

No. 318

New Delhi, the 28 November, 2001

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 disposes of the representation made by M/s. Capstan Shipping & Estates Limited for fixation of rate for movement of container by barges between the Calcutta Dock System and the Haldia Dock Complex of the Calcutta Port Trust as in the Order appended hereto.

(**S. Sathyam**)

Chairman

Case No.TAMP/59/2001-CPT

M/s. Capstan Shipping & Estates Limited

Applicant

Vs

Calcutta Port Trust (CPT)

Respondent

ORDER

(Passed on this 5th day of November 2001)

This case relates to a representation made by M/s. Capstan Shipping & Estates Limited (CSE) for fixing special port charges for movement of Calcutta Dock System (CDS) and the Haldia Dock Complex (HDC) of the Calcutta Port Trust (CPT).

2. In its representation, the CSE has brought out the various advantages on inter-dock movement of

containers alongwith comparison of cost of such movement of containers by different alternate modes of transportation. It has prayed for fixing a rational rate at both the CDS and the HDC so that the proposed barge service can be started. It has initially asked for an adhoc rate not exceeding Rs.3000/- per TEU; but, has subsequently suggested a rate of Rs.1500/- per TEU at the CDS and Rs.1200/- per TEU at the HDC.

3. In the meanwhile, the CPT has submitted its own proposal for fixation of rates for movement of containers by barges between the CDS and the HDC. This proposal has been registered as a separate case (TAMP/61/2001-CPT) and processed as per the procedure adopted.

4. The representation of the CSE has also been processed as per the procedure adopted.

5. In view of the interlinked nature of the two cases, this Authority has decided to take them up together for final consideration.

6. This Authority has already passed an Order separately in the case relating to the CPT proposal. The representation of the CSE alongwith the comments thereon made by different user-organisations has been considered while disposing of the proposal of the CPT. The Scale of Rates of the CPT has accordingly been amended to incorporate specific rates at the CDS and the HDC for inter-dock movement of containers by barges. These rates will obviously be applicable to the containers moved through barges by the Applicant also.

7. In the result, the representation made by the CSE stands automatically disposed of.

(**S. Sathyam**)

Chairman

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