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TARIFF AUTHORITY FOR MAJOR PORTS

G.No. 180

New Delhi,

4 May, 2016

NOTIFICATION

In exercise of the powers conferred under Sections 48 and 50 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby notifies the revised Scale of Rates disposing of the proposal of the Cochin Port Trust for general revision of its Scale of Rates as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports
Case No. TAMP/58/2015-COPT

Cochin Port Trust

- - -

Applicant

QUORUM

- (i). Shri. T.S. Balasubramanian, Member (Finance)
- (ii). Shri. Rajat Sachar, Member (Economic)

ORDER

(Passed on this 27th day of February 2016)

This case relates to the proposal received from the Cochin Port Trust (COPT) for general revision of its Scale of Rates (SOR).

2.1. The COPT has filed a proposal dated 27 July 2015 for general revision of its Scale of Rates following the Tariff Policy, 2015. The said proposal was taken on consultation with the concerned users/ user organisations and the BOT operators at the COPT. The comments furnished by the users/ user organisations were forwarded to the COPT as feedback information. A joint hearing in this case was held on 27 October 2015 at the COPT premises in Cochin. At the joint hearing, the COPT and the concerned users/ organisation bodies have made their submissions.

2.2. The COPT has responded to the comments of the users/ user organisations. The proposal of the COPT was internally scrutinized in the office. The additional information/ clarifications were sought from the COPT. The COPT has responded to the additional information/ clarifications sought by this Authority. While responding to our queries, the COPT has furnished the revised revenue estimate at the proposed tariff.

3. With reference to the totality of information collected during the processing of the case, this Authority has passed a speaking Order disposing of the proposal filed by the COPT for general revision of its Scale of Rates under Tariff Policy 2015.

4.1. Accordingly, the revised Scale of Rates of COPT and Performance standards approved by this Authority is attached as **Annex – I** and **Annex –II** respectively.

4.2. The revised Scale of Rates will come into force after expiry of 30 days from the date of notification of the Scale of Rates in the Gazette of India and shall remain in force till 31 March 2019. The Speaking Order passed by this Authority will be notified shortly.

(T.S. Balasubramanian)
Member (Finance)

COCHIN PORT TRUST
Scale of Rates

CHAPTER - I

1.1. Definitions – General

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

- (i). **“Coastal vessel”** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the competent authority.
- (ii). **“Cold move”** shall mean movement of vessel without power of the engine of the vessel.
- (iii). **“Day”** shall mean the period of 24 hours starting from 07.00 hrs of a day and ending at 07.00 hrs. on the following day.
- (iv). **“Demurrage”** shall mean charges payable for storage of cargo in transit area within port premises beyond free period, as specified in the scale of rates, and shall not apply for cargo stored at areas licensed to Port users for such purpose.
- (v). **“Full Container Load” (FCL)** shall mean a container containing cargo belonging to one importer / exporter.
- (vi). **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- (vii). **“Free period”** shall mean the period during which cargo/container shall be allowed storage free of demurrage charges/ground rent and this period shall be exclusive of Customs notified holidays and Port’s non-operating days. Once demurrage / storage charge starts accruing no allowance will be made for the customs notified holidays and port non-working days.
- (viii). **“Hazardous Container”** shall mean a container containing hazardous goods as classified under International Maritime Organization (IMO).
- (ix). **“Hazardous cargo”** shall mean cargo classified as hazardous goods under International Maritime Organization (IMO).
- (x). **“Inland water barge”** shall mean barge, which plies only in inland waterways.
- (xi). **“Inner Harbour”** shall mean dredged area and deep-water channels navigated by sea going vessels between eastern end of outer approach channel buoys to Mattancherry Bridge in the Mattancherry channel and to Venduruthy Bridge in the Ernakulam Channel.
- (xii). **“Less than a Container Load” (LCL)** shall mean a container containing cargo belonging to more than one importer / exporter.
- (xiii). **“Month”** shall mean 30 consecutive calendar days including holidays.
- (xiv). **“Non Port Berths”** Any berth other than Port berths will be Non Port berths.

- (xv). **“Outer Anchorage”** shall mean area west of Vypin and Fort Kochi not within the navigational outer channel but within Cochin Port limits.
- (xvi). **“Over dimensional container”** shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.
- (xvii). **“Port Berths”** are those listed under 2.3.1. Schedule of Berth Hire charges and the SPM and LNG berths.
- (xviii). **“Power driven vessel”** shall mean any vessel other than a sailing vessel.
- (xix). **“Reefer Container”** shall mean a refrigerated container used for carriage of perishable goods with provision for receiving electrical supply to maintain the desired temperature.
- (xx). **“Single Buoy Mooring (SBM) or Single Point Mooring (SPM)”** are loading buoys anchored offshore and serve as a mooring point for tankers to (off) load gas and/or fluid products.
- (xxi). **“Sailing vessel”** shall mean a vessel propelled solely by wind power.
- (xxii). **“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.
- (xxii). **“Ship To Ship (STS)”** operation shall mean transfer of bulk liquid / gas cargo from one vessel to another vessel(s) at a designated place within the notified jurisdiction of Cochin Port for destination to other port(s).
- (xxiv). **“Shut out cargo / container”** shall mean any cargo / container brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.
- (xxv). **“Transshipment”** of cargo / container shall mean any cargo / container landed at Cochin and subsequently shipped through another vessel to other ports.
- (xxvi). **“Vessel Completion Date (VCD)”** means the date on which import operation of the vessel is fully completed.
- (xxvii) **“ Vallom”** is the small boat made up of wood/FRP without mechanized engine and is operated by hand Oar.

1.2. General Terms & 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). Foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no

further custom conversion is required, so long as it moves on the Indian Coast.

- (b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Specified Period Licence 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

- (a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e., ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
 - (i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
 - (ii). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

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

- (b). In case of a Foreign flag vessel converted to coastal run on the basis of a Specified Period License 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). Port dues shall be applicable as coastal or foreign going as per the status of the vessel at the time of entry into the port.
- (b). If the status of the vessel is changed during its stay in the port, then 50% of the pilotage fee for inward and outward leg of the vessel depending upon the status of the vessel at each leg will be levied.
- (c). Berth hire for the period in which the vessel changes its status will be charged on the basis of the status of the vessel at the beginning of the relevant block.

- (d). Priority berthing will be given to coastal ships carrying Dry / Break Bulk cargo in any one of the berths. Such priority berthing shall be without recovery of priority berthing charges.
- (v).
 - (a). Vessel related charges shall be levied on ship owners / 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 at the market buying rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector Banks as may be specified from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
 - (b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the market buying rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into the port in case of export containers.
- (vi). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels into the Port limit in cases of vessels staying in the port for more than thirty days. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (vii). **Penal interest on delayed payments / refunds:**
 - (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest per annum will be 15% from the day on which the penal interest starts accruing.
 - (b). Like wise, the port shall pay penal interest on delayed refunds. The rate of interest per annum will be 15% from the day on which the penal interest starts accruing.
 - (c). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port Trust. This provision shall, however, not apply to the cases where payment is to be made before availing the services / use of Port Trust's properties as stipulated in the MPT Act 1963 and / or where payment of charges in advance is prescribed as a condition in the Scale of Rates.
 - (d). The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all documents required from the user, whichever is later.
- (viii). The minimum charge recovered in any one application / bill shall be Rs.100/- (Rupees One Hundred only).
- (ix). No claim for refund shall be entertained unless the amount refundable is Rs.100/- or more. Likewise, port shall not raise any supplementary or under charge bills, if the amount due to the port is less than Rs.100/-.
- (x). Vessels carrying simultaneously break-bulk cargo and containers entering the port for simultaneous loading / unloading of containers as well as break bulk cargo, shall be treated as break bulk vessels for the purpose of levy of Port Dues, Pilotage and Berth Hire Charges. The status of the vessel will be determined based on the first visit of the vessel on a particular month for the purpose of levy of port dues.

- (xi). A ship will be considered as a scrap vessel from the date it is sold to breakers. Provided that the ship actually undergoes scrap in Cochin Port itself, dues shall be leviable at rates specified.
 - (a). When such a vessel occupies any berth, charges at coastal rates will be levied.
 - (b). The hire charges for bed of backwaters away from the dredged channels used by ships undergoing scrapping in Cochin shall be 25% of the normal berth hire applicable for coastal vessel provided they utilise their own mooring.
- (xii).
 - (a). The cost of damage caused to the equipment or any other property shall be recovered from the user in addition to the penalty.
 - (b). Cochin Port Trust shall not be responsible to the user or any person for any loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of requisition. The user shall indemnify the port trust administration against all loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of requisition, to any property belonging to the port including the equipment, or to any other persons or property. The liability of the user shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the port. The user shall also indemnify the port for all liabilities under the Workmen's Compensation Act.
- (xiii).
 - (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. Cochin Port Trust may, if it so desires, charge lower rates and / or allow higher rebates and discounts.
 - (b). Cochin Port Trust may also, 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 levels.
 - (c). Provided that Cochin Port Trust should notify the public such lower rates and / or rationalisation 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 TAMP.
- (xiv).
 - (a). Vessel related charges for coastal vessel should take into account the exchange rate fluctuation of Indian Rupee Vs US \$ so that vessel related charges for coastal vessels shall not exceed 60% of the corresponding charges for other foreign going vessels. Further, these charges will be collected in Indian Rupees only at the applicable exchange rate.
 - (b). As regards the Container related charges which are denominated in US dollars for the foreign containers, the tariff for coastal container shall not exceed 60% of the corresponding charges for other foreign containers. Further, these charges will be collected in Indian Rupees only at the applicable exchange rate."

- (c). The cargo / container related charges for all coastal cargo / containers, other than Thermal Coal, POL (including crude oil), iron ore and iron ore pellets should not exceed 60% of the normal cargo / container related charges.
 - (d). 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.
 - (e). In case cargo from foreign port lands at Cochin Port for subsequent transshipment to an Indian port on coastal voyages, 50% of the transshipment rate prescribed for foreign-going and 50% of that prescribed for coastal leg shall be levied.
- (xv). User will not be required to pay charges for delays beyond a reasonable level attributable to the COPT.
- (xvi). Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014:
- (a). “Coastal vessels” is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / competent authority.
 - (b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.
 - (c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
 - (d). In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
 - (e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
 - (f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
 - (g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
 - (h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
 - (i). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise

and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.

- (j). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate format for coastal and foreign vessels.”
- (xvii). 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.

[This condition is incorporated in pursuance to the MOS letter No.PD/14033/101/2015-PD.V dated 3 February 2016 based on which a common adoption Order No.TAMP/14/2016-Misc dated 16 February 2016 is approved by the Authority]

CHAPTER – II

VESSEL RELATED CHARGES

2.1.1. Schedule of Port Dues (On each entry).

Sl. No	Type of vessel	Rate per GRT	
		Foreign vessel (in US\$)	Coastal Vessel(in ₹)
1	All Tankers at Port berths and STS	0.396	<i>Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.</i>
2	Container Vessels	0.376	
3	Other Vessels	0.301	

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

Sl. No.	Description	Concession/ Exemption
1	Vessels entering the port in ballast and not carrying passengers	25%
2	Vessels entering the port but does not discharge or take in any cargo or passengers therein (with the exception of such un-shipment and reshipment as may be necessary for purpose of repairs)	50%
3	(i). Any pleasure yacht	100%
	(ii). Any vessel of war belonging to any Foreign Prince or State but not running for commercial purpose	

(iii). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage
(iv). Vessels of war flying the white ensign belonging to or in the service of the Republic of India but not running on commercial purpose
(v). Any non-commercial vessel belonging to or in the service of Central Government, State Government or Union Territories
(vi). Defence vessels
(vii). Inland Water Barges carrying cargo to and from the Port.
(viii). Sea going vessels below 15 tons

Notes:

- 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.
- Whenever mother vessels carrying lash barges, discharge the barges at the outer anchorage and sail out from there without entering the inner harbour will not attract port dues. In such cases, port dues will be collected from the lash barges entering the inner harbour based on their GRT.
 - In cases where the mother vessels enter the inner harbour and attract port dues, then the port dues will not be leviable on the lash barges.

2.2. Pilotage Fees

2.2.1. Schedule of Pilotage fees

Sl. No	Vessel Size (GRT)	Rate per GRT						
		Foreign vessel (in US\$)				Coastal vessel (in ₹)		
		Vessels at SBM & STS	Vessels at LNG	Container Vessels	Other vessels	Vessels at SBM, STS & LNG	Container Vessels	Other vessels
(i)	Upto 30000	0.4259	0.2750	0.8180	0.8435	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.		
(ii)	30001 to 60000			US \$ 24540 plus US \$ 0.6544 per GRT over 30000 GRT	US \$ 25305 plus US \$ 0.6748 per GRT over 30000 GRT			
(iii)	60000 1 & Above			US \$ 44172 plus US \$ 0.5726 per GRT over 60000 GRT	US \$ 45549 plus US \$ 0.5905 per GRT over 60000 GRT			

2.2.2. Pilotage Services for Other than Port Berths

1. Pilotage services for berths other than Port berths – For a composite package of Pilot, upto two tugs and mooring boat for two hours, the minimum charges would be Rs.2,00,000/-. Movements exceeding two hours shall be charged @Rs.75,000/- per hour or part thereof. If the normal pilotage fees is higher than the composite package charge, then the normal pilotage fees shall be applicable.
2. Additional tugs shall be charged Rs.50,000/- per tug per hour or part thereof.
3. The time limit of Pilotage service shall be from the time of Pilot boarding to Pilot disembarking.
4. Pilotage services for cold move shall be charged 50% of the basic package charge, in addition to the basic pilotage of Rs.2 lakhs. If the normal rate is higher than the basic package charge, then the normal rate shall be applicable.
5. Ships berthing at Cochin Port berths before shifting to Non-Port berths, and ships sailing out from Cochin Port berths after shifting from Non-Port berths, will be charged Pilotage as per Scale of Rates for the Inward/Outward movement.
6. The above rate shall apply to all vessel movement to, from or between Non-Port Berths.
7. The above shall not apply to Indian Navy and Indian Coast Guard Vessels moving to/from Naval and Coast Guard berths.

2.2.3. Schedule of Shifting Charges

Sl. No	Vessel Size (GRT)	Rate per GRT					
		Foreign vessel(in US\$)			Coastal vessel(in ₹)		
		Vessels at SBM, STS & LNG	Container Vessels	Other vessels	Vessels at SBM, STS & LNG	Container Vessels	Other vessels
(i)	Upto 30000	0.2130	0.4090	0.4218	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.		
(ii)	30001 to 60000		US \$ 12270 plus US \$ 0.3272 per GRT over 30000 GRT	US \$ 12654 plus US \$ 0.3374 per GRT over 30000 GRT			
(iii)	600001 & Above		US \$ 22086 plus US \$ 0.2863 per GRT over 60000 GRT	US \$ 22776 plus US \$ 0.2953 per GRT over 60000 GRT			

2.2.3.1 Shifting of vessels from SPM/STS to any other berth or vice versa will be liable for levy of additional Pilotage under “Other Vessels” for the inward / outward movement.

2.2.4. Tug charges for Port berths.

Particulars	Rate per tug hour or part thereof	
	Foreign vessel (in US\$)	Coastal Vessel (in ₹)

Tug charges for SPM, STS or any other operations	606.56	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.
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2.2.5 Schedule of Miscellaneous Pilotage fees

1. Pilotage fee for Barges

Unit	Foreign vessel (in US \$)	Coastal Vessel(in ₹)
Each way per vessel	49.69	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.

2. Detention Charges

Particulars	Unit	Foreign vessel (in US \$)	Coastal Vessel (in ₹)
For detention of a pilot for more than 30 minutes beyond the time for which the requisition is made	Per hour or part thereof	196	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.

3. Cancellation Charges

Particulars	Foreign vessel (in US\$)	Coastal Vessel (in ₹)
For the cancellation of the requisition for a service of a pilot with less than 2 hrs. notice to the Dy. Conservator.	294	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.

4. Pilotage fees for dredgers

Particulars	Per 8 hour or part thereof (₹)
Dredgers other than for port dredging	15680

2.2.6. Shifting fee for Barges

Unit	Foreign vessel (in US\$)	Coastal Vessel (in ₹)
Each way per vessel	24.85	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.

Notes:

- Pilotage fee is a composite fee and shall include one inward and one outward movement with services of port's pilot, with required number of tugs / launches of adequate capacity and shifting(s) of vessels for 'port convenience'. Shifting at the request of vessels will attract separate shifting charges.
- In case of requisition for the cancellation of the services of the pilot due to

power failure or due to break down of port's equipment, within 2 hours before the scheduled time of sailing of the vessel, no cancellation charges will be levied based on a certificate issued to this effect by the concerned officer duly authorised by the port. Likewise, charges for detention of pilot will also not be levied in case the delay is for reasons directly attributable to Port.

3. Every vessel, not under own power, including dumb barges will be charged 50% extra pilotage fee.
4. No charges shall be levied for shifting of a vessel for port convenience.
 - (a). "Port convenience" is defined to mean the following:
 - (i). If a working cargo vessel at berth or any vessel at mooring is shifted / in-berthed for undertaking dredging work / 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 shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (ii). If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels, which are exempted from bearing shifting charges, such shifting shall be treated "SHIFTING FOR PORT CONVENIENCE".
 - (iii). Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (iv). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent-berth due to length restrictions, such shifting shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (v). Whenever a vessel is shifted from berths to accommodate classified defence cargo vessel or any vessel carrying hazardous cargo, which needs adjacent-berth to be kept vacant for safety reasons, such shifting and the shifting made to reposition such shifted vessel shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (vi). Container vessels shifted from Container Berths in order to accommodate classified defence cargo in containers and shifted back to container berth after sailing of the defence classified container vessel shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (vii). Bulk / break bulk cargo vessel shifted from one berth to another berth in order to accommodate storage of cargo or shifted due to break down of Port's equipment engaged by the vessel, stacking of cargo at berth frontage due to limitations in load bearing capacity and also due to space constraints shall also be considered as "SHIFTING FOR PORT CONVENIENCE".

- (b). Whenever a vessel is shifted from berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority or the shifting is treated as for PORT CONVENIENCE when the priority vessel is exempted from payment of such charges. This benefit will, however, not be applicable in the following cases:
- (i). Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - (ii). Vessels using the berth exclusively for over side loading / discharge.
 - (iii). Vessels which are idling at berth without doing any cargo handling operations.

2.3. Berth Hire Charges

2.3.1. Schedule of berth hire charges.

Sl. No.	Name of berths	Rate per GRT per hour	
		Foreign vessel (in US\$)	Coastal Vessel (in ₹)
1	UTL, SCB, Q2, Q3	0.00485	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.
2	Q1, NCB, BTP, Q5, Q6, Q7, Q10	0.00534	
3	Q8, Q9	0.00543	
4	Q4, STB, NTB, COT	0.00558	
5	Container Berths at ICTT	0.00567	

2.3.2 Schedule of Berth Hire Charges for other vessels/floating crafts/bodies

Sl. No.	Particulars		Rate per GRT per hour or part thereof	
			Foreign vessel (in US\$)	Coastal Vessel (in ₹)
1	Inland Waterways Barges		0.00704	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.
2	Lash Barges:			
	(i).	Berth hire for occupying any berth	0.00946	
	(ii).	Fleeting charges when barges wait at fleeting areas	0.00309	
3	Floating Crafts/ Bodies:			
	(i).	Occupying port berths	0.00946	
	(ii).	Not occupying port berths but remaining in port water area	0.00309	

Notes:

- Berth Hire Charges shall be collected for the period from berthing to un-berthing of the vessels.
- Berth hire at double the normal rates will be applicable for research vessels, supply vessels, pleasure yachts, oil rigs and other non cargo vessels excluding Passenger Ships, Navy & Coast Guard Ships and Ships & Barges for bunkering.
- Double the normal berth hire will be applicable on cargo ships idling on ship's account for 24 hrs or more during and after operations.

4. In case GRT of floating crafts / bodies / barges is not available, the rate prescribed will be applicable (at per tonne per hour basis) with reference to their capacity in tonnes.
5. No berth hire will be charged on the vessel after expiry of four hours from the time the vessel signals its readiness to sail. There shall be a penalty equal to one day's berth hire charge for a false signal.
6. The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
7. (i). Any vessel occupying a berth or berths and requesting any other adjacent berth or berths to be kept vacant for their convenience or due to the nature of the cargo to be handled at that particular berth or for any other reasons, shall be charged with additional Berth Hire for each such berth or berths kept vacant for the actual duration. The GRT of the vessel actually berthed shall be reckoned with for computation of the dues to the Port.
- (ii). The requisition for keeping the adjacent berth vacant may be given either by the vessels' agent or by the consignee / consigner, or the berth(s) may be kept vacant by the Port considering the nature of the cargo handled, provided advance notice of such action is given by the Port to the vessel-agent. In all such cases, the additional Berth Hire shall be collected from the vessel agent / steamer agent, along with the normal charges, since they are vessel related charges.
8. If the port is not in a position to utilise the berth / berths because of the presence of the classified cargo in the shed / sheds, the consignee of the classified cargo will pay to the port an amount equal to the normal berth hire charges recoverable from the ship which has landed such cargo till the last packet from the shed / sheds is cleared.
9. Berth hire charges will not be recovered when fishing vessels / trawlers are anchored at private jetties paying licence fees under the Cochin Port Trust Licensing of Jetties, Slipway and Boat pen Regulations 1968, as amended from time to time.
10. No berth hire shall be levied for the period the vessel is compelled to idle at berth operated by the Cochin Port for continuous one hour or more due to non-availability / breakdown of port equipment or power failure or any other reasons attributable to the port. This provision will, however, not apply in the case of vessels idling at berths operated by the India Gateway Terminal Private Limited (IGTPL).

2.4. Supply of fresh water to vessels

Sl. No.	Description	Foreign vessel (in US\$)		Coastal Vessel (in ₹)
		Rate (per 1000 Lts.)	Minimum charge	
1.	Supply through Barges:			Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.
	(i). At inner harbour	10.78	270	
	(ii). At outer harbour	43.12	1078	
2.	Water supply through shore	6.16	154	

2.5. Charges for use of Barge Jetties.

Sl. No.	Description	Unit	Rate (in ₹)
1	At Q 10 Area	Per jetty per month or part thereof	167020
2	FACT Ammonia Jetty	- do -	176400

2.6. Security Charges for vessels

Description	Unit	Rate (in ₹)
International Cruise / Foreign Naval Vessels	Per 24 hours or part thereof	1,00,000/-

CHAPTER – III

CARGO RELATED CHARGES

3.1. Schedule of wharfage for bulk and break bulk cargo

(Rate in ₹)

Sl. No.	Description of commodity	Unit	Coastal	Foreign
1	Raw Cashew Nut	MT	36.00	60.00
2	(i). Thermal Coal	MT	56.00	56.00
	(ii). Coal other than Thermal Coal, coke, wood charcoal, firewood	"	33.60	56.00
3	Petroleum Coke	"	33.60	56.00
4	Construction and building materials			
	(i). Sand, stones, Granite, Marble	MT	31.20	52.00
	(ii). Cement	"	52.50	87.40
	(iii).Clinker, Clay, Chalk	"	48.10	80.10
5	Defence goods	MT	156.70	261.10
6	Fertiliser - raw material & finished - at Q10 Berth			
	(i). Sulphur	MT	41.00	68.20
	(ii). Rock phosphate	"	37.70	62.70
	(iii). Finished fertilisers	"	34.20	57.00
	Fertiliser - raw material & finished at other Berths			
	(i). Sulphur	MT	57.30	95.50
	(ii). Rock phosphate	"	52.70	87.80
	(iii). Finished fertilisers	"	47.90	79.80
7	Food grains, oilseeds, cereals, pulses, bran of all kinds	MT	40.70	67.80
8	Fuel for Ship's bunkers	MT	28.80	48.00
9	Liquid cargo			
	<u>(i). Crude oil - at Port Berth</u>	<u>MT</u>	<u>103.00</u>	<u>103.00</u>
	(ii). Crude oil - SBM *	MT	25.00	25.00
	<u>(iii). POL products - at Port Berth</u>	<u>MT</u>	<u>103.00</u>	<u>103.00</u>
	(iv). POL products and other liquids - STS*	MT	25.00	25.00
	(v). Liquid ammonia	MT	85.70	142.80
	(vi). Phosphoric acid	MT	78.70	131.10
	(vii). Sulphuric Acid	MT	78.70	131.10

	(viii). Petrochemicals	MT	72.20	120.20
	(ix). Molasses, edible oils & other liquids	MT	65.60	109.20
10	Metals and Metal products	MT	67.20	112.00
11	Metal Scrap	MT	54.00	90.00
12	Minerals and ores			
	(i) Zinc Concentrate	MT	52.50	87.40
	(ii) Others	MT	48.10	80.10
	Motor vehicles except Motorcycles			
13	(i). By RO-RO system	Per vehicle	1080.00	1800.00
	(ii). Other than by RO-RO system	Per vehicle	2160.00	3600.00
14	Motor Cycles	Per vehicle	300.00	500.00
15	Oil cakes & fodder	MT	47.10	78.40
16	Salt	MT	15.10	25.10
17	Ship stores, provisions	MT	30.00	50.00
18	Soda Ash	MT	15.00	25.00
19	Sugar, Raw Sugar	MT	44.70	74.40
20	Sludge, Oily waste	MT	64.80	108.00
	Wood, timber and products			
21	(i). Timber logs	Cu M	24.50	40.80
	(ii). Wood, bamboo, wood products	MT	56.50	94.10
	(iii). Wood Pulp	MT	41.40	68.90
22	Any item other than those specified above.	MT	60.00	100.00

*As per the MOU between CoPT and BPCL-KR, wharfage on Crude at SPM cannot be changed until otherwise the parties mutually agree. So the increase in wharfage based on indexation in the ARR @ 100% of the WPI will not be applicable.

Notes:

1. "Wharfage" shall mean the basic dues recoverable on all cargo/ container landed or shipped or transhipped within the port limits or passing through the declared landing stage of the port, whether portage 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 bill of entry / 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. (a). For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
(b). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
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 those schedules.

5. Wharfage dues shall be collected at the rates specified in the schedule on the basis of:
 - (a). Vessel's draft survey certificate / Vessel's Manifested Quantity in case of dry bulk cargo;
 - (b). Vessel's ullage certificate quantity / Vessel's Manifested Quantity in case of liquid bulk;
 - (c). Bill of Entry / shipping bill quantity in all other cases.
 - (d). In case of coastal cargo, if Bill of Entry or Shipping Bill is not available, Cochin Port Trust shall decide the documents to be relied upon.
6. Goods free of wharfage:
 - (a). Cargo consigned to or by the Cochin Port Trust.
 - (b). Import cargo delivered through Inland Water Barges.
 - (c). Motor vehicles such as chassis / trailers with or without prime movers, trucks etc. used for transportation of cargo / containers through Inland Water Barges handled by RORO system or other than by RORO system.
 - (d). Bonafide passengers' and seamen's baggage and personal effects accompanying them.
 - (e). Bonafide ship's fittings of the same vessel.
 - (f). Sweepings collected on shore.
 - (g). Pallets used for the export of palletised cargo from the wharves.
 - (h). Half wharfage is payable in respect of the above items from 6 (b) to 6 (h) provided their handling is undertaken by Cochin Port Trust.
7. Cargo transshipped alongside berths, reshipment or shut out cargo shall be assessed for each handling @ 75% of the wharfage applicable to that cargo.
8. Cargo transshipped other than at alongside berths shall be considered as single handling and shall be assessed at 50% of the wharfage for the cargo handled in such manner. However this condition shall not apply to STS operations.
9. Port shall not arrange for the portage at wharf for the following cargo and the owners shall make their own arrangements for handling them at their expense and risk:
 - (a). Fertiliser and fertiliser raw material handled at Q 10 berth.
 - (b). Goods free of wharfage except 6 (a).
 - (c). Any cargo handled through pipelines.
10. Wharfage for bulk and break bulk cargo includes all the payments relating to supply of cargo handling workers and staff. Hence, no separate charges on wage plus levy and piece rate incentive for supply of cargo handling worker and staff will be collected.

3.2. Demurrage Charges

3.2.1. Free Period

Sl. No.	Description	Free Period
1.	Import Cargo	7 days
2.	Salvaged Goods	3 days
3.	Export, transhipment and shut out cargo subsequently shipped in another vessel	12 days
4.	Shut out cargo removed without being shipped	3 days

Notes:**1. Free Period**

- (a). Free period shall be exclusive of Customs notified holidays and port's non-operating days. Once demurrage / storage charge starts accruing no allowance will be made for the customs notified holidays and port non-working days.
 - (b). Free period for import cargo shall be reckoned from the day following the Vessel Completion Date (VCD).
 - (c). Free period for export, transshipment and shut out cargo shall commence from the actual date of admission of the cargo into the port premises.
 - (d). In case of salvaged goods, free period shall commence from the date on which the goods are salvaged.
2. If operational area is licensed to users, storage charges on containers / demurrage on cargo stored therein shall not be levied again.

3.2.2. Schedule of Demurrage charges

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

Sl.No.	Description		Rate per wharfage unit per day or part thereof (in ₹)
I.	Import cargo & Salvaged goods		
	1	For the first 5 days	3.00
	2	For the next 10 days	5.00
	3	Thereafter	7.00
II.	Export, Transshipment & Shut out cargo		
	1	From the day following the date of expiry of free period	5.00

Notes:

1. Demurrage 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. Demurrage leviable on other consignments lying at the particular berth or adjacent berth / berths which cannot be cleared during the period when the adjacent berth / berths is / are kept vacant on account of the nature of cargo to be handled at a particular berth or for any other reason, shall be borne by the respective consignee of the cargo requiring such safeguard.

3.2.3. Charges for Storage of Cargo at the specified Transit Areas on Licence Basis

Transit area, both covered and open at the wharves, and the warehouses outside the wharves will be specified by the Board for allotment for storage of cargo to the owners or their agents on licence basis in lieu of demurrage. The COPT shall allot such area subject to availability and on payment of wharfage on the entire cargo at the time of allotment of storage area. Such allotment shall be vessel wise and license fees shall be recovered at the rates specified below:-

Duration	Per Sq.m per week or part thereof (in ₹)
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	Covered storage	Open Storage
Up to 8 Weeks	12.5	10
9th Week onwards	15	12

The above concessional rates collected as per the Board Reso. No.58 (Agenda Item No.D1) dated 27.08.2013 till next revision of Scale of Rates.

Transit area for recovery of the afore said charges shall include the entire open and covered area inside the security wall at Ernakulam Wharf and the entire open and covered area inside the security wall at Mattancherry Wharf including the extension north of Q 4, unless otherwise specified. The warehouses Nos. 1,2,3,4 & 6, outside the wharves shall also be Transit area for recovery of the aforesaid charges. The cargo thus stored shall remain at the sole risk and responsibility of the owners or their agents and they will be responsible for any claims arising in respect thereof during the period of storage.

The aforesaid shall not preclude the COPT from allotting the transit area for purposes related to cargo/ vessel operations such as storage of equipment, ship's spares etc.

The Port shall also permit the owners or their agents to move the cargo directly from the wharf and stack the same in the Port area in Willingdon Island other than the Transit area under customs bond on licence basis at the rates specified for license under Estate Rentals. The cargo availing such storage shall pay wharfage on the entire quantity before being moved out of the wharf. The cargo thus stored shall remain at the sole risk and responsibility of the owners or their agents and they will be responsible for any claims arising in respect thereof during the period of storage.

Note:

Minimum charge recovered for each allotment shall be ₹250 per week.

3.2.4. Demurrage charge / Storage charge in respect of Finished Sugar and Pulses (import)

Sl. No.	Description	Charges
1.	Finished Sugar and Pulses (import)	
(i).	Free period	As applicable in the Port
(ii).	After free period upto 21 days (including free period)	As applicable in the Port
(iii).	Beyond 21 days	Four times the rate applicable in the port.

Notes:

- Free period excludes Customs Holiday and ports non-working days. Once demurrage / storage charge starts accruing no allowance will be made for the customs notified holidays and port non-working days.
- Free period shall commence from the day of completion of unloading.
- These rates shall not apply to Yellow Peas and Raw Sugar, which will be regulated as per the applicable rates in ports prior to 25 August 2009.
- The schedule for demurrage charge / storage charges (license fee) for pulses and sugar prescribed above will not apply to Nepal bound cargo. The

Nepal bound cargo will be regulated as per the rates otherwise applicable in the Scale of Rates.

3.2.5. Embarkation and disembarkation charges for international passengers in cruise vessels

Sl. No.	Description	Unit	Rate (in ₹)
1	Embarkation /disembarkation	per person	100

CHAPTER – IV

HIRE CHARGES FOR PORT EQUIPMENT

4.1. Charges for light duty forklift trucks.

(Rate in ₹)

Sl. No.	For subsequent Operations	Unit	Coastal	Foreign
1	For cargo handling or any other operations inside the wharf premises	Per forklift truck per hour or part thereof	480.00	800.00

4.2. Requisition cancellation charges.

Sl. No.	Particulars	Unit	Rate in ₹
1	On working days	Per equipment per requisition	490
2	On Sundays and Holidays	Per equipment per requisition	2940

4.3. Charges for Floating crane & Oil Skimmer.

Sl. No.	Category	Unit	Rate in ₹
1	Floating Crane F.C. Periyar :		
	Fixed charges	Per hour or part thereof	10000
	Lifting charges :		
	Up to 30 ton	Per tonne or part thereof	600
	30 - 60		800
	60 - 90		1200
	Above 90		1500
2	Oil Skimmer M.V. Venad :		
	Fixed charges	Per hour or part thereof	5000
	Lifting charges	Per ton or part thereof	300

4.4. Charges for use of Port's Fender Pontoons

Sl. No.	Description	Unit	Rate per equipment (in ₹)
1	Fender pontoons	Per day or part thereof	6860

4.5. Charges for Harbour Mobile Crane

Type of Cargo	Rate per ton (In ₹)	
	Foreign	Coastal
Dry Bulk	40.00	24.00
Break Bulk	42.00	25.20
Minimum charge per shift	15000	

Minimum charge for any part of shift of duration of 4 hours or less	10000
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Notes:

- Equipment shall be spared for use subject to availability during the working hours notified by the Cochin Port Trust from time to time, based on the priority of requisition determined by the Cochin Port Trust.
- The charges will commence from the time equipment is moved (unless otherwise specified in the schedule) till the time they are discharged.
- When the equipment requisitioned is required for a longer period than initially required, fresh requisition shall be filed one hour before the expiry of the initial requisition period.
- Cancellation of requisition:
 - Cancellation of requisition shall be made at least 2 hours before the commencement of period for which the service is requisitioned.
 - Cancellation charges shall not be refunded. However, if the port, in order to suit its convenience, does not supply the equipment as per the requisition or if the cancellation arises out of Port's decision, requisition cancellation charge shall not be collected.
- If the equipment is intended to be used for any purpose outside the port limits, the rates for such use shall be 200% of the respective rates for the equipment, unless otherwise specified.

CHAPTER – V

CONTAINER RELATED CHARGES

5.1. Wharfage for Containers

Sl. No.	Type of containers	Unit	Rate in ₹			
			20'		40'	
			Coastal	Foreign	Coastal	Foreign
1	Empty	Per Container	148.20	247.00	222.30	370.50
2	Laden	"	706	1176	1058	1764
3	Hazardous/explosives	"	Rate 25% more than normal containers			

5.2. Ground Rent on Containers

Sl. No.	Period of occupation	Rate per Container per day or part thereof					
		20'	40'	Above 40'	20'	40'	Above 40'
		Foreign (in US \$)			Coastal in ₹		
1	Empty Containers				Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.		
	(i). First 3 days	Free	Free	Free			
	(ii). 4th day to 10th day	4	8	12			
	(iii). 11th day to 15th day	8	16	24			
	(iv). Thereafter	16	32	48			
2	Loaded Containers						
	(i). First 7 days	Free	Free	Free			

	(ii). 8th day to 15th day	4	8	12
	(iii). 16th day to 30th day	8	16	24
	(iv). Thereafter	16	32	48
3	Hazardous Containers			
	(i). First 7 days	Free	Free	Free
	(ii). 8th day to 15th day	5	10	15
	(iii). 16th day to 30th day	10	20	30
	(iv). Thereafter	20	40	60
4	Transshipment			
	Empty Container			
	(i). First 15 days	Free	Free	Free
	(ii). 16th day to 30th day	8	16	24
	(iii). Thereafter	12	24	36
	Laden Container			
	(i). First 30 days	Free	Free	Free
	(ii). 31st day to 45th day	8	16	24
	(iii). Thereafter	12	24	36

Notes:

1. **Free Period.**

- (i). For the purpose of calculation of free period Customs holidays and port non-working days shall be excluded. Once demurrage / storage charge starts accruing no allowance will be made for the customs notified holidays and port non-working days.
- (ii). The free period for import containers will commence from the day after the day of landing of the last container from the vessel.
- (iii). The free period for export containers will commence from the time the container enters the port.

2. In case of export container, the levy of ground rent shall cease when the nominated vessel commences loading.

CHAPTER – VI

CONTAINER FREIGHT STATION (CFS) RELATED CHARGES

6.1. Stuffing and De-stuffing charges (other than UB Containers) at CFS and other Port Facilities

Sl. No.	Description	Rate per container (in ₹)	
		20'	40' and above
1	For half a container load	1550	2600
2	For full container load	3100	5200

6.1.1 De-Stuffing Charges for UB Containers.

Description	Rate per container (in ₹)	
	20'	40' and above
For half a container load	2325	3900
For full container load	4650	7800

Notes:

1. A container, which is stuffed or de-stuffed, 50% or less of its normal capacity, is treated as half a container.

- 2 In the event of stuffing/de-stuffing of cargo necessitated for topping up of the container, examination, accounting or proper stacking, and such stuffing/de-stuffing results in 50% or less than 50% of the cargo being stuffed/de-stuffed, only 50% of the stuffing/de-stuffing charges will be collected in such cases.

6.2. Lift on / Lift off charges for containers

Sl. No.	Type	Rate in ₹					
		Coastal			Foreign		
		20'	40'	Above 40'	20'	40'	Above 40'
1	Laden	410.60	615.90	821.20	684.30	1026.50	1368.60
2	Empty	128.40	192.50	256.70	213.90	320.80	427.70

6.3. Reefer charges for containers

Particulars	Rate	Coastal (₹)			Foreign (US \$)		
		20'	40'	Above 40'	20'	40'	Above 40'
Electricity supply & monitoring charges	per 4 hours or part thereof	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.			3.82	5.71	7.62

6.4. Charges for examination of import and export containers for clearance

Rate per 20', 40' and above 40' Container	₹ 500
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6.5. Storage Charges on Containers (FCL/LCL, Loaded or Empty) at CFS

Sl. No.	Period of occupation	Rate per container per day or part thereof					
		20'	40'	Above 40'	20'	40'	Above 40'
		Foreign in US \$			Coastal in ₹		
1	First 5days	Free	Free	Free	Rate for coastal vessel is upto 60% (of the rate for foreign-going vessel juxtaposed) calculated by taking into account the exchange rate fluctuation.		
2	6 th to 15 th day	3	6	9			
3	16 th to 30 th day	6	12	18			
4	Thereafter	8	16	24			

6.6. Storage Charges on Import Cargo De-stuffed from Containers

Sl. No.	Period of occupation	Rate per ton or part thereof per day or part thereof	
		Covered space (₹)	Open space (₹)
1	First 3 days	Free	Free
2	4th to 15th day	20	16
3	16th to 30th day	30	24
4	Thereafter	50	40

6.7. Storage Charges on Export Cargo Admitted for Stuffing into Containers at CFS and other Port Facilities

Sl. No.	Period of occupation	Rate per ton or part thereof per day or part thereof	
		Covered space (₹)	Open space (₹)
1	First 5 days	Free	Free
2	6th to 15th day	20	16
3	16th to 30th day	30	24

4	Thereafter	50	40
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6.8. Storage Charges on Personal Effects/ Unaccompanied Baggage De-stuffed from Containers

Sl. No.	Period of occupation	Unit	Rate in ₹
1	First 3 days	per MT or part thereof per day or part thereof	Free
2	4 th to 15 th day		80
3	16 th to 30 th day		120
4	Thereafter		200

6.9. Weighment charges for Container Trailers and Trucks using 100 T capacity Weighbridge

Description	Rate per Container Trailer in ₹	
	20'	40' and above
Weighment charges	150	200

1. The Weighment charges are composite for both the Weighment of the empty trailer and the trailer loaded with the container or vice versa.
2. The same rate will apply for the user requiring only single Weighment.
3. The rate for Trucks will be composite for weighment of empty and loaded at the rate applicable for 20' containers.

Notes:

1. Free period shall exclude Customs notified holidays and Port non-operating days. Once demurrage / storage charge starts accruing no allowance will be made for the customs notified holidays and port non-working days.
2. The free days for containers shall be counted from the date of placement of the container for stuffing or de-stuffing in the CFS.
3. The free days for import cargo and personal effects de-stuffed from the containers shall commence from the day following the date of de-stuffing, and for export cargo the free period shall commence from the date of admittance of cargo into the CFS for stuffing.
4. Free period shall exclude any delay on the part of the port to stuff or de-stuff the container, as certified by the concerned officer authorised by the COPT.

6.10. Removal Charges for export cargo admitted for stuffing at the CFS and other stuffing / de-stuffing facilities of the port, and shut out without stuffing into containers

₹100/- per ton or part thereof at the time of removal

Note:

The removal charges shall be in addition to the storage charges wherever applicable.

6.11. The storage charges on abandoned FCL containers/ shipper owned containers shall be levied up to the date of receipt of intimation of

abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following conditions:

- (i). The consignee can issue a letter of abandonment at any time.
- (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent / MLO can also issue abandonment letter subject to the condition that,
 - (a). the line shall resume custody of container along with cargo and either take back it or remove it from the Port premises; and
 - (b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
- (iii). The container Agent / MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. 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 de-stuffing the cargo.
- (iv). 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.

Note:

The existing conditions prescribed in Schedule 6.11. relating to levy of storage charge on abandoned FCL container will apply to containers handled at the CFS and other Stuffing/ De-stuffing facilities at the port.

CHAPTER – VII

MISCELLANEOUS CHARGES

7.1. Charges for use of Port's Fire equipment

Sl. No.	Description	Unit	Rate per equipment(₹)
1.	Fire tender or fire pump	Per hour or part thereof	666.40

7.2 Charges for issue of wharf entry permits to authorised visitors

Sl. No.	Type of Pass	Category of people	Validity	Fee
1.	Daily Wharf Entry Permit	Any one time customer	One day	₹10 per person for one day
2.	Weekly Wharf entry permit	All category of port users	Two to seven days	₹20 per person
3.	Temporary Wharf Entry Permit - I (Laminated Photo Card)	All category of port users	Seven days to one month	₹50 per person
4.	Temporary Wharf Entry Permit - II	CHA, SA, EXIM, Surveyors, Ship Chandlers, Govt.	More than one month up to three months	₹100 per person

	(Laminated Photo Card)	Agencies, C&F agents, Ship repairers, fumigators, palletizing agents etc.		
5.	Wharf Entry Permit for wharf entry alone. (Bio-metric card)	CHA, SA, Stevedores, EXIM, Surveyors, Ship Chandlers, truck/ equipment operators, Govt Agencies, C&F agents, Ship repairers, fumigators, palletizing agents, workers from KHWB etc.	More than three months upto one year	₹300 per year + ₹200 onetime cost for biometric card
6.	Wharf Entry Permit with Transaction Permission (Bio-metric card with hologram)	Authorized signatories of CHA	Three years	₹900 for wharf entry + ₹100 for transaction license + ₹200 onetime cost for biometric card
7.	School/College students group upto 50 members (plain paper pass)	Institutional students	One visit	₹100 per group
8.	Boat crew (Laminated Photo Card)	Boat crew of Govt/ private boats and barges	One year	₹100 per person
9.	Duplicate biometric card in the event of loss			₹1000
10.	Duplicate biometric card in the event of damage			₹200

7.3. Charges for removal of goods by the port in case importer / exporter fails to remove the goods.

(Rate in ₹)

Sl.No.	Description	Within transit shed or open transit accommodation	From transit shed or open transit accommodation to other sheds or warehouses or to open storage area
1	Per ton / Per cum:	196	588
2	Per each item:		
	Motor car	147	294
	Motor cycle with or without side car, cycle & other carriages	98	147

Notes:

- After the expiry of the free storage period, the goods are liable to be removed at the discretion of the port, which shall attract the charges as per the schedule.
- Removal charges leviable on other consignments lying at the particular berth or adjacent berth / berths which cannot be cleared during the period

when the adjacent berth / berths is / are kept vacant on account of the nature of cargo to be handled at the particular berth, or any other reason shall be borne by the respective consignee of the cargo requiring such a safeguard.

7.4. Charges for Use of de-ballast tank, transfer / inter-transfer of POL products

Sl. No.	Description	Unit	Rate in ₹
1.	For use of port's berth, jetties, pipelines, pumping facilities for operation of transferring P.O.L products (other than landing and shipping).	Rate per ton or part thereof	29.40
2.	Exchange PIT facilities for transferring POL products from one installation to another through pipelines at Tanker Berths.	-do-	14.70

7.5. Charges for Erecting Hoardings.

Sl. No.	Description	Unit	Rate in ₹
1	Single sided hoardings	Per Sq.mtr. per year or part thereof	
(a)	Side berm of I.G.Road and Bristow Road		10000
(b)	Side berm of Other Roads		5000
2	Double sided hoardings		
(a)	Side berm of I.G.Road and Bristow Road		20000
(b)	Side berm of Other Roads		10000
3	Neon boards		5000

Notes:

- The charges for one year should be paid in advance as security deposit over and above the normal charges, irrespective of the location of hoardings within the port limits.
- The permission for the hoardings will be renewable annually and the rent will be payable in advance. The Port may, however, require at any time, on three months notice that the hoardings should be removed if the land is required for other purposes. In such cases proportionate charges will be refunded.
- The grant of permission for putting up hoarding will not confer on the applicant / user any title or right in respect of the land.
- If the hoarding is not removed on the expiry of the period of permission, the Port shall be entitled to remove such hoardings and sell them by public auction. The Port shall also have the right to recover the cost of such removal and other incidental expenses from the deposit amount or the sale proceeds of such materials used for the hoarding.

7.6. Penalty charges for VCN cancellation

Sl. No.	Description	Unit	Rate in ₹
1.	VCN cancellation	Per cancellation	500

7.7. Taking photographs or shooting films in the port premises other than for Cargo/Vessel operations

Sl. No.	Description	Unit	Rate in ₹
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1.	Making cinema / documentary by movie camera	Per day or part thereof	40000
2	Videography by video camera		20000
3	Photography by Still Camera		1000

7.8. License fee for the use of port's bunks

Rate per Sq.m per month or part thereof (in ₹)	250.00
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7.9. License fees & Inspection Fees

7.9.1. For those owners of Valloms/ Boats who want to use their waterfront for tying up there on Valloms/ Boats & Jetties owned by of Government Organisation like SWTD, KSINC, DTPC, IFP, Matsyafed, CIFNET ,Corporation of Cochin & Religious Institutions

Sl. No.	Description	Unit	Rate in ₹
1	Jetties & piers	Rate per Jetty per annum	1297
2	Inspection fees	Rate per Jetty per annum	546
3	Additional fees for late payment of Licence Fee	Jetty/Piers per month	20

Note:-

1. The above rates are exclusive of service tax and applicable at the prevailing rate
2. For new concrete/temporary jetties lease rent may be collected taking into account in the bed of back waters in addition to Licence Fees. Lease rent for the bed of back water will be 50% of the applicable rate of lease rentals.
3. The Jetties owned by the Irrigation Department, Government of Kerala is exempted from payment of Licence & Inspection Fees.
4. The Jetties owned by Mulavukad Panchayath, Ernakulam is exempted from payment of Licence & Inspection Fees

7.9.2. For others who rent out their existing waterfront Jetties for tying up Valloms & Boats belonging to other owners.

Sl.No.	Description	Unit	Rate in ₹
1	Jetties /piers /Slipways	Rate per Jetty / Slipway per annum	100000

7.9.3. For others other than mentioned in 7.8.1 & 7.8.2 above

Sl. No.	Description	Unit	Rate in ₹
1	Existing Concrete Jetties & Slipways of Ship Repairing Facilities	Rate per unit per annum	100000
2	New Concrete Jetties		
3	New Concrete Jetties & Slipways of Ship Repairing Facilities		
4	Existing Jetties of Quarters, Apartments & Housing Complexes		
5	New Jetties of Quarters, Apartments & Housing Complexes		

Notes:-

1. The rates for 7.8.2 & 7.8.3 above are inclusive of Inspection Fees

2. The above rates are exclusive of service tax and applicable at the prevailing rate.
3. For new concrete/temporary jetties lease rent may be collected taking into account in the bed of back waters in addition to Licence Fees. Lease rent for the bed of back water will be 50% of the applicable rate of lease rentals.

7.10. Vehicle parking fee inside Port premises

(Rate in ₹)			
Sl. No.	Duration	Up to eight (8) hours	For every hour thereafter
1.	20 ft container Trailer / Commercial Trucks including Tippers, Tankers and pick up vans	Free	10
2.	Tourist vans and buses	Free	10
3.	40 ft container Trailer	Free	15

7.11. Toll Charges

(Rate in ₹)						
Sl. No.	Type of Vehicle	Daily	Monthly	Quarterly	Half yearly	Yearly
1.	Two wheelers	3	50	100	200	300
2.	Three wheelers	5	75	150	300	600
3.	Four wheelers	10	250	500	600	900
4.	Tourist Vehicles					
	- Vans	50	-	-	-	-
	- Buses	100	-	-	-	-
5.	Buses (both public / private)	15	300	450	900	1500
6.	Lorries including tankers					
	Up to 6 wheels	20	300	450	900	1500
	More than 6 wheels	50	400	600	1200	2000
7.	Prime Movers & Chassis					
	20'	50	400	600	1200	2000
	40'	60	500	750	1500	2250
8.	Cranes, Pay loaders Bull dozers, Excavators etc.	60	500	750	1500	2250

CHAPTER – VIII

ESTATE RENTALS

8.1. Lease of Port land at various locations

Sl. No.	Location	Land with water frontage for berth & back up	Commercial/ office (other than warehouse) purposes	Warehouse purposes	Special Residential Purpose
		Rate in ₹ per hectare per annum			

1	Willingdon Island	2667600	2223000	1778400	1667250
	" - Landing cone of Naval airport	2667600	1444950	1778400	1667250
2	Vallarpadam	3734640	3112200	2489760	2334150
	" " - SEZ Area	4294836	3579030	2863224	-
3	Puthuvypeen	2578680	2148900	1719120	-
	" " - SEZ Area	2965482	2471235	1976988	-
4	Palluruthy - DLD	-	-	-	1733940
	" - Water front	-	-	-	2098863
5	Fort Kochi - Hotel	-	2371200	-	1896960
	" " - Laurel Club	-	1185600	-	-
	" " - Customs	2845440	-	-	-
	" " - Wharf	2845440	-	-	-
6	Bolghatty	-	3112200	2489760	2334150
7	Ernakulam	4090320			
	" " - GIDA Land	-	3408600	2726880	2556450
	" " - Pachalam	-	3408600	-	2726880
	" " - Thevara	-	2667600	2134080	2000700

Note: To arrive at the rate per Acre per annum, the rate per hectare per annum may be divided by 2.47.

8.2. The License fee for the covered & open area licensed for a period up to 11 months at areas other than that specified under transit area vide Section 8.2 of the SOR.

Particulars	₹ per sq. metre or part thereof per month or part thereof from the date of allotment
Covered Space	45
Open Storage	35

8.3. Charges for Office Accommodation

Particulars	₹ per sq. metre per month or part thereof
Covered Space – Office Accommodation	150

8.4. Way leave charges for laying pipelines : ₹ 360 per sq. meter per annum for the area occupied by pipeline.

8.5. Way leave charges for TV cable lines.

Sl.No.	Description	Unit of Measurement	Rate in ₹
1	For TV cable lines	Per kilometer or part thereof per annum	3500

Note to Section 8.4 above: For the purpose of way leave charges, the area occupied by single pipelines should be calculated based on the diameter and length of those pipelines. In case of multi-layer pipeline stacks, the physical area occupied by the multilayer pipeline stacks should be considered and the respective users should be billed for pro-rata area on the basis of the diameter and length of their pipelines passing through that area. With respect to the area shared with road, rails, jetties, etc., the respective users should be billed pro-rata for 50% of concerned area assuming that they do not have exclusive possession of land and what they have is only 'Right of Way'. As far as

underground pipes are concerned if the users establish that the possession of surface area above the underground cross-country pipelines is not physically with them, the area occupied by such pipelines should be counted 50% of the product of diameter and length, for the purpose of levy of way leave charges.

General Notes to Chapter VIII Estate Rentals:

(1) All the base rates mentioned above are effective from 11.07.2010 and are subject to an automatic annual cumulative escalation of 2%.

(2) All the conditions governing lease rentals shall be in line with Land Policy Guidelines of the Ministry of Shipping from time to time.

Performance Standards

Sl. No.	Performance Parameters	Performance Standards
(1)	Cargo Related Services	
(a)	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	
	(i) Break Bulk	492
	(ii) Containers	16044
	(iii) Dry Bulk	4801
	(v) Liquid Bulk	26453
(b)	Average Moves per hour (in TEUs) in respect of Containers	26.90
(2)	Vessel Related Services	
(a)	Average Turnaround Time of Vessels (in days)	1.69
(b)	Average Pre-Berthing Time of Vessels (in days)	0.84
(3)	Any other parameters found relevant by the Port	--