



TRAFFIC DEPARTMENT

No.TD/TM/GEN-264/270

Dated, the 8 February, 2023

TRADE CIRCULAR

In exercise of the powers conferred vide Ministry of Ports, Shipping and Waterways letter No.PD-14024/5/2020-PD-I(e343443) dated 03.11.2021 and Major Port Authorities (Fixation and implementation of Scale of Rates, Fees and Conditions) Rules 2021, the Board of PPA vide Agenda Item No.03(04)/2022-23 and Resolution No.119/2022-23 dated 01.11.2022 have approved the Scale of Rates along with Terms & Conditions and Performance Standards which will remain valid for a period of 3 years subject to annual indexation. The SOR has been notified in the Odisha Gazette and the same shall come into effect from 15.02.2023. A copy of the Odisha Gazette Notification is enclosed herewith.

Encl: As stated.


Traffic Manager
Paradip Port Authority

Copy to:

- (i) All Importers/Exporters/Steamer Agents/Stevedores, Paradip for kind information and necessary action.
- (ii) All HoDs of PPA (except TM, PPA) for kind information.
- (iii) All officers of Traffic Department for information and necessary action.
- (iv) Sr. Dy. Director, EDP Cell for information with a request to upload the same in PPA website.

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PARADIP PORT AUTHORITY FINANCE AND ACCOUNTS DEPARTMENT

NOTIFICATION

The 2nd December 2022

No. 1151—FA/eOffice—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.03(04)/2022-23 and Resolution No.119/2022-23 dtd.01.11.2022 have approved the Scale of Rates along with Terms & Conditions and 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.

P. L. HARANADH
CHAIRMAN
PARADIP PORT AUTHORITY

PARADIP PORT AUTHORITY

SCALE OF RATES

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PARADIP PORT AUTHORITY

SCALE OF RATES

CHAPTER – I

1.1 Definitions:

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

- (i) "Board" will mean Board of Paradip Port Authority.
- (ii) 'Coastal Vessel' shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/Competent Authority.
- (iii) "Cold Move" shall mean the movement of the vessels without the main engines in operation.
- (iv) 'Day' will mean 6 A.M to 6 A.M of the following day, unless in the context otherwise specified.
- (v) "Demurrage" shall mean charges payable for storage of cargo within Port Transit Area beyond free period as specified in the Scale of Rates and shall not include the cargo stored at the area allotted to a port user on license/lease basis for which the user is required to pay license fees as per the SoR and/or as per allotment conditions thereof.
- (vi) 'Entry' means entering into the Port limits.
- (vii) 'Foreign Vessel' means a vessel other than a Coastal Vessel.
- (viii) "Full Container Load" (FCL) shall mean a container containing cargo belonging to one consignee in the vessel's manifest.
- (ix) "Hazardous Cargo" shall mean any cargo as is defined in the International Maritime Dangerous Goods (IMDG) Code/IMO.
- (x) "Hazardous Container" shall mean a container containing hazardous goods as classified under IMO.
- (xi) "Holiday" will mean the days notified by the management on which the Port Authority offices will remain closed.
- (xii) "Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one consignee in the vessel's manifest.

- (xiii) "Port" will mean Port of Paradip.
- (xiv) "Port Management" will mean Chairperson of Paradip Port Authority or any other official acting under the Authority of Chairperson.
- (xv) "Reefer Container" shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- (xvi) "Reserve Price of the Plots for Iron Ore/Iron Ore Pellet/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.
- (xvii) 'Shift' will mean duration of eight hours. For the port's operation the first shift is from 6 A.M to 2 P.M, second shift from 2 P.M. to 10 P.M and third shift is from 10 P.M to 6 A.M of the next day.
- (xviii) "Shut Out Cargo" shall mean export cargo left in the Port having not been shipped on board the vessel for which it was received in the Port.
- (xix) "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.
- (xx) "TEU" shall mean Twenty Feet Equivalent Unit of container and FEU shall mean Forty Feet Equivalent Unit.
- (xi) "Transshipment" shall mean any cargo not originally manifested for the port of Paradip, but landed at Paradip and subsequently reshipped to other ports.
- (xxii) "Transshipment Container" shall mean any container, which is discharged from one vessel, stored in the yard and subsequently reshipped through other vessel.
- (xxiii) 'Vessel' will have the same meaning as defined under MPA Act-2021.
- (xxiv) "Wharfage" shall mean the basic dues recoverable on all Cargo/Container landed or shipped or transshipped within the port limit and approaches or passing through the wharf/jetty/anchorage/transloading point jetty.

1.2 General Terms and Conditions:

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

(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, no further custom conversion is required, so long as it moves on the Indian Coast.

(b) A foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence 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 vessel starts loading coastal goods.

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

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

(iii) Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal Rate.

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

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

(b) 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.

- (ii) 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.
- (iv) (a) All dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms into its equivalent Indian Rupees at the Reference rate notified by Reserve Bank of India or the market buying rate notified by State Bank of India, as may be specified from time to time.
 - (b) The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.
- (v) A regular review of exchange rate shall be made once in 30 days from the date of arrival in cases of vessels staying in the port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (vi) (a) The rate prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Port Authority may, if it so desires, charge lower rates and/or allow higher rebates and discounts.
 - (b) The Port Authority may also, if it so desires, rationalize the prescribed conditionalities governing the application of rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
 - (c) The Port Authority should notify the public such lower rates and/or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the Authority.
- (vii) (a) The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
 - (b) The cargo/container related charges for all coastal cargo/containers, other than thermal coal and POL including crude oil, Iron Ore and Iron ore pellets should not exceed 60% of the normal cargo/container related charges.
 - (c) In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.

(d) In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, from/to quay to/from storage yard as well as wharfage on cargo and containers.

(e) Cargo/container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concession charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.

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

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

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

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

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

(xii) For the purpose of charges, 'Gross' and not the 'Net' tonnage of cargo shall be taken.

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

(xiv) Interest on delayed payments/refunds.

- (a) Users shall pay penal interest on delayed payments and the port shall pay penal interest on delayed refunds at the rate of 15% per annum.
- (b) The delay in payments by users will be counted beyond 10 days after the date of raising the bills. This provision will not apply to cases where payment is to be made before availing of the services/use of port properties or prescribed as a condition in the tariff.
- (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.

(xv) Application for refund of any type of due/charge already paid must be submitted in writing by the claimant or his representative within six calendar months after the month of first payment/adjustment. No refund shall be made unless amount refundable is 'Rs.100/- or more.

- (xvi) The charges are to be paid on per ton basis. The fraction of a ton will be rounded off to next higher tonnage.
- (xvii) In order to decongest the ports and encourage exporters/importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessels related services as well as special discount will be offered in port charges for the services rendered after regular hours.
- (xviii) (a) The SOR will be automatically indexed to the extent of 60% of the variation in the Whole Sale Price Index (WPI) as communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government based on the average of monthly Whole Sale Price Index (WPI) for all commodities from January to December announced by the Ministry of Commerce and Industry under the Government of India.
- (b) The Major Port Authority would, however, be entitled to indexation in tariff at 100% of variation in WPI communicated by the Indian Ports Association (IPA) or any other Competent Authority decided by the Government instead of 60% variation in WPI prescribed in clause (a) above, from the second year of tariff fixation on achievement of performance standards committed by the Major Port Authority.

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.

(xix) Performance Standards :

The Major Port Authorities shall also commit the desired Performance Standards for cargo related services to their customers in terms of average ship berth day output and average moves per hour in case of container handling exclusively done by the port. For vessel side services, the port shall prescribe Performance Standards in terms of average turnaround time of vessels and average pre-berthing time of vessels on port Account.

Sl. No.	Performance Parameters		Performance Standards
(1)	Cargo Related Services		
(a)	Average Ship Berth day Output (in tones) in respect of Major Cargo Groups		
	(i)	Geared vessel	15,000
	(ii)	Gearless vessel	16,500
	(iii)	Thermal Coal export (MCHP)	51,000
	(iv)	Iron Ore/Iron ore pellet (IOHP)	25,000
	(v)	Crude Oil	1,00,000
(b)	Average moves per hour (in TEUs) in respect of Containers		NA
(2)	Vessel Related Services		
(a)	Average Turnaround Time of Vessels (in days) port a/c		2
(b)	Average Pre-Berthing Time of Vessels (in days) port a/c		0.30

1.3(a) As per 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 Major Port Authorities on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.

(ii) The Major Port Authorities shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services at par with those charges 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 vessel engaged in coastal shipping.

Chapter-II
CARGO RELATED CHARGES

2.1 Wharfage charges:

Sl. No.	Description of goods	Rate per MT or part thereof (Rs)	
		Foreign Rates	Coastal Rates
Liquid			
1	a) POL Crude oil, petroleum and its products having flash point of 23 degree C [73.4 degree F.] and above In bulk Upto 2.00 MTPA In bulk Above 2.00 MTPA In barrel	37.44	37.44
	34.94	34.94	
	49.95	49.95	
	b) Petroleum and its products having flash point of less than 23 degree C [73.4 degree F.]	83.22	83.22
2	Liquid bulk including Acid, Fatty Acid and Ammonia.	62.24	62.24
3	POL through SBM constructed by operators within port limits.	6.67	6.67
4	LPG and LNG	83.22	49.95
5	Transshipment [crude and POL] (LPG/LNG) from mother to daughter vessel.	8.32	5.01
6	Bunker supply to various vessels:	37.44	37.44
7	Edible Oil Upto 50,000MT (per user)/ per commodity	83.22	49.94
	Above 50,000 MT (per user)/ per commodity	49.95	29.99
	Any other liquid cargo not specified above	83.22	49.95
Dry Bulk			
1	a) Chrome Ore /Chrome Concentrate b) Manganese ore.	62.59	37.44
	62.18	37.33	
2	Charge Chrome/ Ferro alloys and other processedOres/High Carbon Ferro Chrome	74.90	44.91

Sl. No.	Description of goods	Rate per MT or part thereof (Rs.)	
		Foreign rates	Coastal rates
3	All types of Coal/Coke per user/per commodity import upto 5 lakhs tonnes per annum	52.63	31.58
	Per user/per commodity import between 5 lakhs and 7.5 lakhs per annum Per user/per commodity	44.30	26.55
	Per user/per commodity import above 7.5 lakhs tonnes per annum	35.99	21.61
	Per user shipment of all types of coal upto 3.5million tonnes per annum - conventional handling.	57.39	34.45
	Per user shipment of all types of coal above 3.5 million tonnes per annum - conventional handling.	47.85	28.70
4	Scraps (Iron, Steel & Others)	33.29	19.95
5	Cement, Clinker, Limestone, Dolomite, Gypsum,Olivflux, Pyroxenite, Bentonite and other fluxing materials.		
	Up To 2.00 Lakhs Tons (per user)/per commodity	66.57	39.97
	Above 2.0 Lakhs Tons (per user)/per commodity	58.27	34.94
6	Finished Fertilizer / Ammonium Nitrate / FRM	33.29	19.95
7	Food grains, Oil seeds, cereals, pulses etc.		
	Upto 50,000 MT (per user)/per commodity	83.22	49.95
	Above 50,000 MT(per user)/per commodity	49.95	29.99
8	Rice/sugar in Bulk	24.96	14.99
9	Salt	8.32	5.01
10	Iron Ore/ Iron Ore pellet / Standard magnetite concentrate	28.70	28.70

Sl. No.	Description of goods	Rate per MT or part thereof (Rs)	
		Foreign rates	Coastal rates
11	Iron & Steel [Pig Iron, HBI etc.]	62.42	37.44
12	Other cargo not specified above		
	i) By Slings	41.62	24.96
	ii) By Grabs	29.12	17.57
	Break Bulk		
1	Iron & Steel [Steel coils, slabs, steel pipes, steel rails, plates, iron rods etc.]	62.42	37.44
2	All types of project cargo including over dimensional consignment [ODC]	70.70	42.69
3	Other General Cargo By Slings	41.62	24.96
4	Rice and Sugar (in bags)	24.96	14.99
5	Other cargo not specified above	83.22	49.95
	Others		
1	Aluminum Ingots	23.94	14.38
2	Timber [per cum]	41.62	24.96
3	Drilling materials and chemicals.	66.57	39.97
4	All types of fish including shrimps	47.85	28.70
5	Barging [loading and unloading]	-	12.48
6	Other cargo not specified above	83.22	49.95

2.2 Wharfage on Containers and Containerised cargo:-

Sl. No.	Description	Container having length upto 20 feet (in Rs)		Container having length over 20 feet but upto 40 feet (in Rs)		Container having length above 40 feet (in Rs)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1	Wharfage on Container (Box only)	83.22	49.95	124.84	74.90	166.45	99.86
2	Wharfage on reefer cargo (Per Box)	665.79	399.48	998.69	599.22	1,331.59	798.96
3	Wharfage on non-reefer cargo (Per Box)	540.96	324.58	811.43	486.87	1081.92	649.15

2.3 Charges of Mechanised Coal Handling Plant (MCHP).

Sl. No.	Description of goods	Rate per MT or part thereof (in Rs)	
		Foreign rates	Coastal rates
a)	Unloading of coal wagon through the coal handling system	63.27	63.27
b)	Shipment of coal through coal handling plant		
	(i) Up to 7.5 million tonnes	94.85	94.85
	(ii) From 7.5 million tonnes to 10 million tonnes	86.95	86.95
	(iii) Beyond 10 million tonnes	79.07	79.07
c)	Shipment of Iron ore fines / Iron ore Pellets / other similar dry bulk cargo through coal handling plant	94.85	94.85
d)	Unloading of wagons carrying Iron ore fines/ Iron ore pellets / other similar dry bulk cargo at RRS of MCHP.	63.27	63.27

2.4 Charges of Iron Ore Handling Plant (IOHP).

Sl. No.		Description of goods	Rate per MT or part thereof (in Rs)	
			Foreign rates	Coastal rates
1	I.	Iron Ore and/or Iron Ore pellet Shipment Charges		
		a) i) Shipment Up to 1.0 MTPA	28.70	28.70
		ii) Shipment between 1.0 MTPA and 1.5 MTPA	24.55	24.55
		iii) Shipment above 1.5 MTPA	20.38	20.38
		b) Tippling Charges	24.96	24.96
	II.	Thermal Coal		
		a) Shipment Charges	60.58	60.58

b) Tippling Charges	24.96	24.96
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Note:

- (1) The sliding rates indicates in the above of MCHP & IOHP tables in respect of any cargo will be applicable if traffic of a single user in a year exceeds the slab limits.
- (2) The shipment charges of MCHP and IOHP are inclusive of wharfage.
- (3) Wharfage shall also be payable on the following specified goods at normal rates:
 - a. On cargo abandoned.
 - b. On cargo exceed landed and over loaded.
 - c. On cargo confiscated by Customs.
 - d. On cargo salvaged.
 - e. On serviceable empty drums, empty bottles, waste oil and other ship stores disposed of by vessels in the Port.
 - f. On sweeping collected on board of vessels and landed at this port where the entire cargo is not discharged at the Port.
 - g. On all cargo admitted to the Board's transit areas for shipment where it is shipped or having been brought is taken out without being shipped.
 - h. On cargo entering the Board's premises by rail or road and taken out from the Port without shipment.
 - i. Cargo of other Port if landed or reshipped.
 - j. Handling charges for transshipment containers will be at 1.5 times the handling charges for the normal handling operations in loading or unloading cycle.
 - k. On surplus quantity due to moisture at the time of evacuation/dispatch.
- (4) 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 bona fide ship's fittings, ship's stores, bona fide passengers and Seamen's baggage and personal effects accompanying, live stock, which was not manifested as cargo.
 - c. Sweeping collected from the Board's premises and survey rejections.
 - d. Rail-borne goods mis-sent to the harbour rejected by the consignee and goods cleared from bond and dispatched by rail from the Board's premises.
 - e. Cargo shifted from one hatch to other hatch without routing through the berth.
- (5) Wharfage and Intra-port transportation:
 - a. All goods landed or shipped within the limits of Port areas shall be liable to pay wharfage charges as detailed in the scale of rates. The charges shall be payable by the Importers/Exporters or their Agents prior to rendering of services by the Port.
 - b. The quantity shown in the IGM/Draft Survey Report upon which freight has been paid shall be deemed to be the correct tonnage. However, In cases where the Port makes a check weighment, the tonnage recorded by the Port shall be deemed to be the correct tonnage.

c. The Exporters and Importers are to regulate loading at the wharf as well as at the stackyard to avoid spillage en-route in course of intra-port Transportation. In the event of spillages en-route or on the railway tracks in course of Transportation, it shall be the responsibility of the Importers/Exporter to arrange for removal of the same for operational reasons.

d. Before classifying any cargo under "unspecified" category, the relevant customs classification should be referred to find out whether the cargo could be classified under any of the existing categories in the wharfage schedule.

e. Port assumes the custody in respect of general/break bulk cargo landed from the vessel or brought to the transit shed/area for shipment only when the port gives a receipt.

(6) (a) Vessels calling the Port, which are declared as cargo in the Import General Manifest or Export General Manifest 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.

2.5 Dwell time Charges on Containers

Sl. No.	Description	Container having length upto 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	<u>Import containers</u>			
	First 3 days	Free	Free	Free
	4 th to 30 th day	0.116	0.233	0.349
2	<u>Export containers</u>			
	First 5 days	Free	Free	Free
	6 th to 30 th day	0.116	0.233	0.349
3	<u>Transshipment containers</u>			
	First 8 days	Free	Free	Free
	9 th to 30 th day	0.116	0.233	0.349

31 st day onwards	0.249	0.498	0.749
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2.6 Charges for Supply of Electricity to Reefer Containers (REVISED)

Particulars	Rate per container per 4 hours or part thereof					
	upto 20' containers		Above 20' but upto 40' containers		Above 40' container	
	Foreign (Rs)	Coastal (Rs)	Foreign (Rs)	Coastal (Rs)	Foreign (Rs)	Coastal (Rs)
Charges for supply of electricity to reefer containers.	124.84	74.90	187.25	112.34	249.68	149.81

2.7 Charges for overside discharge of containers

Particulars	Per overside discharge of loaded container		Per overside discharge of empty container	
	Foreign (Rs)	Coastal (Rs)	Foreign (Rs)	Coastal (Rs)
1. Container having length upto 20 feet	416.11	249.68	58.27	34.94
2. Container having length over 20 feet but upto 40feet	624.18	374.50	87.39	52.45
3. Container having length above 40 feet	832.45	499.35	116.52	69.90

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

2.8 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 transshipment Or Cargo of other Ports not shown for transshipment	2 times of wharfage as per Section 2.1 above.

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

2.9 Free Storage period for levy of demurrage in transit accommodation:

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

Notes:

- (i)Free period prescribed above excludes customs notified holidays and ports non-working days.
- (ii)Free period for containerized cargo shall commence from the day of de-stuffing.
- (iii)In case of salvaged goods, free period shall commence from the following day of salvage.
- (iv)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.
- (v)For unclaimed/un-cleared goods sold by auction, free period of 90 days shall count from day of auction.
- (vi)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.
- (vii)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.
- (viii)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.

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

Period	Rate per MT per day or part thereof.(Rs)	
	Import	Export
For the 1 st week	4.16	2.50
For the 2 nd week	12.48	5.82
For the 3 rd and subsequent weeks	20.80	12.48

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

2.11 Demurrage on Containerised Cargo

(1) No demurrage shall accrue on container or export/import cargo for the period when the port is not in a position to deliver/make shipment of cargo or containers when requested by users.

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

(3) The storage charges on abandoned FCL containers/shipper owned containers shall be levied up to the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following conditions:

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

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

- (a) The line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and
- (b) the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

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

(iv) Where the container is seized/confiscated by the Custom Authorities and the same cannot be de-stuffing within the prescribed time limit of 75 days, the storage charges/dwell time 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 Custom bonded area and in that case the storage charge/dwell time shall cease to apply from the day of such removal.

2.12 Licence Fee:

Sl no.	Category	Rate
1. (a).	Open stack-yard: Category-I (paved areas with siding)	Rs. 1,468.66 per month for 100 Sq. Meter or part thereof.
1. (b).	Category -II (Paved area without siding)	Rs. 1,101.50 per month for 100 Sq. Meter or part thereof

1. (c).	Category-III (Unpaved area)	Rs.734.34 per month for 100 Sq. Meter or part thereof
2	Covered Space	Rs.4,405.99 per month for 100 Sq. Meter or part thereof.
3	Quay Apron/ Concreted stack-yard/Transit sheds (for non-shed cargoes)	Rs.2,447.77 per month for 100 Sq. Meter or part thereof.

Note:

(1)For allotment of less than eleven months, a surcharge of 10% on the rates mentioned will be levied.

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

(i)Licence for the use of storage shed, open spaces or other property for periods not exceeding eleven months at a time shall be covered by permits to be issued by the Port Administration. Allotment for a period of 11 months will be without surcharge and allotment of periods less than eleven months will invite 10% surcharge. The licence can be renewed at the expiry of previous licence period. Each renewal of licence shall be treated as fresh licence. Applications for use of open spaces, stackyards, 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.

(ii)Applications for renewal of the permit under these rules for a further period shall be made within one week of the expiry of the permit. The granting of permit for a further period shall be at the discretion of the port.

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

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

(iv)Goods stored in the open spaces, stack yards, sheds or other places shall remain at the owner's risk and Port will be not responsible for any pilferage, theft, damage or loss.

(v)The space allotted cannot be sublet without the permission of the port.

(vi)The space allotted should be vacated on receipt of one-month notice.

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

(viii)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.

(ix) At the discretion of Paradip Port Authority, the storage space inside custom bond area can be put to tender cum auction.

(x) All the Sheds/covered storage areas inside the prohibited area shall be under the control of Traffic Department for the purpose of storage of cargoes or for other than handling of cargoes.

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

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

2.13 Penal License Fee: 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

Note:

(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 can not 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.

2.14. Hire charges for floating craft.

2.14 Hire charges for floating craft.

SL		Name of the craft	Rate per hour or part thereof.	
			Foreign (U.S. \$)	Coastal (Rs.)
1	Tug up to 50 Ton BP	For Shipping purpose	262.15	6,445.91
		For other purpose	393.22	9,668.84
	Tug 50 Ton BP or Above	For shipping purpose and other purpose	1,835.84	29,832.24
2	Launch	Up to 200 BHP	21.84	537.16

	Above 200 BHP	65.54	1,611.49
	1600 BHP Launch	171.47	4,215.44
	Non-Propelled barges	21.84	537.16
	Fender Barges	8.74	214.85
3	Pollution control vessel	54.22	1,333.18
4	Oil reception barge	43.08	1,059.15
5	Survey launch	-	5,659.26
	Survey equipment	-	14,356.19

Notes:

- (1) Minimum charges for 2 hours shall be payable for hire of any of the above harbour crafts.
- (2) General conditions for hiring of floating crafts:
 - (i) The appliance would be hired out subject to the conditions and after executing an agreement in such form as may be prescribed by the Board from time to time.
 - (ii) The decision of the port as to the type of appliances services required for specific operation shall be final.
 - (iii) In case the lower capacity craft if requisitioned by trade is not available they will be having option to use higher capacity craft but in such case, they will have to pay the charges as applicable for higher capacity equipment and no reduction will be allowed.
 - (iv) The manning of the floating crafts hired out by Port 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 causality to the persons on floating craft will be the responsibility of the user. In case of replacement of such assets due to total damage return will be limited to the capital cost less amount recovered from insurance.
 - (vi) 12 clear hours' notice shall be given by the hirer for the cancellation of the requisition failing which hire charges will have to be paid as per prescribed rate.

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

(i) For Dry Bulk Cargo

Average daily crane performance (in Metric Tonnes)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
12500	65.28	39.17
12501-13500	68.54	41.13
13501-14500	71.80	43.09

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 14500 tonnes.

(ii) For Break Bulk Cargo

Average daily crane performance (in Metric Tonnes)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
6000	136.01	81.60
6001-7000	142.82	85.68
7001 -8000	149.62	89.76

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 8000 tonnes.

(iii) For Other cargo

Average daily crane performance (in Metric Tonnes)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
3750	217.63	130.56
3751-4750	228.51	137.09
4751-5750	239.40	143.62

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 5750 tonnes.

Notes:

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

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

(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 two 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 consideration for the above purpose. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading/unloading operation 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 a vessel becomes necessary due to breakdown/non-performance of HMC, the shifting charges of the vessel from berth to anchorage will be recovered from the crane operator in addition to a penalty of Rs.1,00,000/- (Rupees one lakh) 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.

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

(1) A fixed charge of Rs.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 (Rupees per ton) which will vary with the annual throughput are follows:

Sl.No.	Particulars	Rs. Per tonne
(a)	Upto 5 lakh tonnes	126.68
(b)	5 to 10 lakh tonnes	107.18
(c)	10 to 15 lakh tonnes	77.95
(d)	And above 15 lakh tonnes	48.73

(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.

2.17. Charges for Cargo of Indian Farmers Fertilizers Cooperative handled at Fertilizer Berth - (II)

(1) Captive Berth charges of Rs.4,69,35,000/- (Rupees four crores sixty nine lakhs thirty five thousand only) per annum shall be payable on monthly basis in advance @Rs.39,11,250/- 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.	Particulars	Rs. Per tonne
(a)	Upto 5 lakh tonnes	126.68

(b)	5 to 10 lakh tonnes	107.18
(c)	10 to 15 lakh tonnes	77.95
(d)	And above 15 lakh tonnes	48.73

There will be escalation @10% after every three years in the rates of wharfage at each slab as provided for in the agreement. Accordingly, the next escalation will be due on 1.4.2023. The berth hire charges will be reviewed and revised in the year 2023. The minimum guaranteed cargo is 2.50 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.

CHAPTER-III

3.1 Berth Hire Charges

Sr.No.	Description	Rate per GT per hour or part thereof
1.	Foreign going vessels (US \$)	0.002907
2.	Coastal ()	0.071

3.2 Concession in berth hire

Sr.No.	Description	Rate per GT per hour or part thereof
1.	Vessels berthed at moorings/anchorages	50%
2.	Vessels double banking alongside the berth	50%

Notes

- (1) Gross Tonnage (GT) is the cubic capacity of the whole ship (including engine room and crew space but excludes space above deck, cabins, deck shelters, chart house, etc.) as indicated in the vessel certificate of registry. Half a ton and more should be counted as one ton and less than half a ton ignored.
- (2) For a vessel carrying deck cargo, the deck cargo will be added to the GT of the vessel for determining the GT on which the charges are to be calculated.
- (3) For a vessel having dual tonnage, the higher tonnage will be taken into account towards calculation of vessel related charges.
- (4) (i) Berth hire shall stop 4 hours after the time of the vessel signalling its readiness to sail. The time limit prescribed for cessation of berth hire shall exclude the ships' waiting time for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
 (ii) There shall be penal berth hire equal to one day's berth hire charge for a false signal.
 (iii) The Master/Agents of the vessel shall signal readiness to sail only in accordance with favourable weather conditions and tidal movements.
- (5) The vessels which are at berth in the roadstead within the port water limits shall be charged @5.354 U.S. \$ (for coastal vessels □ 131.65) per hour or part thereof. However, for the vessels anchoring at the roadstead waiting for the berth shall not have to pay the above charge. Besides, no roadstead charge shall be levied if the vessel waits for the following:
 - i. For want of cargo.
 - ii. If Shippers/Agents are not known.
 - iii. If the vessel waits at the roads after port clearance for any reason whatsoever.

(6) For mechanized trawlers of 50 feet LOA and less, a charge of \square 578.29 will be levied per month or part thereof. For catamarans fishing boats, consolidated charge will be \square 6.42 per day or \square 128.49 per month.

(7) After completion of discharge or loading, if the vessels assignment is changed, separate berth hire will be charged for the same day.

(8) The charges for trunk-calls, damages to instruments shall be payable extra as per actual.

(9) No berth hire shall be levied for the period when the vessels idle at the berths due to break down of port equipment or power failure or any other reasons attributable to the port.

(10) Priority and Ousting Priority Charges:

(i) PRIORITY BERTHING:

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

(ii) OUTSTING PRIORITY:

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

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

- Vessels carrying cargo on accounts of Ministry of Defence.
- Defence vessels coming goodwill visit.
- Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
- Any other vessel for which special exemption has been granted by the Ministry of Ports, Shipping and Waterways.

(11) 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 128.49 US \$ [for coastal vessels \square 3160.07/-] 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.

- (12) Penal berth hire charge at the rate of 128.49 US \$ [for coastal vessels 3,160.07/-] 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.
- (13) Priority berthing of coastal vessels will be guided as per the following conditions:
 - (i) "Coastal Vessel" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place India having a valid coastal license issued by the Director General of Shipping/Competent Authority.
 - (ii) Major ports shall accord priority 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.
 - (iii) 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.
 - (iv) In respect of POL/Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
 - (v) Coastal vessels which are to be accorded priority berthing shall not be liable to pay priority berthing charges.
 - (vi) 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.
 - (vii) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
 - (viii) 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 cargos.
 - (ix) Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port.

3.3 Port Dues

1.	Foreign going vessels (per GRT per entry U.S \$)	0.296
2.	Coastal (Vessels per GRT per entry)	<input type="checkbox"/> 7.282

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

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

Notes: (1)Port Dues of a vessel will be assessed on her total GRT at the rate shown against the relevant vessel group according to GRT of that vessel.

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

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

(4)For Oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remark" column of its international tonnage certificate will be taken to be its gross tonnes.

3.4 Pilotage and Towage:

Sl.No.	Slabs	Rate per GRT	
		Foreign	Coastal
1	Upto 30,000 GRT	US \$0.62260 per GRT	Rs.15.32 per GRT
2.	30,001 to 60,000 GRT	US \$ 18,678+US\$0.49786 Per GRT over 30,000 GRT	Rs. 4,59,650/-+ Rs.12.25 per GRT over 30,000 GRT
3.	Above 60,000 GRT	US\$33,613+US \$ 0.435 Per GRT over 60,000 GRT	Rs.8,27,120+Rs.10.72 per GRT over 60,000 GRT

Notes:

- (1)The above rate shall be levied on incremental basis on the capacity of the vessel.
- (2)Above rates are for one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for port convenience.
- (3)For cold movement of vessel, Pilotage and towage charges will be 25% extra of the rates shown in the above schedule.
- (4)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.

(5)Pilot's Cancellation/detention fee:

- (i)In case a vessel is not ready for sailing as per time fixed in the DTR meeting/Marine signal sent to the vessel, she must inform the Port Signal Station over VHF at least 2 hours before the schedule time for cancellation of pilot. A vessel not able to cancel pilot booking at least 2 hours before the schedule time shall be liable to pay 128.49 US \$ (for coastal vessels □ 3160.07) as cancellation charge.
- (ii)If the vessel is not able to move within 30 minutes of the Pilot boarding it for the purpose of Pilotage, it shall be liable to pay an extra charge @128.49 US \$ (for coastal vessel □ 3160.07) per hour or part thereof beyond 30 minutes till it moves.
- (iii)If the movement of the vessel is cancelled after the Pilot has boarded it, a cancellation charge of 257.02 US \$ (for coastal vessels □ 6320.15) shall be levied.
- (iv) If an outward bound vessel carried away a Pilot outside the Port limits due to bad weather, a compensation at the rate of 385.52 US \$ (for coastal vessels □ 9480.23) per day or part shall be payable by the Master of the vessel till the Pilot reports back for duty at the Port. In addition the boarding and lodging expenses of the Pilot on board the ship and cost of sending him back to the port shall also be payable by the Master of the vessel.
- (v)If a Pilot is detained in the pilot launch for more than half an hour before boarding the vessel an extra charge @128.49 US \$ [for coastal vessels □ 3160.07] per hour or part thereof beyond 30 minutes till the pilot boards the vessel will be charged.

(6) A charge of 642.53 US \$ (for coastal vessels □ 15800.39) shall be levied for warping of vessels for their convenience, if the warping is required for convenience of another vessel, the charges shall be payable by the vessel for whose convenience the warping is done. No charge will be levied if warping is done for Port convenience.

(7) In case a request is made for Fixing/Removal of Yokohama Fender from any berth, a charge of 385.52 US \$ (for coastal vessel □ 9480.23) will be recovered from the respective vessels or importers/exporters i.e. whosoever makes the request. This charge will also be applicable for providing Yokohama Fenders for double banking operations.

(8) A charge of 514.03 USD (for coastal vessels □ 12,640.31) shall be levied on the vessel whose movement was planned for a Sunday/Holiday, but did not take place, due to various reasons attributed to the vessel like non-arrival/late arrival of the vessel, non-completion of cargo/work etc.

(9) No shifting charges shall be levied when shifting of a vessel is done for Port convenience. Shifting of vessels for Port convenience is defined to mean the following:

- (i) If a working cargo vessel is required to be 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.
- (ii) If a working cargo vessel is required to be shifted from one berth to another berth due to non-availability of storage space of import or export cargo requiring covered accommodation, such shifting shall be considered as shifting for Port convenience.
- (iii) Whenever a vessel is required to be shifted from the cargo berth to the gantry berth for the convenience of container loading/unloading, such shifting will be treated as shifting for Port convenience provided the agents of the vessel have made specific request to that effect in their berthing application.
- (iv) Whenever a vessel is required to be shifted from one berth to another berth via stream so as to accommodate another vessel or the same vessel in view, of the restriction of LOA, beam, draft, etc. such shifting shall be treated for Port convenience.
- (v) Whenever a vessel is shifted to accommodate another ousting priority vessel, such shifting shall be treated for Port convenience.
- (vi) Whenever vessels are required to be shifted from deep draft anchorage to lesser draft anchorage in order to accommodate vessel of higher draft, such shifting shall be treated for Port convenience.
- (vii) Whenever vessels working cargo at berth/mooring/jetty are required to be shifted for undertaking hydro graphic survey, dredging, repairs to berths, or for maintenance and such other similar works such shifting shall be treated for Port convenience.
- (viii) If a vessel is shifted due to mal-functioning of port equipment, clearance of berth, etc. It will be considered as shifting for Port convenience.

3.5 Charges for Single Buoy Mooring (SBM)

Sl.No.	Description	Rate per G.R.T	
		Foreign \$	Coastal □
A	Berth Hire (per hour)	0.00073	0.24

B	Pilotage (per entry subject to minimum of 6380.73 US \$/Rs.2,76,222.62)	0.318	9.79
C	Tug Hire Charges (per hour)	1835.82	29832.24
D	Port dues per entry	0.296	9.61
E	Pilot Attendance per hour	48.92	1652.25

Note:

For calculation of Tug hire charges, the time is to be reckoned from berthing to un-berthing.

3.6 Charges for Coastal Transportation of vehicles through Ro-Ro Ship

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

CHAPTER-IV

MISCELLANEOUS CHARGES

4.1 Charges for water supply to shipping:

Item	Rate per M.T. or part thereof	
	Foreign US \$	Coastal <input type="checkbox"/>
1. Direct water supply at Berth	4.88US \$ subject to a minimum of 73.43 USD	<input type="checkbox"/> 120.36 subject to a minimum of <input type="checkbox"/> 1805.23
2. Supply by barges (i) At mooring wharf/jetty (ii) At anchorage(Roads)	9.79US \$ subject to a minimum of 391.64 USD 23.12 US \$ Subject to a minimum of 1927.63 US \$	<input type="checkbox"/> 240.74 subject to a minimum of <input type="checkbox"/> 9629.55 <input type="checkbox"/> 568.75 subject to a minimum of <input type="checkbox"/> 47396.26

1) A cancellation fee of 25.70 US \$ (for coastal vessels 631.58) shall be charged when a water barge is ordered but cancelled prior to placement of barge. After placement of barge, cancellation fee of 385.52 US \$ (for coastal vessels 9480.23) shall be charged.

(2) The entire quantity of water supplied per call per requisition to individual vessels shall be treated as one supply for the purpose of levy of minimum charges if applicable. In the event of failure of Port 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.

Note: The user concerned shall supply attendant labour.

4.2 Weighment charges for use of weigh bridge/weigh scales

Sl.No.	Description	Rate
1.	Weighbridge charges for iron-ore/chrome ore/other ores	<input type="checkbox"/> 2.44 per ton subject to a minimum of <input type="checkbox"/> 24.84 per consignment
2.	Weighbridge charges for other commodities	<input type="checkbox"/> 3.66 per ton subject to a minimum of <input type="checkbox"/> 36.72 per consignment

4.3 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 4.2 above and share the following with PPA.

Sl.No.	Description	Rate
1.	Weighbridge of installers' own cargo	<input type="checkbox"/> 0.37 per MT
2.	Weighment of cargo of other users.	<input type="checkbox"/> 1.22 per MT

Notes:

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

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

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

24.48 per page universal size.

4.5 Supply of skilled personnel for marine operations:

A fee of 2.44 US \$ (for coastal vessel 60.19) per person per hour or part thereof subject to a minimum of 2 hours will be charged for supply of skilled person for any type of mooring and unmooring or any marine operation.

4.6 Salvage Charges:

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

4.7 Landing Charges for Helicopters:

4895.54 per one landing and take off. The rate is livable in respect of use of helipad for landing of helicopters belonging to State Government, Public Sector Undertakings and private users. However, helicopters carrying passengers declared as Port guests may be exempted from such charges.

4.8 Charges for supply of on board labour to Stevedores:

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

4.10 Fee on the Cargo transloaded at the Transloading point

A fee of 14.51 per tonne will be levied on the cargo transloaded from/to the mother vessel at the Transloading point under the limits of PPA. The fee is subjected to indexation.

Note:

(i) 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'.

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

(iii) The said fee will be valid for a period of five years and enhanced by Rs.2/- per ton after every 5 years. The current fee will be applicable from 07.10.2019 to 06.10.2024. The fee will be enhanced by Rs.2/- per ton from 07.10.2024.

4.11 In case of Automobiles to be landed or shipped through Ro-Ro operation, charge will be levied @ 1223.89/- per unit.

4.12 For any cargo/container operation, if a vessel has to unload/reload any hatch cover/pontoon; wharfage will be levied for each operation @ 244.78/- per unit.

4.13 Levy charges towards activities of water sprinkling, spillage cleaning and berth face dredging : - A consolidated rate of Rs. 2.50 per MT.

4.14 Rs. 165.69 per Container excluding GST for all EXIM/Coastal loaded containers. Container scanning charges for coastal containers is exempted up to 27.09.2023.

4.15 Railway charges:

Siding Charges: - For warehousing Zone Rs. 4.25 per MT.

For other sidings :Rs. 4.00 per MT.

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

4.16 Charges of handling through IOHP-MCHP Connectivity System

Activity for unloading Dry Bulk Cargo	Rate per MT or part thereof (Rs.)	
	Foreign Rate Rate	Coastal
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	Rs. 80.03	Rs. 80.03

4.17

Collection amount fixed as Rs. 3,323.10/- (Rupees Three Thousand Three Hundred Twenty Three) 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.

4.18

The charge of handling through IOHP-MCHP Connectivity System of Paradip Port Authority:

Sl. No.	Mode of Handling	Existing Rate (Rs./MT) (cargo related charges)			Discount Offered (Rs./MT)		Total Discount offered (Rs./MT)	Final Rate after Discount (cargo related charges) (Rs./MT)		
		Unloading	Shipment	Total	Unloading	Shipment		Unloading	Shipment	Total
(a)	From tippling in IOHP by N-Box wagon, then shifting through IOHP & MCHP connectivity and loading through MCHP Berth	80.03	94.85	174.88	55.35	65.60	120.95	24.68	29.25	53.93
(b)	From unloading in RRS by BOBR Wagon then loading through MCHP Berth.	63.27	94.85	158.12	28.67	42.98	71.65	34.60	51.87	86.47
(c)	Manual unloading of N-Box wagon, then shifting manually to MCHP and loading through MCHP Berth.	0	94.85	94.85	0	53.35	53.35	0	41.50	41.50

4.19

Payment of royalty by the stevedoring and shore handling agents:- @ Rs. 5.34 per MT.