel converted to coastal run on the basis of a License for Specified period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

(iii). (a). All US dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in US dollar terms into its equivalent Indian Rupees at the Reference rate notified by the Reserve Bank of India and in case of non-availability of RBI Reference rate, at the market buying rate notified by State Bank of India.

(b). The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of US dollar denominated charges on containers, the day of entry of the vessel into the port limit in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.

(c). A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for more than 30 days. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

(iv). (a). Vessel related charges shall be levied on Shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms, the charges shall be recovered in Indian rupees after conversion of US currency to its equivalent Indian rupees as prescribed at clause No. (iii) (a).

(b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees as prescribed at clause No. (iii) (a).

(v). All the charges prescribed in the Scale of Rates are exclusive of taxes. Applicable taxes, if any, shall be charged.

(vi). All dues in respect of services required will have to be paid in advance or within the stipulated time as per demand.

(vii). The users shall not be required to pay charges for delays beyond a reasonable level attributable to PPA.

(viii). Interest on delayed payments/ refunds:

(a). The user shall pay penal interest at the rate of 15% per annum (simple interest) on delayed payments. Likewise, Port shall pay penal interest on delayed refunds at the rate of 15% per annum (simple interest).

(b). 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 the case where payment is to be made before availing of the services/ use of port properties as prescribed in the SOR.

(c). The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all documents required from the user, whichever is later.

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

(x). No person shall be entitled to a refund of an overcharges made by a port unless his claim to the refund has been preferred in writing by him or on his behalf to the port within six months from the date of raising bill duly supported by all relevant documents and original invoice. Provided that a Port may of its own motion remit overcharges made in its bills at any time.

(xi). (a). When Port Authority notices that any charge leviable has been short-levied or erroneously refunded, it may issue a notice to the person who is liable to pay such charge or to whom the refund has erroneously been made, allowing him to represent within 30 days from the date of receipt of the notice.

(b). The Port may, after considering the representation, if any, made by the person to whom notice is issued as at (a) above, determine the amount due from such person and thereupon such person shall pay the amount so determined.

(xii). No refund shall be made unless the amount refundable is ₹100/- or more. Similarly, short collection upto ₹100/- will not be demanded by the port.

(xiii). Goods shall not be delivered/ allowed to be shipped until all the admissible charges under the rules have been paid.

(xiv). The Charges are to be paid on per ton basis. The fraction of a ton will be rounded off to next higher tonnage.

(xv). (a). The vessel related charges for all coastal vessel should not exceed 60% of the corresponding charges for foreign 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 corresponding charges for 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 and 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 also qualify in so far as the 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.

To amplify, in case a container from foreign port reaches Indian Port ‘A’ for subsequent transshipment to India Port ‘B’, 50% of foreign going rate and 50% of coastal rate shall be applicable for vessels permitted to undertake coastal voyage. (MOPSW letter No.PR-14019/29/2001-PG dated 03 January 2005)

(xvi). Concessional coastal tariff for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh in terms of Notification No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.

(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 (NT) dated 11.05.2018 issued by the 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 or vessel in terms of Notification No. 38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

(xvii). (a). As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement, 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 Port 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 Port 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.

(xviii). The rates prescribed in this SOR are applicable only to the services provided by the Port. The services offered by any other authorized service provider are not governed by the rates and conditions prescribed in this SOR, unless tariff for such authorized service provider is specifically prescribed in this SOR.

(xix). (a). The SOR is valid for 3 years from the effective date of implementation of the SOR, subject to automatic annual indexation in the tariff at 60% of the Wholesale Price Index (WPI) to be annually announced by the Indian Port Association (IPA) or any other Competent Authority decided by the Government.

(b). The Port would, be entitled to indexation in tariff at 100% of variation in WPI communicated by the IPA or any other Competent Authority decided by the Government instead of 60% variation in WPI, from the second year of tariff fixation on achievement of performance standards committed by the Major Port Authority.

(c). The next annual indexation in SOR will be from 1st May 2027.

(d). Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1st May of the relevant year to 30th April of the following year.

(xx). (a). The rates prescribed in the Scale of Rates are ceiling levels subject to annual indexation. The Port may, if it so desires, charge lower rates than the notified rates and/or allow higher rebates and discounts or increase the prescribed free period.

(b). The port may, if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

(xxi). Vessels shall not be granted clearance for sailing until and unless all the admissible dues/charges as per rules have been paid.

(xxii). For the purpose of charges, ‘Gross’ and not the ‘Net’ tonnage of cargo shall be taken.

(xxiii). The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupee.

CHAPTER- II

VESSEL RELATED CHARGES

2.1. Port Dues

2.1.1. Schedule of Port Dues

Sl. No.	Description	Rate per GRT per each entry	
		Coastal vessel (in ₹)	Foreign-going vessel (in US $)
1.	Port Dues	13.24	0.408

2.1.2. Concession in port dues shall be extended to the following vessels.

Sl. No.	Description	Concession/ Exemption
1	(i). Vessels entering the port limit in ballast and not carrying passengers	25%
	(ii). A vessel in distress with no cargo on board brought in to harbour in tow	
2	Vessels entering the port but does not discharge or take in any cargo or passengers therein but calling the port for ship provisions, water, crew change, bunkering, taking in coal or liquid fuel for their own consumption, medical assistance and for similar services rendered to vessel excluding the vessels calling the port for purposes of repairs.	50%
3	(i). Any pleasure yacht	100%
	(ii). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage	
	(iii). Any vessel belonging to or in the service of central government or state government.	
	(iv). Any vessel having the port limits due to cyclone threat and re-enter.	
	(v). Vessels of war plying while ensign and blue ensign belonging to or in service of Republic of India.	
	(vi). Vessel entering in ballast or with cargo/passengers but leaving port within 48 hours without discharging or taking passengers/cargo.	
	(vii). Vessels discharging or shipping crew and leaving port with 48 hours, pilot over carried due to bad weather to be treated as crew member.	
	(viii). Vessel, which paid port dues and leaves the port limits without taking port clearance for hatch cleaning, tank washing before commencement of loading and re-enters.	

Notes to Schedule 2.1.1 and 2.1.2 above:

(1). Port dues being an entry fee is to be realized as per the status of the vessel at the time of the entry.

(2). Any vessel entering the Port limit from outside shall be treated as fresh entry.

(3). Port dues shall levied only once for entry of a vessel, irrespective of any change of her Name/ Agent(s)/ Owner(s), during the stay in the port.

(4). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the “Remarks” column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.

(5). 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.

(6). A vessel landing a passenger at the port without anchoring and proceeding on her voyage is liable to pay port dues.

(7). A vessel proceeding from an Indian Port (say Kolkata) to a foreign port and calling at another Indian Port (say Paradip) en-route to taking cargo for a foreign port should at Paradip be treated as a foreign vessel for the purpose of the port dues.

2.2. Pilotage Fees

2.2.1. Schedule of Pilotage and Towage

Sl. No.	Size of the vessel	Rate per GRT	
		Coastal (in ₹)	Foreign- going (in US $)
1.	Upto 30,000 GRT	Rs.21.11 per GRT	US $ 0.8578 per GRT
2.	30,001 to 60,000 GRT	Rs. 6,33,300 + Rs.16.87 per GRT over 30,000 GRT	US $ 25,734 + US $ 0.6859 Per GRT over 30,000 GRT
3.	60,001 to 75,000 GRT	Rs.11,39,400 + Rs.12.67 per GRT over 60,000 GRT	US$ 46,311 + US $ 0.5147 Per GRT over 60,000 GRT
4.	Above 75,000 GRT	Rs.13,29,450 + Rs.10.56 per GRT over 75,000 GRT	US$ 54,031.50 + US $ 0.4290 Per GRT over 75,000 GRT
5.	Sr. No. (i) above is subject to a minimum pilotage fee of US$ 858 for foreign going vessel and ₹ 21,110 for coastal vessel.		

Notes to Schedule 2.2.1.:

(1). The above rate shall be levied on incremental basis on the capacity of the vessel.

(2). Pilotage fee is a composite fee and shall include one inward and one outward movement with services of ports’ pilot(s), with required number of tugs/ launches of adequate capacity, mooring crew and shifting(s) of vessels for ‘port convenience’. Shifting at the request of vessel will attract separate shifting charges.

(3). 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 / un-berthed 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 any vessel is shifted to accommodate any other vessel for the convenience of port operations shall be treated "shifting for Port convenience".

(c). If a working cargo vessel is required to be shifting 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 Shifting shall be considered as "shifting for Port convenience".

(d). 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 restriction of LOA, beam, draft, etc. Such Shifting shall be treated for "shifting for Port convenience".

(e). 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".

(f). 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 agents of the vessel have made specific request to the effect in their berthing application.

(g). 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".

(h). Whenever a Vessel is shifted to/from anchorage due to tidal restrictions, cyclone, flood or any other natural calamities, it will be considered as "shifting for Port convenience".

(i). 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.

(j). 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”.

(k). If a vessel is shifted due to malfunctioning of port equipment, clearance of berth, etc. it will be considered as “shifting for Port convenience”.

(4). Pilotage is leviable in all cases except the following:

(i). For vessels upto and below 200 GRT, no Pilotage services will be provided and hence no Pilotage fees will be levied. Such vessels may, however, ask for pilot if they so desire on payment of fees as specified in the Schedule of Pilotage fees.

(ii). Separate consolidated charges are prescribed for a particular vessel category and note therein states that it includes pilotage fee.

(5). Where a movement of vessel is aborted or had to be changed due to reasons like Tug failure, insufficiency of length, insufficiency of depth, lack of proper fenders etc., for which the vessel is not at fault, no charge shall be levied for the unsuccessful operations involved till she occupies allotted berth/ mooring.

(6). If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice versa, then the consolidated pilotage should be divided into two equal halves (i.e., one for inward and the other for outward pilotage) which should be charged according to the status of the vessel prevailing at the time of taking place of relevant movement.

(7). In case the vessel, after discharging cargo(es) shifts to anchorage for want of a suitable berth for continuation of unloading or if a vessel after loading cargo(es), shifts to anchorage for want of a suitable berth for continuation of loading then these movements shall be treated as ‘shifting’ and shifting charges shall be levied except when shifting is done for Port Convenience.

2.2.2. Schedule of shifting charges.

Sl. No.	Description
1.	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 2.2.1.

Notes:

(1). Shifting charges shall be levied for movement of a vessel within the port (i.e. from stream to berth, change of berth or anchorages, one harbour/ dock to another harbour/ dock and vice versa and turn around berthing, as *applicable, to the concerned port*), at the request of the user or for other than 'port convenience'.

(2). Shifting of a vessel to anchorage and re-entry at the request of the user or for other than port convenience shall be considered as a pilotage operation and will attract additional pilotage charges at the rates prescribed in above Schedule.

(3). For shifting/ pilotage of any vessel for the convenience of/ benefit of another vessel, the vessel benefited is liable to pay the shifting/ pilotage charges for shifting and repositioning of the vessel shifted.

(4). Where a movement of a vessel is aborted or had to be changed due to reasons like tug failure, insufficiency of length, insufficiency of depth, lack of proper fenders, etc. for which the vessel is not at fault, no charge shall be levied for the unsuccessful operation involved till she occupies allotted berth.

(5). Movement of vessel with Pilot (with/without Tug boat) is considered as Shifting.

(6). Engagement of Pilot is compulsory for movement of vessel more than 30 mtrs, hence the same will be considered as Shifting.

2.2.3. Cold move charges

Sl. No.	Description
1.	For each cold movement of vessel, cold move charges will be levied at 25% of pilotage and towage charges (both Inward & outward) in addition to the applicable pilotage and towage charges.

2.2.4. Hire charges for Floating Craft

Sl. No.	Name of the Craft	Rate per hour or part thereof	
		Coastal (in ₹)	Foreign- going (in US $)
1.	**For Shipping purpose & other purpose**		
(i).	Tug less than 50 Ton BP	20,550.66	1,264.66
(ii).	Tug 50 Ton BP or above	41,101.32	2,529.32
2.	**Launch**		
(i).	Up to 200 BP	3,277.05	133.27
(ii).	Above 200 BHP Up to 900 BHP	6,554.10	266.53
(iii).	Above 900 BHP	12,955.49	526.86
3.	Non-Propelled barges	3,277.05	133.27
4.	Pollution control vessel	6,554.10	266.53
5.	Oil reception barge	6,554.10	266.53
6.	Survey launch	16,222.74	659.74
7.	Survey equipment	19,779.22	804.36

Notes:

(1). The hire charges for tug, launches and mooring boat prescribed above includes cost of service of crew.

(2). Minimum charges for 2 hours shall be payable for hire of any of the above crafts.

(3). In case Tugs / Launches / floating crafts have left the station, then the rate prescribed above shall be levied.

(4). No cancellation charges shall be levied if the booking for tugs/ Launches/ floating crafts is cancelled for the reasons attributable to port.

(5). 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 operations shall be final.

(iii). In case the lower capacity craft is 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 Authority does 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 casualty 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's notice shall be given by the hirer for the cancellation of the requisition failing which the hire charges will have to be paid as per the prescribed rate.

2.2.5. Charges for Warping of vessel

Sl. No.	Description	Unit	Coastal (₹)	Foreign (US$)
1.	Charges for Warping of vessel for their convenience	Per occasion	21,768.96	885.23

Notes:

(1). If the warping is required for convenience of another vessel, the warping charges shall be payable by the vessel for whose convenience the warping is done.

(2). No charges will be levied if warping is done for Port convenience.

(3). Movement of vessel upto 30 mtrs without Pilot and Tug boat is considered as Warping.

(4). If tug is requisitioned for warping of vessel for their convenience, tug hire charges shall be levied in addition to warping charges prescribed above.

(5). Engagement of Pilot is compulsory for movement of vessel more than 30 mtrs, hence the same will be considered as Shifting.

2.2.6. Schedule of Miscellaneous charges

2.2.6.1. Charges for detention of Master Pilot / Pilots:

If the vessel is not able to move within 30 minutes of Pilot boarding, then the detention charges shall apply from the time the Pilot boards the vessel.

Sr. No.	Particulars	Unit	Coastal (in ₹)	Foreign- going (in US $)
1.	Pilot Detention charges	Per hour or part thereof beyond 30 minutes till it moves	4,353.78	177.02

Notes:

(1). If an outward bound vessel carries away a Pilot outside the port limits due to the bad weather, compensation at US$ 531.16 per day or part thereof in case of foreign-going vessels and ₹13,061.36 per day or part thereof in case of coastal vessel shall be payable by 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 be payable by the Vessel.

(2). If a Pilot is detained in the pilot launch for more than half an hour before boarding the vessel an extra charge at US$ 177.02 per day or part thereof in case of foreign-going vessels and in case of coastal vessels at ₹4,353.78 per hour or part thereof beyond 30 minutes till the pilot boards the vessel will be charged.

(3). The time period attributable to the Port shall not be reckoned with for the calculation of Pilot Detention Charges.

2.2.6.2. <u>Pilot Attendance Charges</u>:

Sr. No.	Description	Unit	Coastal (in ₹)	Foreign-going (in US $)
1.	Attendance of Pilot at the request of the Master / the Agent / by the Ports Authorized Official for work other than piloting / shifting operations	Per hour or part thereof	2,276.38	67.39

2.2.6.3. <u>Pilot Cancellation charges</u>

In case of Pilots, whose services have been requisitioned for any movement but not utilized, fees as given below shall be levied.

Sr. No.	Description	Unit	Coastal (in ₹)	Foreign-going (in US $)
1	Cancellation received before Pilot leaves Duty Place at Wet Basin	Per cancellation	4,353.78	177.02
2	Cancellation received after Pilot boarding (In Addition to the detention charges as applicable)	Per cancellation	8,707.57	354.11

Note:

(1). The cancellation charges shall not be levied if a booking for attendance of pilot is cancelled for reasons attributable to the Port.

(2). If tug is used in case of Pilot Cancellation then in such case in addition to the cancellation charges Tug Charges will also be levied separately.

2.3. Berth Hire Charges

2.3.1. Schedule of Berth Hire Charges

Sl. No.	Description	Rate per GRT per hour or part thereof.	
		Coastal vessel (in ₹)	Foreign going Vessel (in US$)
1.	Berth Hire Charges	0.0984	0.004006

2.3.2. Concession in Berth Hire Charges

Sl. No.	Description	Concession/ Exemption
1.	Vessels berthed at Moorings/anchorages	50%
2.	Vessels double banking alongside the berth	50%

Notes:

General Notes relating to Berth hire:

(1). For a vessel having dual tonnage, the higher tonnage will be taken into account towards calculation of vessel related charges.

(2). The time for the purpose of levy of berth hire shall be reckoned with from the time the vessel occupies the berth from first line till all lines cast off.

(3).

(i). Berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail. The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal condition or on account of inclement weather or due to absence of night navigation facilities.

(ii). The Master/ Agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather condition.

(iii). The pilot requisition submitted by the agents will be treated as the signal for the above clauses. The time, draft, etc. mentioned in the pilot requisition shall be considered for the applicability of false signal charges

(iv). There shall be penal berth hire equal to 24 hrs. berth hire charge for a false signal.

(4). Berthing seniority will generally be as per the Berthing policy of the Port.

(5). Priority/ Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or any other competent authority, will be applicable:

(a). For providing "**Priority Berthing**" to any vessel, a fee equivalent to 75% of the Berth Hire charges calculated for the total period of actual stay at the berth(s) subject to a minimum of Berth Hire charges for 24 hours shall be levied.

(b). For providing "**Ousting Priority**" to any vessel, a fee equivalent to 100% of the Berth Hire charges calculated for the total period of actual stay at the berth subject to a minimum of Berth Hire charges for 24 hours shall be levied. In addition, pilotage/ shifting charges for 'shifting out' and 'shifting in' of the vessel shifted from berth shall be levied on the vessel enjoying ousting priority.

(c). The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:

(i). Vessels carrying cargo on account of Ministry of Defense.

(ii). Defense vessels coming on goodwill visits.

(iii). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.

(iv). Any other vessel for which special exemption has been granted by the Ministry of Ports, Shipping and Waterways.

(v). Coastal vessels which will be accorded priority berthing.

(d). In case, if a vessel is having priority, but by virtue if the same vessel is senior, no Priority charges will be collected.

(6). No Berth Hire will be charged for the period when the vessels idle at the Port's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to Port. This provision will, however, not apply in the case of vessels idling at berths operated by the private operators licensed by the Port due to reasons not attributable to Port.

(7). For mechanized trawlers / fishing boats of 50 feet LOA and less, a charge of ₹ 663.95 will be levied per month or part thereof.

2.3.3. Penal Berth Hire Charges

(1). Vessels should be ready for sailing in all respects within two hours of completion of the cargo work. Information regarding the time of the vessel's readiness to sail is to be communicated to port signal station over VHF and hoisting of "IG" flag at least one hour in advance. Vessels which are not ready to sail after two hours of completion of cargo work are liable to pay penal berth hire charges at the rate of 177.02 US $ for foreign vessels [for coastal vessels ₹

4,353.78] per hour or part thereof in addition to the rates specified in the berth hire schedules. The duration for which penal berth hire is to be charged will be calculated from the time of expiry of two hours from completion of cargo work to the time the vessel is ready for sailing.

(2). Penal berth hire charge at the rate of 177.02 US $ for foreign vessels [for coastal vessels ₹ 4,353.78] will be applicable to vessels which continue to occupy the berth for more than two hours after expiry of the four hours notice period given by the Paradip Port Authority or officials authorised by it to the vessels to vacate the berths for operational reasons.

2.3.4. Guidelines on priority berthing of coastal vessels

The following are the 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 Directorate 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 Port 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.

2.3.5. Norms for cargo handling and penalty for non-achievement of performance norms/ incentive for achievement of performance norms.

2.3.5.1. Performance Norms:

Performance Norm based Incentive / Penalty Scheme for Dry Bulk / Break Bulk, Project cargo, Ammonium Nitrate & Scrap cargo issued by port from time to time shall remain in force.

2.4. Roadstead Charges

The vessels which are at berth in the roadstead within the port water limits shall be charged at U.S. $ 7.38 for the Foreign vessels and ₹ 181.39 for the coastal vessels per hour or part thereof. However, vessels anchoring at the roadstead waiting for Cargo operation shall not have to pay the above charge.

Notes:

(1). Roadstead Charges shall be levied from the time of the vessel entering port limit till the time exiting the port limit.

(2). No Roadstead Charges will be charged to the vessel classified as Indian Naval Vessels and Coast Guard Vessels.

2.5. Charges for Ship to Ship (STS) operation and floaters.

No. of operation (Per Annum)	Particulars			
	At notified water spread area [Per STS]		At NOJ [Per STS]	
	Rate [in ₹]	Rate (US$)	Rate [in ₹]	Rate (US$)
0 – 4	8,52,900	10,240	10,23,481	12,288
5 – 9	6,82,320	8,192	8,18,785	9,830
10 & above	5,11,740	6,144	6,14,089	7,373

Notes:

(1). No charges to be levied for Floaters.

(2). The charges include Tug charges for 1 mooring and 1 un-mooring operation, Port dues, Pilotage, Berth Hire, Wharfage and all other applicable charges

(3). Roadstead charges as applicable will be levied

2.6. Tariff at Single Point Mooring (SPM)/ Single Buoy Mooring (SBM):

Sl. No.	Particulars	Unit	[Rate Per GRT]	
			Coastal in ₹	Foreign in US $
1.	Port dues	Per Entry	13.24	0.4082
2.	Pilotage per entry subject to a minimum of 8734.26 US$ for foreign going and ₹ 3,78,107.51 for coastal	Per GRT	13.49	0.4385
3.	Berth Hire	Per hour	0.3360	0.001008
4.	Tug Hire Charges	Per hour	41,101.31	2,529.32
5.	Pilot Attendance	Per hour	2,276.38	67.39

Note

(1). Shifting charges will be collected for vessels shifted from/ to SPM.

(2). For calculation of Tug hire charges, the time is to be reckoned from mooring to unmooring at SBM/SPM.

2.7. Charges for Cruise vessels:

2.7.1. Charges for Cruise vessels:

Sl. No.	Particulars	Unit	Rate (In US$)
1.	Port charges (Fixed Rate)		
	(a). For first 12 hours of stay at berth	Per GRT	0.0850
	(b). For period exceeding 12 hours	Per GRT per hour	0.0175
2.	Head Tax (Toll)	Per passenger	6.00

Note:
The cruise tariff prescribed above is consolidated charge which includes port dues, pilotage and berth hire.

2.7.2. Volume discount to Cruise vessel

Sl. No.	Number of calls per year	Rebate in Cruise tariff
1.	Upto 10 calls	Nil
2.	From 11 to 35 calls	10%
3.	From 36 to 70 calls	15%
4.	Above 70 calls	20%

(Validity extended by Indian Ports Association (IPA) upto 31.03.2027, vide IPA F.No: CBM/Cruise/044/Cruise Tariff/2025, dt. 30.04.2026)

2.8 Charges for Coastal Transportation of vehicles through RO-RO Ship

80% discount on vessels related charges for coastal transportation of vehicles through Ro-Ro ship will be granted.

CHAPTER- III

CARGO RELATED CHARGES

3.1. Wharfage

3.1.1. Wharfage on cargo:

Sr. No.	Particulars of commodities	Unit	Coastal Rates (In ₹)	Foreign rates (In ₹)
(A)	**Liquid (in bulk)**			
1.	**Liquid through pipeline**			
(i).	POL and its products such as High Speed Diesel, Aviation Turbine Fuel, Fuel Oil, Light Cycle Oil, Superior Kerosene Oil, Jet-1, Gas Oil, Marine Gas Oil, Vacuum Gas Oil, Pipeline Compatible Kerosene, Low Sulphur Heavy Stock, Low Sulphur High Flash High Speed Diesel, Very Low Sulphur Fuel Oil			
	In bulk Upto 2.00 MMTPA	M.T.	42.99	42.99
	In bulk Above 2.00 MMTPA	M.T.	40.11	40.11
	In barrel	M.T.	57.34	57.34
(ii).	POL and its products such as Motor Spirit, Naptha, Reformate, Propylene, MO Gas Run 95, Alkylate, Motor Gasoline, PY Gas, Gasoline, Propane, Butane	M.T.	95.55	95.55
(iii).	Waste oil/Sludge	M.T.	57.34	57.34
(iv).	Liquid bulk including Acid, Fatty Acid and Ammonia	M.T.	71.45	71.45
(v).	POL through SBM constructed by operators within port limits	M.T.	7.66	7.66
(vi).	LPG and LNG	M.T.	57.34	95.55
(vii).	Transshipment [crude and POL] (LPG/LNG) from mother to daughter vessel.	M.T.	5.76	9.55
(viii).	Bunker supply to various vessels by any mode	M.T.	42.99	42.99
(ix).	Edible Oil			
.	Upto 50,000 MT (per user) / per commodity	M.T.	57.34	95.55
	Above 50,000 MT (per user) / per commodity	M.T.	34.42	57.34
(x).	Any other liquid cargo not specified above	M.T.	57.34	95.55
(B)	**Dry Cargoes (Bulk)**			
1.	**Cargo handled through Mechanical means**			
(a).	**Charges of Mechanised Coal Handling Plant (MCHP)**			
(i).	Unloading of coal wagon through the coal handling system	M.T.	72.64	72.64
(ii).	Shipment of coal through coal handling plant			

	(a) Up to 7.5 million tonnes	M.T.	108.90	108.90
	(b) From 7.5 million tonnes to 10 million tonnes	M.T.	99.83	99.83
	(c) Above 10 million tonnes	M.T.	90.78	90.78
(iii).	Shipment of iron ore fines/iron ore pellets/ other similar dry bulk cargo through coal handling plant	M.T.	108.90	108.90
(iv).	Unloading of wagons carrying Iron ore fines/Iron ore pellets / other similar dry bulk cargo at RRS of MCHP	M.T.	72.64	72.64
(b).	**Charges of Iron Ore Handling Plant (IOHP)**			
(i).	Iron Ore and/or Iron Ore pellet			
	(1). Shipment Charges			
	(a) Shipment Upto 1.0 MTPA	M.T.	32.95	32.95
	(b) Shipment between 1.0 MTPA and 1.5 MTPA	M.T.	28.19	28.19
	(c) Shipment above 1.5 MTPA	M.T.	23.40	23.40
	(2). Tippling Charges	M.T.	28.67	28.67
(ii).	Thermal Coal			
	(a) Shipment Charges	M.T.	69.55	69.55
	(b) Tippling Charges	M.T.	28.67	28.67
2.	**Cargo handled through non-Mechanized (Conventional)**			
(i).	Chrome Ore/Chrome Concentrate	M.T.	42.99	71.68
(ii).	Manganese ore	M.T.	42.86	71.39
(iii).	Charge Chrome / Ferro alloys and other processed Ores / High Carbon Ferro Chrome	M.T.	51.56	86.00
(iv).	All types of Coal/Coke			
	(a). Per user/per commodity import upto 5 lakhs tonnes per annum	M.T.	36.26	60.43
	(b). Per user/per commodity import between 5 lakhs and 7.5 lakhs per annum per user/per commodity	M.T.	30.49	50.86
	(c). Per user/per commodity import above 7.5 lakhs tonnes per annum	M.T.	24.81	41.32
	(d). Per user shipment of all types of coal upto 3.5million tonnes per annum - conventional handling	M.T.	39.56	65.90
	(e). Per user shipment of all types of coal above 3.5 million tonnes per annum - conventional handling	M.T.	32.95	54.93
(v).	Scraps (Iron, Steel & Others)	M.T.	22.91	38.22
(vi).	Cement, Clinker, Limestone, Dolomite, Gypsum, Oliflux, Pyroxenite, Bentonite and other fluxing materials			
	(a). Upto 2.00 Lakhs Tons (per user) / per commodity	M.T.	45.89	76.43
	(b). Above 2.0 Lakhs Tons (per user) / per commodity	M.T.	40.11	66.90
(vii).	Finished Fertilizer/FRM	M.T.	22.91	38.22
(viii).	Food grains, Oil seeds, cereals, pulses etc			
	(a). Upto 50,000 MT (per user) / per commodity	M.T.	57.34	95.55
	(b). Above 50,000 MT (per user) / per commodity	M.T.	34.42	57.34
(ix).	Rice/sugar in Bulk	M.T.	17.21	28.67

(x).	Salt	M.T.	5.76	9.55
(xi).	Iron Ore/ Iron Ore Pellet/ Standard magnetite Concentrate	M.T.	32.95	32.95
(xii).	Iron & Steel [Pig Iron, HBI etc.]	M.T.	42.99	71.67
(xiii).	Other Cargo not specified above			
	(a). By Slings	M.T.	28.67	47.78
	(b). By Grabs	M.T.	20.17	33.44
(C)	**Break bulk and General cargo other than Containers**			
(i).	Iron & Steel [Steel coils, slabs, steel pipes, steel rails, plates, iron rods etc.]	M.T.	42.99	71.67
(ii).	All types of project cargo including over Dimensional consignment [ODC]	M.T.	49.01	81.17
(iii).	Other General Cargo By Slings	M.T.	28.67	47.78
(iv).	Ammonium Nitrate in bags	M.T.	28.67	47.78
(v).	Rice and Sugar (in bags)	M.T.	17.21	28.67
(vi).	Other cargo not specified above	M.T.	57.34	95.55
(D)	**RO-RO:**			
(i).	Automobiles to be landed or shipped through Ro-Ro operation	Per Unit	1,405.18	1,405.18
(E)	**Others:**			
(i).	Aluminum Ingots	M.T.	16.51	27.49
(ii).	Timber [per cum]	M.T.	28.67	47.78
(iii).	Drilling materials and chemicals	M.T.	45.89	76.43
(iv).	All types of fish including shrimps	M.T.	32.95	54.93
(v).	Barging [loading and unloading]	M.T.	14.32	23.88
(vi).	Other cargo not specified above	M.T.	57.34	95.55
(vii).	For any cargo / container operation, if a vessel has to unload / reload any hatchcover / pantoon; wharfage will be levied for each operation	Per Unit	281.04	281.04

3.1.2. Charges for back to town cargo

Sr. No.	Description	Rate
1.	Charges on Back to town cargo	100% of applicable Wharfage charges.

3.1.3. Goods free of wharfage:

Sr. No.	Description
(1)	**Wharfage shall not be payable on the following specified items:**
(a).	Goods consigned to or by the board on account of Paradip Port Authority.
(b).	In respect of ships using the port Bonafide ship's fittings, ship stores, Bonafide passengers and seamen's baggage and personal effects accompanying, livestock, which was not manifested as cargo.
(c).	Sweeping collected from the board's premises and survey rejections
(d).	Rail-borne goods mis-send to the harbour rejected by the consignee and goods cleared from bond and dispatched by rail from the board's premises.
(e).	Cargo shifted from one hatch to other hatch without routing through the berth.

Notes for Schedule 3.1.1, 3.1.2 and 3.1.3 above:

(1). "Wharfage" shall mean the basic dues recoverable on all cargo landed or shipped or transshipped within the port limits and approaches or passing through the port, whether porterage was provided by the port or not.

(2). Assessment of cargo shall be done on the basis of the description of the cargo as given in the IGM/ coastal bill of lading in case of import cargo and shipping bill in the case of export cargo that best fits the item description covered under the schedule.

(3). In calculating the gross weight of any individual item, any fractions shall be treated as one unit, except where otherwise specified.

(4). Before classifying any cargo under unspecified category in the 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 the wharfage schedule.

(5). Wharfage dues shall be collected at the rates specified in the schedule on the basis of:

(a). Vessel's draft survey certificate in case of dry bulk cargo;

(b). Vessel's ullage certificate quantity/ Vessel's Manifested Quantity in case of liquid bulk;

(c). IGM/Bill of Entry/ Bill of Lading/ shipping bill/ invoice/ packing list quantity in all other cases.

(d). In case of coastal cargo, if Bill of Entry or Shipping Bill/ Mate's receipt is not available, Port Authority shall decide the documents to be relied upon.

(6). (a). Vessels calling the Port, which are declared as cargo in the Sea Arrival Manifest (IGM) or Sea Departure Manifest (EGM) for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, and only vessel related charges would be collected if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of cargo/container takes place to/ from such vessel within the Port limits, cargo/container related charges including wharfage shall be applicable as per SOR on such cargo/container, declared in the manifest (IGM/EGM).

(b). When a vessel carries another vessel as cargo for discharging in the Port, either on the quay, jetty or foreshore (wharf), or loads another vessel as cargo on board itself from such wharf of the Port, in such cases, such loaded or unloaded vessels are 'cargo', on which cargo related charges including ‘wharfage’ are leviable.

3.1.4 Charges for Transshipped Goods

Category	Rate
Through cargo originally manifested at the port of shipment landed on quay and reshipped Or Goods transshipped for ports outside India Or Cargo manifested for local and subsequently amended at Paradip for reshipment Or Cargo of other ports not shown for transshipment.	2 Times of wharfage as per Section 3.1.1 above

Notes:

(1). Transhipment cargo, if discharged and re-loaded on to the same vessel/ another vessel, wharfage shall be leviable for each movement and demurrage on expiration of the free period as admissible to import cargo will be levied as per the demurrage schedule prescribed below.

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

(1). A fixed charge of ₹39,11,250 (Thirty-Nine lakhs Eleven Thousand, Two Hundred Fifty) only per month irrespective of the quantum of cargo handled in 3 equal instalments payable on 1st, 10th and 20th of each month.

(2). A consolidated unit charge (₹ per ton) which will vary with the annual throughput are follows:

Sl. No.	Description	₹ Per Tonne
1.	Upto 5 lakh tonnes	139.35
2.	5 to 10 lakh tonnes	117.90
3.	10 to 15 lakh tonnes	85.75
4.	And above 15 lakh tonnes	53.60

(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.

The wharfage rate shall be escalated @ 10% every three years and the next escalation will be due on 15.02.2029. Fixed charge shall be escalated @ 5% every ten years and the next escalation will be due on 15.02.2033.

3.1.6 <u>Charges for Cargo of Indian Farmers Fertilizers Cooperative handled at Fertilizer Berth – (II)</u>

(1). Captive Berth charges of ₹4,92,81,756/- (Rupees four crores ninety two lakhs eighty one thousand seven hundred fifty six only) per annum shall be payable on monthly basis in advance @ ₹41,06,813/- per month 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:

Sl. No.	Description	₹ Per Tonne
1.	Upto 5 lakh tonnes	153.29
2.	5 to 10 lakh tonnes	129.69
3.	10 to 15 lakh tonnes	94.33
4.	And above 15 lakh tonnes	58.96

There will be escalation @10% after every three years in the rates of wharfage at each slab as provided for in the agreement and the next escalation will be due on 01.04.2029. Captive Berth charges shall be escalated @ 5% every ten years and the next escalation will be due on 01.04.2035. The minimum guaranteed cargo is 3 million tonnes per annum. 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.

3.1.7.1 The charge of handling through the IOHP-MCHP Connectivity System for ECL/CCL cargo

Sl. No.	Mode of Handling	Existing Rate (₹/MT) (cargo related charges)			Discount Offered (₹/MT)		Total Discount offered (₹/MT)	Final Rate after Discount (cargo related charges) (₹/MT)		
		Unloading	Shipment	Total	Unloading	Shipment		Unloading	Shipment	Total
1.	From tippling in IOHP by N-Box wagon, then shifting through IOHP &MCHP connectivity and loading through MCHP Berth	91.88	108.90	200.78	63.55	75.32	138.87	28.33	33.59	61.92
2.	From unloading in RRS by BOBR Wagon then loading through MCHP Berth	72.64	108.90	181.54	32.91	49.35	82.26	39.72	59.55	99.27
3.	Manual unloading of N-Box wagon, then shifting manually to MCHP and loading through MCHP Berth	0	108.90	108.90	0	61.26	61.26	0	47.65	47.65

3.1.7.2 The following discounted rates shall be applicable for handling of ECL/CCL cargo through IOHP

Sl. No.	Mode of Handling	Existing Rate (₹/MT) (cargo related charges)			Discount Offered (₹/MT)		Total Discount offered (₹/MT)	Final Rate after Discount (cargo related charges) (₹/MT)		
		Tippling	Shipment	Total	Tippling	Shipment		Tippling	Shipment	Total
1.	From tippling in IOHP by NBOX wagon	28.67	69.55	98.21	12.98	31.50	44.49	15.68	38.05	53.73

	then loading through IOHP berth									
2.	Manual unloading of NBOX wagon, then shifting to IOHP and loading through IOHP	-	69.55	69.55	-	39.11	39.11	-	30.44	30.44

3.1.7.3 Charges of handling through IOHP-MCHP Connectivity System

Activity for unloading Dry Bulk Cargo	Rate per MT or part thereof (in ₹)	
	Coastal Rate	Foreign Rate
Unloading of dry bulk cargo from Wagon at wagon Tippler of iron Ore Handling Plant and stacking at Stockyard of Mechanized Coal Handling Plant using IOHP and MCHP connectivity system.	72.64	72.64

3.2. Demurrage Charges

3.2.1. Free period

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). For the purpose of calculation of free period, Customs notified holidays and the port's non-working days shall be excluded.

(2). **Free period for imports:**

(a). Free period for imports shall commence from the date of landing of cargo on demurrage/transit basis. The demurrage will cease from the date of completion of dispatch.

(b). Free period in respect of cargo discharged in lighters in stream shall commence from the day of landing of the cargo on the wharf from the lighters.

(c). When import cargo is stored in demurrage 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:**

(a). Free period for exports shall commence from the date on which the cargo is brought in the port area on demurrage/transit basis. The demurrage will cease from the date of completion of loading.

(b). Free period for export cargo taken back for any reason shall commence from the time the export cargo is again brought into the port area.

(4). No free period shall be allowed on goods brought into the port premises and removed from there without shipment.

(5). Any period during which goods are detained by the Port Health Officer before being destroyed shall be excluded from the calculation of free storage period.

(6). In case of salvaged goods, free period shall commence from the following day of salvage.

(7). 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.

(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.

3.2.2. <u>Schedule of Demurrage charges</u>

On expiry of free days as prescribed in Schedule 3.2.1, demurrage will be charged for period of storage of all cargo at the rates prescribed below:

Sl. No.	Description		Rate per MT per day or part thereof (in ₹)
1.	**Import**		
	(i)	For the 1st week	4.77
	(ii)	For the 2nd week	14.32
	(iii)	For the 3rd and subsequent weeks	23.88
2.	**Export**		
	(i)	For the 1st week	2.87
	(ii)	For the 2nd week	6.68
	(iii)	For the 3rd and subsequent weeks	14.32

Notes:

(1). Demurrage charge on both import and export cargo shall not accrue for the period when the port is not in a position to deliver/ ship cargo when requested by the user.

(2). If operational area is licensed on rental terms to the users, demurrage charges on cargo stored thereat shall not be levied again.

(3). For hazardous goods, free period is 24 hours from the time of landing. After the expiry of 24 hours the demurrage charges will be levied at 200% of the highest rate of demurrage charges.

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

(5). **Demurrage on goods detained by Customs**:

(a). Where goods are detained by the Commissioner of Customs on account of Import/ Export Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/ Exporter, for such period of detention under 5(i) and 5(ii), the demurrage charges shall be recovered as under:

First 30 days of detention	:	Free
31 days to 60 days	:	50% of applicable demurrage charges
Beyond 60 days	:	100% of applicable demurrage charges

The first 30 days shall be reckoned with as follows:

(i). First 30 days after expiry of free days if cargo is detained by the Customs before expiry of free days and,

(ii). First 30 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

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

(6). **Unclaimed Goods**

For unclaimed/un-cleared goods sold by auction, free period of 90 days shall count from day of auction.

3.3.1. License fee

Sl No.	Category	Rate (for 100 sq. m. or part thereof)
1.(a).	Open stack-yard: Category-I (paved areas with siding)	₹ 1686.20 per month
1.(b).	Category–II (Paved area without siding)	₹ 1,264.66 per month
1.(c).	Category-III (Unpaved area)	₹ 843.11 per month
2	Covered Space	₹ 5058.63 per month
3	Quay Apron / Concreted stack-yard / Transit sheds (for non-shed cargoes)	₹ 2810.34 per month
4	Paver Block	₹ 2248.27 per month

Note:

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

(a). License 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 without surcharge and allotment of periods less than eleven months will invite 10% surcharge. The license can be renewed at the expiry of previous license period. Each renewal of license shall be treated as fresh license. Applications for use of open spaces, stack yards, sheds or other property shall be made in writing in the prescribed form to PPA and no goods shall be stored in any such place in the absence of such permission.

(b). 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.

(c). The allotment of space shall be at the discretion of the port and it may refuse to allot space without assigning any reason.

(d). The port shall have the right to resume possession of space, which is not occupied, or lying vacant after giving intimation to the user. In such case, proportionate reduction of rent shall be allowed. In case a plot is surrendered before expiry of the allotment period, proportionate rent for the plot will be recovered for the period of occupation.

(e). At the discretion of Paradip port authority, the storage space inside custom bound area can be put to tender cum auction.

(f). 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.

(g). The license fee for plots/stack yards/covered space shall be recovered proportionately for the days of actual occupation in case of first and last month of occupation/allotment.

(h). The decision of the port will be final with regard to classification of cargo as shed or non-shed cargo.

(i). Full rent/license fee shall be payable in advance for the area under license. In case of renewal, license fee shall be payable within 7 days of the expiry of the previous license. Failure to pay rent or comply with conditions of license may result in the cancellation of the license and levy of interest.

(j). The space allotted shall be vacated on final notice from the Port or its authorized official failing which it will be treated as unauthorized occupation; and, the Port Authorities shall take other action, as deemed fit.

(k). If cargoes are stored in areas not covered under the rules double the specified rent shall be charged from the allottee from the period from the date of storage till the vacation of the unauthorized occupation or regularization of such occupation under valid permit.

(l). Cargo stored under the Storage charges (License fees) basis shall remain at the licensee's risk and the Port or any of its officers shall not in any manner be liable for any pilferage, theft, damage or any loss whatsoever thereof.

(m). The licensee shall not be permitted to sub-let the land or shed covered by the license or any portion thereof. For any contravention of this condition, the license is liable to be cancelled.

(2). The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:

(3). The space allotted shall be vacated on notice from the Port or its authorised official failing which it will be treated as unauthorised occupation; and, the Port Authorities shall take other action, as deemed fit.

(4). Any unauthorised occupation of storage spaces shall be liable for payment of double the Storage charges (Licence fees), as a penalty.

(5). The Port shall have the right to take over the storage space, allotted on Storage charges (Licence fees) basis, which are unoccupied/empty without any prior notice in the interest of the Port operation. In such cases, proportionate reduction in Storage charges (Licence fees) shall be allowed.

(6). Cargo stored under the Storage charges (Licence fees) basis shall remain at the licensee's risk and the Port or any of its officers shall not in any manner be liable for any pilferage, theft, damage or any loss whatsoever thereof.

(7). The licensee shall not be permitted to sub-let the land or shed covered by the licence or any portion thereof. For any contravention of this condition, the licence is liable to be cancelled.

(8). If operational area is licensed on to users Storage (Licence fees) basis, demurrage charges on cargo stored therein shall not be levied again.

3.3.2. <u>Penal License Fee</u>

In case of imported dry bulk cargo are not evacuated within 90 days of landing, the importers shall be liable to pay penal license fee as detailed below:

Sl No.	Duration	Rate	Unit of Levy
1.	Beyond 90 days	Double the normal license fee	On area occupied

<u>Notes</u>:

(1). 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 dry bulk cargo other than coke and at the rate of 2 Metric Tonnes per square meter for all types of coke. In case cargo of different vessels are stored in one plot where exact area cannot be ascertained the above provision for calculation of area will apply.

(2). In case of duration beyond 90 days, the fees are to be collected on 30 days basis. However, in case of less than 30 days of stay, the dues are to be calculated on actual day of occupation.

(3). The calculation of days will be made from the date of 1st landing of the cargo.

3.3.3. Non Cargo Purpose

Sl No.	Category	Rate or part thereof
1.	Camp Shed / Equipment Shed / Container / Open Space	₹ 1264.66/- per 100 sq.m. per month
2.	Covered Shed (R.C.C)	As per the scale of rate applicable for non-residential building, notified by Estate wing, Administrative Department from time to time including escalation.
3.	Covered Shed (AC Sheet)	

3.4. Mandatory User Charges:

Description	Rate
Mandatory User Charges	₹ 170/- per container

Note:

The MUC shall be levied as per the rate communicated by MoPSW/IPA and is valid up to September, 2027.

3.5 Charges for Coastal Transportation of vehicles through RO-RO Ship

80% discount on cargo related charges for coastal transportation of vehicles through Ro-Ro ship will be granted

CHAPTER- IV

CONTAINER HANDLING CHARGES

4.1. Wharfage on Containers and Containerised Cargo:

Sr. No.	Description	Container having length upto 20 feet (in ₹)		Container having length over 20 feet but upto 40 feet (in ₹)		Container having length above 40 feet (in ₹)	
		Coastal	Foreign	Coastal	Foreign	Coastal	Foreign
1.	Wharfage on Container (Box only)	57.34	95.55	86.00	143.34	114.65	191.10
2.	Wharfage on Reefer Cargo (Per Box)	458.65	764.41	687.98	1,146.61	917.30	1,528.83
3.	Wharfage on Non-Reefer Cargo (Per Box)	372.66	621.08	558.99	931.63	745.30	1,242.18

4.2. Charges for Supply of Electricity to Reefer Containers (REVISED):

Sr. No.	Description	Rate per container per 4 hours or part thereof (in ₹)					
		Upto 20' containers		Above 20' but upto 40' containers		Above 40' containers	
		Coastal	Foreign	Coastal	Foreign	Coastal	Foreign
1.	Charges for supply of electricity to reefer containers	86.00	143.34	128.98	214.98	172.00	286.66

4.3. Charges for overside discharge of containers:

Sr. No.	Description	Per overside discharge of loaded container		Per overside discharge of empty container	
		Coastal (In ₹)	Foreign (In ₹)	Coastal (In ₹)	Foreign (In ₹)
1.	Container having length upto 20 feet	286.66	477.75	40.11	66.90
2.	Container having length over 20 feet but upto 40 feet	429.98	716.64	60.22	100.33
3.	Container having length above 40 feet	573.31	955.75	80.25	133.77

Note:

This charge shall be levied on Steamer Agents/ Slot-hirers/ Ship owner.

4.4. Dwell time Charges on Containers:

Sr. No.	Description	Container having length up to 20 feet (Rate per day in U.S. $)	Container having length over 20 feet but upto 40 feet (Rate per day in U.S. $)	Container having length above 40 feet (Rate per day in U.S. $)
1.	Import containers			
	First 3 days	Free	Free	Free
	4th to 30th day	0.13	0.27	0.40
	31st day onwards	0.29	0.57	0.86
2.	Export containers			
	First 5 days	Free	Free	Free
	6th to 30th day	0.13	0.27	0.40
	31st day onwards	0.29	0.57	0.86
3.	Transshipment containers			
	First 8 days	Free	Free	Free
	9th to 30th day	0.13	0.27	0.40
	31st day onwards	0.29	0.57	0.86

Note:

(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). The free time for import containers shall commence from the day of landing of the container and for export containers the free time shall commence from the time the container enters the terminal/port premises.

(4). 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.

(5). On hazardous goods, demurrage shall be levied at 150% after 24 hours from the date of the receipt of goods.

(6). 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:

(a). The consignee can issue a letter of abandonment at any time.

(b). If the consignee chooses not to issue such letter of abandonment, the container Agent/ Main Line Operator (MLO) can also issue abandonment letter subject to the condition that,

(i). the Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and

(ii). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(c). The container Agent/ MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.

(d). Where the container is seized/ confiscated by the Custom Authorities and the same cannot be de-stuffed 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 de-stuffing. 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.

CHAPTER- V

MISCELLANEOUS CHARGES

5.1. Charges for water supply to shipping:

Sl. No.	Description	Unit	Coastal vessel (in ₹)		Foreign vessel (in $)	
			Rate	Minimum charge	Rate	Minimum charge
1	Direct Water supply at Berth (as available)	per M.T. or part thereof	276.38	4145.25	5.61	84.30

Note:
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 Authority to supply or suspend supply on account of breakdown, etc. the actual quantity supplied shall be taken into account for recovery of the charges.

5.2. Weighment charges by Road/Rail weigh bridge/weigh scales:

Sl. No.	Description	Rate per ton (in ₹)	Minimum charge (in ₹)
1	Weighbridge charges for iron-ore / chrome ore / other ores	2.81	28.51
2	Weighbridge charges for other commodities	4.20	42.16

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

The private weigh bridge operators shall collect the weighment charges as per the rates prescribed at clause 5.2 above and share the following with PPA.

Sl. No.	Description	Rate per M.T. (in ₹)
1	Weighbridge of installers' own cargo	0.42
2	Weighment of cargo of other users	1.40

Notes:

(1). Consignment means the total quantity to be weighed for shipment/dispatch in relation to a vessel.

(2). A fraction of a tonne shall be rounded off to next higher tonnage.

(3). No weighment charges are leviable if weighment is done in the interest of the port for the purpose of assessing Port charges.

5.4. Charges for carrying out bollard pull test

Sl. no.	Description	Unit	Coastal (₹)	Foreign (US$)
1.	Charges for carrying Bollard Pull test	Per vessel	33,777	737

Note:
Bollard pull test charges are applicable to the tugs which are not hired by the port and are availing the facility.

5.5. Charges for hire of Fender

Sl. no.	Description	Unit	Coastal (₹)	Foreign (US$)
1.	Fender (Yokohama) 1.2m dia	Per hour or part thereof	246.67	10.03
2.	Fender (Yokohama) 2.5m dia	Per hour or part thereof	493.35	20.06

5.6. Charges for supply of skilled personnel for marine operations

Sl. No.	Description	Unit	Coastal (₹)	Foreign (US$)
1.	Supply of skilled personnel for person for any type of mooring and unmooring or any marine operation	Per person per hour or part thereof [Subject to minimum of 2 Hours]	138.21	5.62

5.7. Fees for supply of certificates/ certified copies of documents/ Ledger a/c copies/ statistics

Sl. no.	Description	Unit	Rate (in ₹)
1.	Supply of certificate/ certified copies of documents/ ledger a/c copies/ statistics	Per page Universal size	28.11

5.8. Charges for Fire Fighting tender

Sl. No.	Description	Unit	Rate (in ₹)
1.	Fire Fighting Tender	Per hour per Fire tender	2716.46

5.9. Salvage charges

Salvage charges will be levied @20% ad-valorem on the value of the salvaged goods. In 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.

5.10. Issue of licenses.

Sl. no.	Description	Duration	Rate per license (In ₹) Fresh	Renewal
1.	Stevedoring and Shore handling license	03 Years		
	(a). Security Deposit		5,00,000	-
	(b). Application Fee		50,000	50,000
	(c). Late Fee		-	500
2.	Steamer Agents			
	Registration Fee	01 Year	15,000	
	Registration Fee	03 Years	45,000	
3.	Ship Chandelling	01 Year		
	(a). Security Deposit		1,00,000	-
	(b). License Fee		25,000	15,000
4.	Other trader licenses (i). Authorised Used/Waste Oil Receiver (ii). Buying of Condemned Material (iii). Garbage Receiver	01 Year		
	(a). Security Deposit		1,00,000	-
	(b). License Fee		25,000	15,000

5.11. Taking photographs in the port premises.

Sl. No.	Description	Unit	Rate (in ₹)
1.	Photography/ Videography	8 Hrs or Part thereof	30,000

Note: No charges shall be refunded in case of cancellation.

5.12. Landing Charges for Helicopters

Sl. no.	Description	Unit	Rate (in ₹)
1.	Use of helipad for landing of helicopters belonging to State Government, Public Sector Undertakings and private users.	Per one Landing and takeoff	
	Landing Charges (Including Fire Brigade Charges)		25,000.00

Note:
Helicopters carrying passengers declared as Port guests may be exempted from such charges.

5.13. Schedule of charge for Operation of Mobile X-Ray Container Scanning System:

Sl. No.	Description	Unit	Rate (in ₹)
1.	Container Scanning Charges excluding GST for all EXIM/Coastal loaded containers	Per Container	190.23

5.14. Levy charges towards activities of water sprinkling, spillage cleaning

Sl. No.	Description	Unit	Rate (in ₹)
1.	Levy Charges [Consolidated Rate]	Per M.T.	2.87

5.15. Hiring charge of Oil Spill Response equipment

Sr. No.	Particulars	Unit	Rate (in ₹)
1.	Oil spill dispersant applicator/ Shore Cleanup Equipment	Per equipment per day or part thereof	2931.21
2.	Permanent boom 25 mtr section with accessories		1803.29
3.	Inflated Boom 200 mtrs + power pack with accessories		11894.57
4.	Air blower with accessories		462.95

Note:
Rate specified for above equipment is exclusive of cost of consumables and fuel which would be chargeable extra at cost plus 40% supervision cost basis. In case of any tug/launch and/or labours are provided by Port for handling the equipment, the charges for the same shall be levied extra as per SOR.

5.16. Disposal of Waste oil/Sludge, etc.

Collection amount fixed as Rs.3,815.33 - only per tonne of disposal of waste oil/sludge etc. (any such waste under MARPOL Annex-1) by the vessels to the Port Reception Facilities through the licensed vendors at Paradip Port.

(1). The charges for disposal of waste oil/ sludge etc any such waste under MARPOL Annex-1) will be billed separately to the vessel's agent giving the requisition.

(2). Concerned agent should submit the "Waste Disposal Receipt showing quantity of waste oil/ sludge etc disposed in MT, signed by the cargo surveyor".

OR

"Initial and final cargo survey report showing the initial quantity (in MT) and the final quantity (in MT) of the waste oil/ sludge etc." respectively.

5.17. Fee on the Cargo transloaded at the Transloading point

A fee of ₹2.04 per tonne to be levied on the cargo transloaded from/to the mother vessel at the Transloading point under the limits of PPA

Note:

(1). An area notified under the limits of Paradip Port Authority comprising radius of 2 nautical miles around a position earmarked by Lat 20 08 12" N Long

087 1400” E to be used exclusively for transloading operations will be called as ‘Transloading Point’.

(2). No other charge would be levied on the cargo transloaded from/to the mother vessel at the transloading point.

5.18. Other Miscellaneous Charges:

Sl. No.	Description	Unit	Rate (in ₹)
1.	Royalty for Stevedoring and Shore Handling (Being 60% of indexation, w.e.f. 01.04.2026)	Per M.T.	5.81
2.	Facilitation Fee		
	(i). Loading of barge at IFFCO Pantoon jetty	Per Tonne	2.04
3.	Consolidated Fee		
	(i). VRC and Wharfage for movement of cargo Inland/vessel/River Sea vessel from Inter-land Industries Port through Inland Waterways	Per Tonne	12.72

CHAPTER- VI

AUTHORIZED SERVICE PROVIDERS CHARGES (other than BOT Operators)

6.1. Charges for use of 100 Tonne Harbour Mobile Crane installed by the private operators

Sl. No.	Type of Cargo	Average Daily Crane Performance (In Metric Tonnes)	Ceiling Rate Per Tonne (in ₹)	
			Coastal	Foreign-going
(i).	**For Dry Bulk Cargo**	12,500	44.97	74.94
		12,501 – 13,500	47.21	78.70
		13,501 – 14,500	49.47	82.43

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 same methodology shall also be adopted to calculate the rate beyond 14,500 Tonnes.

Sl. No.	Type of Cargo	Average Daily Crane Performance (In Metric Tonnes)	Ceiling Rate Per Tonne (in ₹)	
			Coastal	Foreign-going
(ii).	**For Break Bulk Cargo**	6,000	93.69	156.15
		6,001 – 7,000	98.37	163.98
		7,001 – 8,000	103.06	171.78

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 8,000 Tonnes.

Sl. No.	Type of Cargo	Average Daily Crane Performance (In Metric Tonnes)	Ceiling Rate Per Tonne (in ₹)	
			Coastal	Foreign-going
(iii).	**For Other Cargo**	3,750	149.90	249.87
		3,751 – 4,750	157.40	262.36
		4,751 – 5,750	164.89	274.87

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 5,750 Tonnes.

Notes:

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

$$\frac{\text{Total Quantity loaded / unloaded by HMC} \times 24 \text{ hrs.}}{\text{Total time taken from vessel commencement to completion}}$$

(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 HMC works with another HMC or ELL crane/s, the Berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the HMC's 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 HMC 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 HMC for more than 2 hours at a stretch for reasons not attributable to the HMC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of HMC for less than 2 hours will not be taken into considerations for the above purpose. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading/ unloading operations during working of HMC are required to be certified by the stevedore of the vessel in the daily vessel performance report.

(vi) In case shifting of vessel becomes necessary due to breakdown/non-performance of HMC, the shifting charges of the vessel from the berth to anchorage will be recovered from the crane operator in addition to a penalty of Rs. 1,00,000/- (Rupees One Lakhs) only. The shifting charges so recovered will be refunded to the vessel's agent while the penalty will be retained by the port.

(vii) In case of dispute on the average output, the decision of the Port Authority will be final and binding.

CHAPTER- VII

RAILWAY SERVICES CHARGES

7.1. Railway Charges:

Sl. No.	Description	Unit	Rate (in ₹)
1.	Siding Charges		
	For warehouse zone	Per M.T.	4.88
	For other sidings	Per M.T.	4.59
2.	The siding charges shall include the additional shunting charges for shifting the rates to a maximum of 2 parts. An amount of ₹2296.25 will be charged for each additional placement.		

CHAPTER- VIII

PERFORMANCE STANDARDS

Sl. No.	Performance Parameters	Performance Standards
(a)	**Cargo Related Services**	
(i)	Average Ship Berth day Output (in Metric Tonnes)	30,000
(b)	**Vessel Related Services**	
(i)	Average Turnaround Time of Vessels (in days)	2
(ii)	Average Pre-Berthing Time of Vessels (in days)	0.30

Printed and Published by the Director, Directorate of Printing, Stationery and Publication, Odisha, Kataka-10
Ex. Gaz. 2900—173+10