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**Tariff Authority for Major Ports**

G.No.212

New Delhi,

18 June 2020

**NOTIFICATION**

In exercise of the powers conferred by Section 48 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 Vizag Seaport Private Limited for general revision of its Scale of Rates for the vessels handled by it at berths EQ-8 and EQ-9 at the Visakhapatnam Port Trust as in the Order appended hereto.

**(T.S. Balasubramanian)**  
Member (Finance)

**Tariff Authority for Major Ports**  
**Case No.TAMP/11/2020-VSPL**

Vizag Seaport Private Limited

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Applicant

**QUORUM:**

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

**ORDER**

(Passed on this 1<sup>st</sup> day of June 2020)

This case relates to the proposal received from the Vizag Seaport Private Limited (VSPL) for general revision of its Scale of Rates (SOR) for the vessels handled by it at berths EQ-8 and EQ-9 at the Visakhapatnam Port Trust (VPT).

2.1. The VSPL has, vide its letters dated 31 January 2020 and 11 February 2020, filed a proposal following Tariff Policy, 2019 for general revision of its SOR. The proposal dated 31 January 2020 and 11 February 2020 was taken on consultation with the VPT and the concerned users/ user organisations. The comments furnished by M/s.Steel Authority of India Limited (SAIL) was forwarded to the VSPL as feedback information. The VSPL has responded to the comments of SAIL.

2.2. On scrutiny of the proposal, the VSPL and VPT were requested to furnish additional information/ clarifications vide our letter dated 3 March 2020. A joint hearing in this case was held on 26 February 2020. At the joint hearing, the VSPL, the VPT and the concerned users/ organisation bodies have made their submissions.

2.3. The VSPL has furnished information/ clarification sought by us vide its e-mail dated 12 March 2020 and subsequent e-mail dated 16 March 2020. While responding to the additional information/ clarifications, the VSPL has furnished revised proposal comprising revised Form-1 (ARR) and revised Form-4 (Revenue Estimation).

2.4. The VPT has furnished information/ clarification sought by us vide its e-mail dated 18 March 2020.

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 VSPL for general revision of its SOR under Tariff Guidelines, 2019.

4.1. The Speaking Order passed by this Authority is in the process of notification in the Gazette of India and it is likely to take some more time for notification. Since notification of the detailed Speaking Order will take some time, this Authority notifies the revised SOR of the VSPL which is attached as **Annex**. As stated in the SOR at Note no.19 under Section 1.2, the next annual indexation of SOR shall be from the date the revised SOR comes into effect. In short, annual indexation of 1.13% announced by this Authority for the year 2020-21 should be applied to the revised SOR and then implemented.

4.2. The Speaking Order passed by this Authority will be notified separately and communicated to the VSPL, the VPT and the relevant users/ user organisations in due course of time.

4.3. The revised SOR will come into force after expiry of 30 days from the date of notification of this Order notifying the SOR in the Gazette of India and shall be valid for a period of 3 years from the date the revised SOR comes into effect.

**(T.S. Balasubramanian)**  
Member (Finance)

**VIZAG SEAPORT PRIVATE LIMITED**  
**SCALE OF RATES**  
**SECTION - 1**

**1.1. Definitions - General**

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

- (1). "VPT" means Visakhapatnam Port Trust (VPT).
- (2). "VSPL" means Vizag Seaport Private Limited, a Company incorporated in India, its successors and assignees.
- (3). "Coastal vessel" means any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.
- (4). "Foreign-going vessel" means any vessel other than coastal vessel.
- (5). "Day" shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.
- (6). "Hirer" shall mean all users of any of the appliances provided by VSPL.

**1.2. General Terms & Conditions**

- (1). Status of a vessel as borne out by its certification issued by the Customs or Director General of Shipping is the relevant factor for deciding whether the vessel is 'foreign-going' or 'coastal'. Foreign going vessels permitted to undertake coastal voyages and the cargo/container carried by them will also qualify for the concession in respect of such permissible voyages.
- (2).
  - (i). 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.
  - (ii). A foreign-going vessel of Foreign Flag can convert to coastal run on the basis of Coastal Voyage License issued by the Director General of Shipping.
  - (iii). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
  - (iv). In case of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign-going rates shall be chargeable by the discharge ports.
  - (v). For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (3). Berth hire 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 day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.

- (4). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the VSPL for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (5). No refund shall be made if the amount refundable is less than ₹100/-. This limit shall also be applied for supplementary claims for under charges.
- (6). 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.
- (7). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 be taken as 0.5 unit and fractions of 0.5 and above be treated as one unit, except where otherwise specified.
- (8). Interest on delayed payments / refunds
  - (i). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 15.85%.
  - (ii). Likewise, the VSPL shall pay penal interest @ 15.85% per annum on delayed refunds.
  - (iii). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the VSPL. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and/or where payment of charges in advance is prescribed in this Scale of Rates.
  - (iv). The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
- (9). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (10). All goods landed within the limits of the VSPL shall be assessed on import application and the fees shall be paid before the goods are removed.
- (11). All goods intended for shipment shall be assessed on export application and the fees shall be paid before the goods are shipped.
- (12).
  - (i). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
  - (ii). The cargo related charges for all coastal cargo, other than thermal coal, POL including crude oil, Iron Ore and iron pellets, should not exceed 60% of the normal cargo related charges.
  - (iii). 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.
  - (iv). Cargo 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 from / to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for concession.

- (13). System of classification of vessel for levy of Vessel Related Charges (VRC)
- (i). 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.
  - (ii). 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 Custom Conversion order.
- (14). Criteria for levy of vessel related charges (VRC) at Concessional Coastal rate and foreign rate
- (i). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
  - (ii). 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.
  - (iii). 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.
  - (iv). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
  - (v). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (15). 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 & Customs - Circular No 15/2002-Cus dated 25th February 2002 allows carriage of coastal cargo from one Indian Port to another Indian Port in India, in Indian flag foreign going vessels without any Custom Conversion.
- (ii). In case of Foreign flag vessels converted to coastal run on the basis of a License for Specified period or voyage issued by the Director General of Shipping and a Custom Conversion Order, the coastal cargo/ container loaded from Indian Port and destined from any other Indian Port should be levied at the rate applicable for coastal cargo / container.

- (16). In case of damages to crafts, berths, fenders, bollards and other shore equipments, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the VSPL immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the VSPL whichever is higher. The VSPL shall refund the cost of damage received from the insurance company on admittance of its claim to the hirer from whom the cost of damage of the equipment was recovered, along with interest as applicable.
- (17). Users will not be required to pay charges beyond a reasonable level attributable to the VSPL.
- (18). In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges may be levied for cargo and vessels related services as well as special discount may 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 this Authority].
- (19). The SOR is subject to automatic annual indexation to inflation to the extent of 60% of the variation in Wholesale Price Index (WPI) announced by this Authority occurring between 1st January to 31st December of the relevant year. Such adjusted SOR will come into force from 1st May of the relevant year to 30th April of following year. The next annual indexation will be from the date the revised SOR comes into effect. The indexed SOR should be intimated by the VSPL to the VPT, concerned users and to this Authority.

## SECTION - 2

### VESSEL RELATED CHARGES

#### 2.1 BERTH HIRE

##### 2.1.1 Schedule of Berth Hire for Vessels

DESCRIPTION	Rate per GRT per hour or part thereof	
	Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
Berth EQ 8: Vessels discharged using Bulk Material Handling System.	0.0099 subject to a minimum of US\$ 198	0.2595 subject to a minimum of ₹5219/-
Berth EQ 8 & EQ 9	0.0090 subject to a minimum of US\$ 180	0.2359 subject to a minimum of ₹4745/-

#### General Notes relating to Berth hire

- (1). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.
- (2). The period of berth hire shall be calculated from the time mooring in the berth is completed.
- (3). No berth hire charges shall be payable for the period when loading/unloading operations cannot be carried out due to non-availability or break down of plant equipment or any other reasons including power failure attributable to VSPL.
- (4). (i). There shall be a time limit beyond which berth hire shall not apply. The berth hire shall cease to apply 4 hrs after the time of vessel signalling its readiness to sail.

- (ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal condition or on account of inclement weather or due to absence of night navigation facilities.
  - (iii). The Master/Agent of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather condition.
  - (iv). There shall be a penal berth hire equal to one day's berth hire charge for a false signal.  
"False signal" would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions".
- (5). Ousting Priority / Priority berth Hire:
- (i). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 100 % of the berth hire calculated for the total period of actual stay at the berth, whichever is higher, shall be levied.
  - (ii). For "priority berthing" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 75% of the berth hire, calculated for the total period of actual stay at the berth whichever is higher, shall be levied.
  - (iii). Where a working berth is already vacant for want of a vessel and a vessel having priority / ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (unreadiness of documents/lack of cargo/lack of ullage/hatch cleaning/ receivers or shippers not willing to work), it is not treated as priority berthing and in such cases no priority berthing charges will be levied.
  - (iv). The fee for according priority/ousting priority as indicated above shall be charged from all the vessels except the following categories:
    - (a). Vessels carrying cargo on account of Ministry of Defence.
    - (b). Defence vessels coming on goodwill visits.
    - (c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
    - (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping
    - (e). Coastal vessels which will be accorded priority berthing shall not be liable to pay priority berthing charges.

**Note:** The VSPL is governed by clause 3.9 (b) of the License Agreement which provides that the Licensee (VSPL) may with the prior written approval of the Licensor (VPT) offer preferential or priority berthing to any one or more shipping lines or vessel owners / operators to optimize the use of the berths and equipment.

### 2.1.2. Penal Berth Hire Charges

Penal berth hire charges shall become payable for over-stayal of the vessel beyond the berth occupancy as per the norms given in clause 2.1.4 if the norms cannot be achieved due to any reasons attributable to the vessel.

- (i). Vessel shall be permitted to occupy the berth after completion of cargo operation without attracting penal berth hire charges for period mentioned below:
 

(a). Any vessel which requires "securing"	4 hrs
(b). Food Grains vessels requiring fumigation and Inerting	4 hrs
(c). In all other cases	4 hrs

- (ii). The berth occupancy for each vessel for the purpose of levy of penal berth hire charges shall be subject to the following conditions:
- (a). For deciding the period of stay of a vessel, number of shifts lost due to labour stoppage of work and labour holiday shall be excluded.
  - (b). The shift in which the vessel is berthed shall not be deciding the vessels stay at berth since normally vessels are berthed in the middle of shift resulting in engagement of less number of hooks.
  - (c). In case of new cargoes, average performance of three consignments shall be fixed as "NORM" tentatively which will be reviewed after six months for further refinement.
  - (d). Any stoppage of work for reasons attributable to VSPL shall be excluded.
- (iii).
- (a). In case of supply of bunkers and or water through barges, the vessel shall be permitted to stay at berth without attracting penal berth hire for 4 hours.
  - (b). In case of supply of water, the vessel shall be permitted to stay at berth without attracting penal berth hire for 4 hours from the time of placement of barge alongside the vessel.
  - (c). Vessels taking water / bunker through sources other than barge will be permitted to stay for 4 hours from the time of completion of loading / unloading the cargo without attracting penal berth hire.

**2.1.3.** Penal berth hire charges shall be levied in addition to normal berth hire for the period of over-stayal at the rates prescribed below.

Sl. No.	Particulars	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	Up to 6 hours	Per GRT/ Per Hour	0.009	0.2363
2.	Above 6 hrs. and there after	- do -	0.018	0.4725

**2.1.4. Commodity wise per vessel per day output rates**

	Commodity	TPD
Group A	Iron Ore (Conv), Iron Ore pellets	16000
Group B	Lime Stone, Gypsum, Pig Iron, Bauxite, Steam Coal, Illuminate Sand, Coal	10000
Group C	Fertilisers, Pet Coke, SM Ore, FM Ore, CP Coke, Anthracite Coal, Industrial Salt	8000
Group D	CP Coke (Exp), Rock Phosphate, Sulpher, Lam Coke, Wheat Bulk, Yellow peas	6000
Group E	Steel Export, Graphite Export, Ammonium Nitrate, Jumbo bags	4000
Group F	Others	4000

**Notes:**

If a vessel works with less number of hooks for reasons such as lack of / insufficient cargo, improper stowage, failure of ship's gear and lack of clearance arrangements; shall be deemed as non-performance / poor performance of the vessel:

**2.2. CHARGES FOR SUPPLY OF WATER TO VESSELS:**

Item No.	Description	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	Supply of fresh water to vessels at Shore.	Per 1000 Ltrs. or part thereof	USD 6 subject to a minimum charge of \$ 30	₹157/- subject to a minimum charge of ₹784

2.	Supply of fresh water to vessels by Boat at Quay Walls, Jetties and Moorings.	Per 1000 Ltrs. or part thereof	USD 9 subject to a minimum charge of \$ 45	₹235/- subject to a minimum charge of ₹1175
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### SECTION - 3

#### CARGO RELATED CHARGES

##### 3.1. WHARFAGE:

Item No.	Nomenclature	Unit	Rate (in ₹)	
			Other than coastal cargo	Coastal cargo
1.	All types of Coal (other than thermal coal), Coke and Coal tar pitch	Tonne	45.00	27.00
2.	Alumina (bulk),	Tonne	56.25	33.75
3.	Aluminium, Alumina Sow Ingots, Alumina Billets and Alumina products	Tonne	37.00	22.20
4.	Asphalt/bitumen, Barytes and Feldspar, Cement clinker (including cement)	Tonne	31.00	18.60
5.	Manganese Ore	Tonne	25.00	15.00
6.	Blast furnace slag, Bentonite, Dolomite chips, Fly Ash and River sand	Tonne	25.00	15.00
7.	Calcined petroleum coke	Tonne	57.00	57.00
8.	Caustic Soda	Per K.L.	47.00	28.20
9.	Cereals, food grains, Pulses and Sugar	Tonne	37.00	22.20
10.	Charge chrome, Ferro Manganese, Ferro Silicon Silicon Manganese, High carbon Ferrochrome, and other ores.	Tonne	63.00	15.75
11.	Chemicals	Tonnes	88.20	53.00
12.	Edible Oils	K.L.	27.00	16.20
13.	Electrical goods (in %)	Ad valorem	0.46%	0.28%
14.	Fertilizers (including MOP)	Tonne	50.00	30.00
15.	Granite Blocks & Marbles	Tonne	61.00	36.60
16.	Gypsum	Tonnes	45.00	27.00
17.	Ilmenite sand	Tonne	22.00	13.20
18.	Iron Ore	Tonne	30.00	30.00
19.	Iron Ore Pellets	Tonne	30.00	30.00
20.	Limestone	Tonne	46.00	27.60
21.	Bauxite	Tonne	40.00	24.00
22.	Liquid Ammonia, Molten Sulphur, Rock phosphate and Sulphur	Tonne	50.00	30.00
23.	Machinery	Ad Valorem	0.24%	0.14%
24.	Molasses	K.L.	42.00	25.20
25.	All types of Oil Extractions like Soya, Rape seed etc.,	Tonne	18.00	10.80
26.	Pig iron	Tonne	47.00	28.20
27.	R.R. materials:	Tonne	50.00	30.00
28.	Steel Products (including scrap) – all varieties	Tonne	58.00	34.80
29.	Styrene Monomar	Tonne	104.00	62.40
30.	Thermal Coal	Tonne	25.00	25.00
31.	Timber Logs & Wood items	Cu. M	38.00	22.80
32.	Unenumerated goods having FOB/CIF value upto and inclusion of ₹1000/- per tonne.	Tonne	19.00	11.40
33.	Unenumerated goods having value more than ₹1000/- per tonne.	Tonne	76.00	45.60

##### Notes:

- (1). Before classifying any cargo as 'un-enumerated goods' the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the Schedule given above.

- (2). Wharfage charges are leviable on goods entering the docks even if they are not shipped. However, for the excess cargo brought into docks for shipment but not shipped, no wharfage will be levied if the cargo is removed within 24 hours of shipment
- (3). Charges on packages containing articles of a miscellaneous character shall be levied at the rate applicable to the individual articles.
- (4). Advalorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the bill of coastal goods. Customs bills of entry/shipping bill/bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of Lading/invoice etc.

### 3.2. WHARFAGE CHARGES FOR SPECIFIED CASES

In the following specified cases wharfage charges shall be levied as specified in Section 3.1.

- (i). On crafts carried on board the vessel.
- (ii). On goods abandoned.
- (iii). On the manifested description of package whether they are landed empty or partly empty.

### 3.3. WHARFAGE CHARGES ON GOODS FROM VESSELS IN DISTRESS

Item No.	Description	Charges Payable
1.	Cargo of other Ports landed from vessels in distress.	As specified in Section 3.1.
2.	Cargo that already paid export wharfage but has not been carried to destination.	No Wharfage
3.	Cargo of other Ports reshipped without having left the VSPL's premises.	No wharfage at the time of shipment.

### 3.4. CHARGES ON TRANSHIPMENT CARGOES

Item No.	Description	Charges Payable
1.	On cargo landed from one vessel and subsequently shipped to another vessel.	150% of the applicable Wharfage

#### Notes:

- (1). Cargo/container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the concessional 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.
- (2). The concessional tariff prescribed for coastal cargo does not apply to the operations of loading/unloading on arrival/departure from/to a foreign port. Concessional cargo related charges will be levied only for handling the consignment in related to its coastal voyage.

### 3.5. DEMURRAGE CHARGES (IMPORTS/ EXPORTS/TRANSHIPMENT):

The demurrage charges for cargo provided transit storage shall be levied on the cargoes after the expiry of free days as under.

Item No.	Description	(Rate in ₹)
1.	For the first ten days after the expiry of free period.	₹12.00 per tonne/Cu. meter or part thereof for every day or part thereof.
2.	Thereafter.	₹24.00 per tonne/Cu. meter or part thereof for every day or part thereof.

**Notes:**

(1). In case of goods for which wharfage charges are collected on 'advalorem' basis, demurrage shall be levied on 'per tonne' basis. In all other cases demurrage shall be levied on 'per tonne' basis or 'per cubic metre' basis as the case may be based on the wharfage charges collected.

(2). All goods shall be allowed free storage as indicated below:

(i). **Exports**

20 days (excluding Customs holidays and VSPL's non-working days) from the actual date of the receipt of the goods in the VSPL premises.

(ii). **Imports**

(a). Three days (excluding Customs holidays and VSPL's non-working days) from the day following the day of completion of final discharge and in the case of salvaged goods, from the day following the day of salvage.

(b). Where goods are landed by the vessel into lighters, barges or other floating crafts, the free days shall be calculated from the day of complete discharge of the goods from the lighters, barges or other floating craft, on the wharf or jetty.

(iii). **Transshipment Cargo**

10 days (excluding Customs holidays and VSPL's non-working days) from the last day of discharge of cargo from the VSPL premises.

(3). **Demurrage on goods detained:**

The following periods shall be excluded from the calculation of any period for which free storage is allowed under this rule viz.:

(i). Any period during which goods are detained by the Health Officer before being destroyed.

(ii). Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisal and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers/Exporters;

(iii). Where goods are detained by the Commissioner of Customs on account of Import/Export Control formalities and the delay is certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/Exporter,

For such period of detention demurrage charges shall be recovered as under:

First 45 days	:	Free
46 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rate shall be worked out as per Scale of Rates at the appropriate slab as applicable after 45 days and the concessional rate mentioned above shall be applied thereon on the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows:

(a). First 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days; and,

(b). First 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

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

- (iv). Demurrage charge on cargo shall not accrue for the period when the VSPL is not in a position to deliver / ship the cargo when requested by the user due to reasons attributable to VSPL.
- (v). If operational area is leased on rental to user, demurrage on cargo stored therein shall not be levied again.

### 3.6. Storage charges: (open stacking space)

#### 3.6.1 Free Period:

- (a). **Export:**  
1 day free period (excluding Customs holidays and VSPL's non working days) will be allowed from the date of receipt of goods in the VSPL premises.
- (b). **Import:**  
1 day free period (excluding Customs holidays and VSPL's non working days) will be allowed from the day following the completion of final discharge of cargo from the vessel.

#### 3.6.2. Storage charges leviable beyond the free period:

Description	Unit	Rate (in ₹)
For the first fortnight after the expiry of free period	Per Tonne or part thereof per fortnight	₹09
Second fortnight		₹12
Third fortnight		₹18

#### Notes:

Beyond 45 days storage charges shall be ₹24/- per ton per day.

### 3.7. Stevedoring charges:

Commodities	Rate in ₹ Per Ton	
	Other than coastal cargo	Coastal cargo
<b>Dry Bulk:</b>		
Fertilisers & FRM	50.00	30.00
Calcined Pet Coke and Met Coke	36.00	21.60
Pet coke	36.00	36.00
Iron ore	36.00	36.00
Coking Coal	36.00	21.60
Cement Clinker	40.00	24.00
Feldspar	20.00	12.00
Thermal Coal	60.00	60.00
Steam Coal	36.00	21.60
Illuminated Sand	36.00	21.60
Lime Stone	36.00	21.60
Gypsum	36.00	21.60
Food Grain	50.00	30.00
Slag	36.00	21.60
Scrap	46.00	27.60
Raw Sugar	40.00	24.00
Bauxite	40.00	24.00
Manganese Ore	40.00	24.00
Unenumerated goods / cargo	40.00	24.00
<b>Break-Bulk:</b>		
Steel	90.00	54.00
Pig Iron	55.00	33.00
Timber Logs	120.00	72.00
Granite	135.00	81.00
Others	60.00	36.00

**Note:**

- (1). The charges mentioned above are leviable for providing any or all of the activities like Picking, Lifting, Hoisting, Maneuvering, Positioning, Lowering, Unloading and Loading of Cargo bulk or break-bulk from/or into the Vessel's holds/Hatches/Combings/Wing Spaces/Between Decks and Decks till the Cargo is safely positioned either on the Wharf or on the Vessel, using vessel gear as the case may be.
- (2). Coal handled under Bulk material handling system will not attract separate stevedoring charges prescribed in the schedule 3.7.

**3.8. Charges for shore operations:****(Rate in ₹ per tonne or part thereof)**

Other than Coastal cargo	Coastal cargo
81.00	48.60

**Note:** Concessional tariff prescribed for coastal cargo will not be applicable for thermal coal, POL including crude oil, iron ore and iron ore pellets.

**SECTION - 4****CHARGES FOR DEPLOYMENT OF EQUIPMENT****4.1. 104 Tonne Harbour Mobile Crane:**

Rate in ₹ per tonne or part thereof (in ₹)	
Other than coastal cargo	Coastal cargo
₹64.00 per ton or part thereof subject to minimum of ₹3,20,000/- per shift per crane	₹38.40 per ton or part thereof subject to minimum of ₹1,92,000/- per shift per crane

**Notes:**

- (1). Concessional tariff prescribed for coastal cargo will not be applicable for thermal coal, POL including crude oil, iron ore and iron ore pellets.
- (2). This charge prescribed cover only the charges for working of the cranes. Slings and unslings and moving the loads within the reach of the crane shall be the responsibility of the hirer.
- (3). In addition to the charges for usage of Mobile Harbour Crane, stevedoring charges of ₹12.60 per tonne shall be collected from the users on account of stevedoring services comprising deployment of labour and equipment like pay loaders, front end loaders, excavators in holds, deployment of signal man/supervisor/ safety experts and supply of save all nets. In case of coastal cargo other than the thermal coal, POL including crude oil, iron ore and iron ore pellets, ₹7.60 per tonne over the above per ton rate shall be charged for users availing stevedoring services in addition to the usage of Mobile Harbour Crane.

**4.2. Charges for railway siding administration and maintenance charges:**

Description	Rate in ₹ per tonne or part thereof
All Cargoes handled through rakes	6.00

**4.3. Dust suppression system charges:**

Item No.	Description	Unit	Rate per tonne or part thereof (in ₹)
Pollution control charges for water sprinkling			
1.	For Dry Bulk	Per Tonne or part thereof	3.00
2.	For Break Bulk	Per Tonne or part thereof	1.00

**4.4. Weighment Charges:**

Item No.	Description	Unit	Rate per tonne or part thereof (in ₹)
1.	80 Tonne Electronic Road Weigh bridge	Per Tonne	5.00
2.	120 Tonne Electronic In Motion Weigh bridge	Per Tonne	6.00

**Note:** The service is optional and will be provided at the request made by the user.

**4.5. Material Handling System for handling bulk cargo:**

Item No.	Description	Rate per tonne or part thereof (in ₹)
1.	Discharge of cargo with 104 MT Harbour Mobile Cranes	64
2.	1200 TPH Mobile Hoppers – 2 Nos. with belt feeders and telescopic spout for truck loading.	13
3.	Conveyor and stackers – 2 Nos. for stacking @ 1600 TPH	47
4.	Reclaiming and wagon loading @ 1050 TPH	32
5.	Sampling system	3
6.	Other services – leveling, labeling and photographing	12
	<b>Total:</b>	<b>171.00</b>

**4.6. Tarpaulin coverage charges:**

Description	Rate per tonne or part thereof
All cargoes handled except cargoes delivered from hook point.	₹6.00

**Note:** Weight recorded at VSPL weighbridges shall be the final and conclusive for determining the tons of cargo dispatched and received in the terminal.

**SECTION - 5****CHARGES FOR OTHER SERVICES****5.1. Visitor Entry Pass:**

	Yearly	Monthly	Daily
(a) Per Application	₹200	₹50	₹20
(b) Per Replacement	₹50	₹50	₹20

**5.2. Vehicle Entry Pass** (for vehicles other than the vehicles entering the terminal for delivery/ dispatch of cargo):

Per Entry ₹75

**5.3. Photography:**

(i).	Film Shooting and Photography	₹25000 per hour
(ii).	Taking Photographs of Goods Imp/Exp	₹25000 per day
(iii).	Taking Photographs of Crews and Others	₹25000 per day
(iv).	Videography (related to operational activities)	₹12500 per hour

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