

HIGHLIGHTS OF THE PROPOSAL

- (1) Based on the actual traffic of 365.83 lakh tonnes for 2017-18, the tonnage relating to PPP operations viz., VII Berth Container Terminal, VIII Berth Container Terminal and cargo handled by M/s. NTPL are excluded.
- (2) As per the ARR computation with respect to revised Tariff Guidelines, 2018, the requirement of percentage of increase on the existing tariff is 33.13% in respect of Port and (-)9.00% in respect of CHD.
- (3) To recover the Annual Revenue Requirement (ARR) and with respect to the ground realities of the Port it is proposed to
 - (i) In respect of Port to Increase of 30% on the existing tariff.
 - (ii) In respect of CHD, dispensing the existing method of collecting differential rates of Labour Levy for different cargoes, an average rate of Rs.30/- per M.T is proposed considering the operating expenditure incurred and tonnage handled during the year 2017-18 for CHD.
- (4) With respect to Schedule 2.2.1, 2.4.1 & 2.7 of VOCPT with the Scale of Rates of other Ports, considering the current arrival pattern of vessels in VOCPT and proposed capital dredging to increase the draft is being planned, VOCPT is envisaging to handle higher parcel size vessels. In order to attract the same, the tariff structure subsumed to 3 slabs viz., upto 30,000 GRT, 30,001 to 60,000 GRT & above 60,001 GRT in respect of Pilotage fee, Berth hire charges and Lighterage charges.
- (5) The existing schedule of shifting charges vide Schedule No.2.2.3.(i) & 2.2.3.(ii) is dispensed with to the benefit of users and one shifting charges is proposed free by subsumed in the Pilotage Fees. Beyond one free shifting, 35% of pilotage charges is proposed as shifting charges as against the existing 25% within the same breakwater and 50% across breakwaters dispensed with .

- (6) With respect to Schedule 3.1, Schedule of wharfage, the various cargoes handled at VOCPT have been re-grouped as per the present cargo arrival pattern and in respect of coal wharfage the tariff is proposed as below:-

Dry Bulk – Coal	
(i)	All Types of Coal
(a)	Mechanical
(b)	Manual
(ii)	Coking Coal
(a)	Mechanical
(b)	Manual
(iii)	Met Coke / Pet Coke

- (7) With respect to Schedule 3.3, the tariff for open space has been delinked from General SoR and proposed to be regulated under Land Policy Guidelines, 2014 and hence the said schedule has been deleted.
- (8) With respect to Schedule 5.12(17Photo entry Permit),5.13(Temporary Passes), 5.16(License for Entry of vehicles and equipments) are proposed to be regulated within the Board Powers considering the requirement of ISPS Rules and Security issues and not a source of revenue and it is on cost to cost basis. Hence, TAMP has been requested to keep the charges out of the purview of TAMP and this is also not a service rendered by the Port basically being regulatory in nature.
- (9) In respect of demurrage charges, the existing number of slab rates are reduced to two under two categories, wooden Logs and other cargoes.
- (10) The separate schedule of Cess for Pollution mitigating measures brought under Wharfage Schedules.

Computation of Annual Revenue Requirement under Tariff Policy, 2018 for Determination of Tariff for Major Port Trusts.					
Rs. in lakhs					
Sl. No.	Description		Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
(1).	Total Expenditure (As per Audited Annual Accounts)	Note 1			
(i).	Operating expenses (including depreciation)		9,939.5	10,615.4	10,204.16
(ii).	Management & general Overheads		8,133.7	8,733.5	9,475.77
(iii).	Finance and Miscellaneous expenses (FME)		13,523.3	18,059.8	15,161.73
	Total Expenditure 1=(i)+(ii)+(iii)		31,596.5	37,408.6	34,841.66
(2).	Less Adjustments:				
(i).	Estate related expenses				
	(a). Operating expenses (including depreciation)		1,844.33	1,466.47	1,379.00
	(b). Allocated Management & Administrative Overheads		1,457.26	1,000.88	1,280.56
	(c). Allocated FME		1,645.47	1,334.23	1,254.65
	Subtotal 2 (i)=[(a)+(b)+(c)]		4,947.06	3,801.58	3,914.21
(ii).	Interest on loans		-	-	-
(iii).	2/3rd of One time expenses, if any like arrears of wages, arrears of pension / gratuity, arrears of exgratia payment, etc. (list out each of the items)	Note 2			
	(a).		-	-	-
	(b).		-	-	-
	(c).		-	-	-
	Subtotal 2 (iii) = [(a)+(b)+(c)]		-	-	-
(iv).	2/3rd of One time expenses, if any like arrears of wages, arrears of pension / gratuity, arrears of exgratia payment, etc. (list out each of the items)	Note 3			
			4,800.00	8,733.33	9,120.67
(v).	Management and General overheads over & above 25% of the aggregate of the operating expenditure and depreciation	As per Form 2			
			4,076.51	4,262.87	4,900.54
(vi).	Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10. of the Tariff Policy, 2018.				
	(a). Operating Expenses			-	-
	(b). Depreciation		76.05	76.05	76.05
	(c). Allocated Management and Administrative Overheads			-	-
	(d). Allocated FME			-	-
	Subtotal 2 (vi) = [(a)+(b)+(c)+(d)]		76.05	76.05	76.05
	Total of 2 = 2 (i)+2 (ii)+2 (iii)+2 (iv)+2 (v)+ 2 (vi)		13,899.62	16,873.83	18,011.46
(3).	Total Expenditure after Total Adjustments (3 = 1-2)		17,696.88	20,534.81	16,830.20
(4).	Average Expenses of Sl. No. 3 = [Y1 + Y2 + Y3] / 3				18,353.96
(5).	Capital Employed				
	(i). Net Fixed Assets as on 31.03.2018 (As per Audited Annual Accounts)			1,01,414.34	
	(ii). Add: Work in Progress as on 31.03.2018 (As per Audited Annual Accounts)			18,892.91	
	(iii). Less: Net value of Fixed assets related to Estate activity as on 31.03.2018 as per Audited Annual Accounts.			1,132.90	
	(iv). Less : Net value of fixed assets, if any, transferred to BOT operator as on 31 March 2018 as per Audited Accounts. (VII Berth Rs.2637.70 Lakhs + VIII Berth Rs.2375.04 Lakhs+ NCB-1 1732.05)			32,505.17	
	(v). Less : Net value of fixed assets as on 31 March 2018 as per Audited Accounts relevant to be considered for captive berths, if any, under clause 2.10. of the Tariff Policy, 2018				
	(vi). Add : Working Capital as per norms prescribed in clause 2.5. of the Working Guidelines	As per Form 4 & Note 4			
	(a). Inventory			357.82	
	(b). Sundry Debtors			697.64	
	(c). Cash			1,804.39	
	(d). Sum of (a)+(b)+(c)			2,859.84	
	(vii). Total Capital Employed [(i)+(ii)-(iii)-(iv)-(v)+(vi)+(d)]			89,529.03	
(6).	Return on Capital Employed 16% on Sl. No. 5(vii)				14,324.64

Sl. No.	Description		Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
(7).	Annual Revenue Requirement (ARR) as on 31 March 2018 [(4)+ (6)]				32,678.61
(8).	Indexation in the ARR @ 100% of the WPI applicable for the year Y4 for example, if Y4 is 2018-19, then the applicable WPI is 3.45% and the Indexed ARR for the year Y4 will be (7) x 1.0345)				33,806.02
(9).	Ceiling Indexed Annual Revenue Requirement (ARR)				33,806.02
(10).	Revenue Estimation at the Proposed Indexed SOR within the Ceiling Indexed ARR estimated at SI No. 9 above	As per Form 3 & Note 5			33,011.48

CERTIFICATE

It is certified that the information furnished in the above statement for determination of the Annual Revenue Requirement has been verified with reference to the Audited Annual Accounts of the respective years of VOC Port Trust(excluding CHD) and found to be in order subject to the following -

- Allocation of Management and General Administration Overhead to Estate rental is based on Cost statement furnished by the Port Trust for the FY 2015-16 & 2016-17. However for FY 2017-18 it is based on Direct expenses ratio.
- Allocation of Finance and Miscellaneous expenditure to Estate rental is based on Cost statement furnished by the Port Trust for the financial year 2015-16 & 2016-17. However for FY 2017-18 it is based on change in direct expenses of estate rental from 2016-17 to 2017-18.

THOMAS FERNANDO & CO
Chartered Accountants
(FRN. 004402S)

Head of the Finance Department, Major Port Trust

Date:

Chartered Accountant or Cost and Management
Accountant in practice.

Date:

Place:

I M A MANOHARAN
M.No. 209471
PARTNER


S. SHANTHI
Financial Adviser & Chief Accounts Officer
V.O. CHIDAMBARANAR Port Trust

Notes

- Furnish reconciliation statement reconciling total Expenses as per the Annual Accounts for the respective years with the total expenses considered in the above statement for each of the years.
- Furnish detailed working reconciling the amount reported in the Audited Accounts and the amount considered for each of the one time expenses in the above statement.
 - The adjustments for exclusion of one time expenses should be done in line with clause 2.2 (iii) of the Tariff Policy, 2018. While computing the average expenses, 1/3rd of the one time expenses like arrears of wages, arrears of pension/ gratuity, arrears of ex-gratia payments arising out of wage revision etc. and 1/3rd of superannuation fund, should be included. This means, if the figure at SI No. 2(iii) above for exclusion of 2/3rd of one time expenses is related to only one particular year out of three years, then, for computing the average expenses at SI No 4, the figure of SI No 2(iii) should not be considered for exclusion. In such a case, 1/3rd of the arrears of one time expense which is pertaining to only one particular year should be captured i.e. added to the average expense at SI No 4. If the figures at Sr. No 2(iii) above are reported for two out of three years, then average of two years should be finally captured while computing the average expenses at SI. No 4.
- Furnish detailed working reconciling the amount reported in the Audited Accounts and the amount considered towards Contribution to the Pension Fund, Gratuity Fund and Leave Encashment fund in the above statement.
- Furnish detailed working for each of the components of the working capital following the norms prescribed in clause 2.5. of the Working Guidelines as per the format prescribed in Form 4.
- Based on the indexed ceiling ARR computed in the above statement at SI No.10 above, the Major Ports Trust should draw the Scale of Rates (SOR) complying clauses 2.5., 2.6., 2.7 of the Tariff Policy, 2018 and Clauses 2.9. to 2.12 of the Working Guidelines.

Computation of Annual Revenue Requirement under Policy for Determination of Tariff for Major Port Trusts, 2018

Computation of Annual Revenue Requirement under Policy for Determination of Tariff for Major Port Trusts, 2018					
Rs. in lakhs					
Sl. No.	Description		Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
(1).	Total Expenditure (As per Audited Annual Accounts)	Note 1			
(i).	Operating expenses (including depreciation)		5,880.99	5,442.53	4472.73
(ii).	Management & general Overheads		-	-	-
(iii).	Finance and Miscellaneous expenses (FME) as per Accounts		6,767.36	8,703.01	10,854.61
	Total Expenditure 1=(i)+(ii)+(v)+(vi)		12,648.35	14,145.54	15,327.34
(2).	Less Adjustments:				
(i).	Estate related expenses				
	(a). Operating expenses (including depreciation)		-	-	-
	(b). Allocated Management & Administrative Overheads		-	-	-
	(c). Allocated FME		-	-	-
	Subtotal 2 (i)=[(a)+(b)+(c)]		-	-	-
(ii).	Interest on loans		-	-	-
(iii).	2/3rd of One time expenses, if any like arrears of wages, arrears of pension / gratuity, arrears of exgratia payment, etc. (list out each of the items)	Note 2			
	(A).Payment of Wage revision arrears/VRS exgratia		-	-	-
	(B). Arrears of Pension/Commutation of Pension		-	-	-
	(C).Arrears of Gratuity		-	-	-
	Subtotal 2 (iii) = [(a)+(b)+(c)]		-	-	-
(iv).	2/3rd of One time expenses, if any like arrears of wages, arrears of pension / gratuity, arrears of exgratia payment, etc. (list out each of the items)	Note 3 & Note-6	3,164.75	4,238.45	6,898.67
(v).	Management and General overheads over & above 25% of the aggregate of the operating expenditure and depreciation	As per Form 2	-	-	-
(vi).	Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10. of the Tariff Policy, 2018.				
	(a). Operating Expenses		-	-	-
	(b). Depreciation		-	-	-
	(c). Allocated Management and Administrative Overheads		-	-	-
	(d). Allocated FME		-	-	-
	Subtotal 2 (vi) = [(a)+(b)+(c)+(d)]		-	-	-
	Total of 2 = 2 (i)+2 (ii)+2 (iii)+2 (iv)+2 (v)+ 2 (vi)		3,164.75	4,238.45	6,898.67
(3).	Total Expenditure after Total Adjustments (3 = 1-2)		9,483.60	9,907.09	8,428.67
(4).	Average Expenses of Sl. No. 3 = [Y1 + Y2 + Y3] / 3				9,273.12
(5).	Capital Employed				
	(i). Net Fixed Assets as on 31.03.2018 (As per Audited Annual Accounts)				4.28
	(ii). Add:Work in Progress as on 31.03.2018 (As per Audited Annual Accounts)				-
	(iii). Less: Net value of Fixed assets related to Estate activity as on 31.03.2018 as per Audited Annual Accounts.				-
	(iv). Less : Net value of fixed assets, if any, transferred to BOT operator as on 31 March 2018 as per Audited Accounts.				-
	(v). Less : Net value of fixed assets as on 31 March 2018 as per Audited Accounts relevant to be considered for captive berths, if any, under clause 2.10. of the Tariff Policy, 2018				-
	(vi). Add : Working Capital as per norms prescribed in clause 2.5. of the Working Guidelines	As per Form 4 & Note 4			
	(a). Inventory				-
	(b). Sundry Debtors				-
	(c). Cash				573.10
	(d). Sum of (a)+(b)+(c)				573.10
	(vii). Total Capital Employed [(i)+(ii)-(iii)-(iv)-(v)+(vi)+(d)]				577.38
(6).	Return on Capital Employed 16% on Sl. No. 5(vii)				92.38
(7).	Annual Revenue Requirement (ARR) as on 31 March 2018 [(4)+ (6)]				9,365.50
(8).	Indexation in the ARR @ 100% of the WPI applicable for the year Y4 for example, if Y4 is 2018-19, then the applicable WPI is 3.45% and the indexed ARR for the year Y4 will be (7) x 1.0345)				9,688.61

Sl. No.	Description		Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
(9).	Ceiling Indexed Annual Revenue Requirement (ARR)				9,688.61
(10).	Revenue Estimation at the Proposed indexed SOR within the Ceiling indexed ARR estimated at SI No. 9 above	As per Form 3 & Note 5			4,659.24
CERTIFICATE					
<p>It is certified that the information furnished in the above statement for determination of the Annual Revenue Requirement has been verified with reference to the Audited Annual Accounts of the respective years of the VOC Port Trust (CHD) and found to be in order.</p>					
<p style="text-align: right;">For C. THOMAS FERNANDO & CO Chartered Accountants (FRN. 004402S)</p> <p style="text-align: right;">Chartered Accountant or Cost and Management Accountant in practice.</p> <p style="text-align: right;">I M A MANOHARAN M.No. 209471 PARTNER</p>					
<p> S. SHANTHI Head of the Finance Department, Major Port Trust Financial Adviser & Chief Accounts Officer Date _____ Place _____ CHIDAMBARANAR Port Trust</p>					

Notes:

1. Furnish reconciliation statement reconciling total Expenses as per the Annual Accounts for the respective years with the total expenses considered in the above statement for each of the years.
2. (i). Furnish detailed working reconciling the amount reported in the Audited Accounts and the amount considered for each of the one time expenses in the above statement.
(ii) The adjustments for exclusion of one time expenses should be done in line with clause 2.2 (iii) of the Tariff Policy, 2018. While computing the average expenses, 1/3rd of the one time expenses like arrears of wages, arrears of pension/ gratuity, arrears of ex-gratia payments arising out of wage revision etc. and 1/3rd of superannuation fund, should be included. This means, if the figure at SI No. 2(iii) above for exclusion of 2/3rd of one time expenses is related to only one particular year out of three years, then, for computing the average expenses at SI No 4, the figure of SI No 2(iii) should not be considered for exclusion. In such a case, 1/3rd of the arrears of one time expense which is pertaining to only one particular year should be captured i.e. added to the average expense at SI No 4. If the figures at Sr. No 2(iii) above are reported for two out of three years, then average of two years should be finally captured while computing the average expenses at SI. No 4.
3. Furnish detailed working reconciling the amount reported in the Audited Accounts and the amount considered towards Contribution to the Pension Fund, Gratuity Fund and Leave Encashment fund in the above statement.
4. Furnish detailed working for each of the components of the working capital following the norms prescribed in clause 2.5. of the Working Guidelines as per the format prescribed in Form 4.
5. Based on the indexed ceiling ARR computed in the above statement at SI No.10 above, the Major Ports Trust should draw the Scale of Rates (SOR) complying clauses 2.5., 2.6., 2.7 of the Tariff Policy, 2018 and Clauses 2.9. to 2.12 of the Working Guidelines.

Form - 2**Working relating Management and General Overheads**

(Rs. in lakhs)

Sl. No.	Description	Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
(1).	Management and General Overheads (inclusive of depreciation) (As per Audited Annual Accounts)	8,133.73	8,733.47	9,475.77
(2)	Operating Expenditure (including depreciation but excluding operating expenditure relating to Estate) (As per Audited Annual Accounts)	16,228.88	17,882.41	18,300.93
(3)	25% of 2 above	4,057.22	4,470.60	4,575.23
(4)	Management & General Overheads admissible (Lower of (1) and (3) above)	4,057.22	4,470.60	4,575.23
(5)	Management & General Overheads considered for adjustment in Form 1 (1 - 4)	4,076.51	4,262.87	4,900.54

Revenue Estimation at the proposed Scale of Rates

Form - 3 (PORT)

Sl. No.	Description	Existing tariff with escalation of 3.45% w.e.f. 01.08.2018		Reference to the schedule and Sl No in existing SOR	Proposed Tariff		Unit of levy	Reference to the schedule and Sl No in proposed SOR	Actual traffic exclusively handled by the Port during the year 2017-18			Earnings for 2017-18 Tonnage	Revenue estimation at the proposed tariff (Rs. in lakhs)	% increase over the existing tariff
(1)	(2)	(3)		(4)	(5)		(6)	(7)	(8)				(9) = 5*8	(10) = (5-3)/3
		F	C		F	C			F	C	Total			
1	Port Dues	0.2661	6.93	2.1			per GRT	2.1				3,550.38	4,558.29	28.39%
2	Pilotage including Towing			2.2.1			per GRT	2.2.1				6313.95	8,450.87	28.39%
3	One shifting unbundled in 2008 @ 10% - element													
3	Shifting Charges			2.2.3			per GRT	2.2.3				268.31		28.39%
4	Berth hire fees			2.4			per GRT	2.4				4,064.75	5,601.10	37.80%
5	Supply of water to shipping													
6	Anchorage fees			2.6			per GRT							
7	Wharfage charges:			3.1				3.1						
	T Coal	50.20	50.20		64.45	64.45	M.T.		61.92	-	61.92	3,108.46	3,990.92	28.39%
	Steaming Non-coking coal	50.20	30.12		64.45	38.67	M.T.		26.85	-	26.85	1,347.91	1,730.56	28.39%
	Fertilizer finished	54.16	32.50		69.54	41.72	M.T.		3.25	-	3.25	176.03	226.01	28.39%
	Rock Phosphate	43.60	26.16		55.97	33.58	M.T.		10.13	-	10.13	441.63	567.00	28.39%
	Sulphur	43.60	26.16		55.97	33.58	M.T.		0.63	-	0.63	27.47	35.26	28.39%
	Copper Concentrate	72.66	43.60		93.29	55.97	M.T.		12.79	-	12.79	929.32	1,193.14	28.39%
	Timber Logs	40.95	24.57		52.58	31.55	M.T.		4.20	-	4.20	172.01	220.84	28.39%
	Furnace Oil	85.87	51.52		110.25	66.15	M.T.		1.96	-	1.96	168.31	216.09	28.39%
	Granite	66.05	39.63		84.81	50.88	M.T.		0.16	-	0.16	10.57	13.57	28.39%
	Ilmenite sand	25.10	15.06		32.23	19.34	M.T.		0.67	-	0.67	16.82	21.59	28.39%
	Phosphoric Acid	112.29	67.38		144.17	86.50	M.T.		0.40	0.84	1.24	101.51	130.33	28.39%
	Cement	46.24	27.74		59.36	35.62	M.T.		0.70	0.30	1.00	40.69	52.24	28.39%
	Caustic soda Lye	51.52	30.91		66.15	39.69	M.T.		-	0.69	0.69	21.33	27.39	28.39%
	LPG	155.89	93.53		200.14	120.09	M.T.		1.72	-	1.72	268.13	344.25	28.39%
	Naptha	92.48	55.49		118.73	71.24	M.T.		2.34	0.30	2.64	233.04	299.20	28.39%
	Diesel	60.77	36.46		78.02	46.81	M.T.		-	0.05	0.05	1.82	2.34	28.39%
	VCM	112.29	67.38		144.17	86.50	M.T.		0.79	-	0.79	88.71	113.89	28.39%
	Liquid Ammonia	112.29	67.38		144.17	86.50	M.T.		1.74	-	1.74	195.39	250.86	28.39%
	Sulphuric Acid	66.05	39.63		84.81	50.88	M.T.		-	0.68	0.68	26.95	34.60	28.39%
	Palmoil	60.77	36.46		78.02	46.81	M.T.		3.53	-	3.53	214.52	275.42	28.39%
	Constrn. Materials	25.10	15.06		32.23	19.34	M.T.		5.32	0.45	5.77	140.31	180.15	28.39%
	Machineries	155.18	93.11		199.23	119.54	M.T.		-	-	-	-	-	28.39%
	Windmill blade	155.18	93.11		260.00	156.00	M.T.		0.44	-	0.44	68.28	114.40	67.55%
	Limestone	25.10	15.06		32.23	19.34	M.T.		13.60	-	13.60	341.37	438.28	28.39%
	Salt	6.61	3.96		8.48	5.09	M.T.		0.59	-	0.59	3.90	5.00	28.39%
	Pet Coke	39.63	23.78		50.88	30.53	M.T.		0.49	0.26	0.75	25.60	32.87	28.39%
	Iron & Steel	46.24	27.74		59.36	35.62	M.T.		0.40	-	0.40	18.50	23.75	28.39%
	Others	55.49	33.29		71.24	42.74	M.T.		22.20	4.30	26.50	1,374.93	1,765.26	28.39%
									176.82	7.87	184.69	9,563.49	12,305.18	28.39%
8	Demurrage charges			4.4				4.4				394.84	506.93	28.39%
9	Licence storage fee			3.3				3.3						
10	Covered space within Sec. Wall			3.4				3.4				768.24	986.33	28.39%
11	Covered space outside Sec. Wall			3.5				3.4				3.37	4.33	28.39%
12	Open space within Sec. Wall			3.6										
13	container storage charges			4.4.1 & 4.4.2				4.4.1 & 4.4.2						
14	Hire charges - wharf crane			5.02				5.02				75.32	96.70	28.39%
15	Hire charges - other handling equip.			5.03				5.03				4.34	5.58	28.39%
16	Way leave charges			5.04										
17	Licence fee for entry of vehicles			5.16										
18	Licence fee for entry - equipments			5.16										
19	Licence fee for entry fee - Others			5.16										
20	Electricity overhead	1.19		5.21	1.53			5.21				0.26	0.33	28.39%
21	Pollution cess on dusty cargoes	5.17			6.64			3.1.2			71.31	368.85	473.56	28.39%
21	Others											17.34	22.26	28.39%
	Total estimated Revenue at the proposed tariff											25,383.44	33,011.48	

CERTIFICATE

It is hereby certified that the Revenue estimation furnished in the above statement has been verified and found to be in Order.

J. THOMAS FERNANDO & CO

Chartered Accountants

(FBN 004402S)

Chartered Accountant/ Cost and Management Accountant in practice

Head of the Finance Department

S.SHANTHI

Financial Adviser & Chief Accounts Officer

M.O.CHIDAMBARANAR Port Trust

- The Ports may give workings separately in support of the above revenue estimation.
- Revenue from Estate Duty or Gift Tax is governed under Land Policy Guidelines shall not be captured in this Form.
- For miscellaneous items, if detailed computation is not possible, Ports can estimate based on the previous year's actuals.

M. A. MANOHARAN
M.No. 209471
PARTNER

Revenue Estimation at the proposed Scale of Rates

Sl. No.	Description	Existing tariff with escalation of 3.45% w.e.f. 01.08.2018		Earnings at Existing tariff	Proposed Tariff		Unit of levy	Reference to the schedule and SI No in proposed SOR	Traffic Estimates 2017-18			Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
		Foreign	Coastal	Amount	Foreign	Coastal			Foreign	Coastal	Total		
	Levy for supply of labour from CHD												
1	All cargoes other than Coal at Coal Jetty-II and Salt	72.00	43.20	9,023.05	30.00	18.00	Per M.T	6.1(1)	125.27	0.08	125.35	3,759.54	-58.33%
2	Coal at Coal Jetty-II	52.77	52.77	1,046.95	30.00	30.00	Per M.T	6.1(2)	19.84	-	19.84	595.20	-43.15%
3	Salt	86.40	51.84	51.84	30.00	18.00	Per M.T	6.1(3)	0.60	-	0.60	18.00	-65.28%
4	C & F operations at Transit Shed and Warehouse etc.,	41.75	41.75	126.51	30.00	30.00	Per M.T	6.1(5)	3.03	-	3.03	90.90	-28.15%
5	For Zone-B	41.75	25.05	398.74	30.00	18.00	Per M.T	6.1(6)	9.55	-	9.55	286.50	-28.15%
				10,647.09					155.26	0.08	155.34	4,659.24	
	Total estimated Revenue at the proposed tariff												

CERTIFICATE

It is hereby certified that the Revenue estimation furnished in the above statement has been verified and found to be in Order.

For J. THOMAS FERNANDO & CO
Chartered Accountants
(FRN 004402S)

Head of the Finance Department of the Major Port Trust

S. SHANTHI
Financial Adviser & Chief Accounts Officer
Place **V.O. CHIDAMBARANAR Port Trust**

TUTICORIN

Chartered Accountant/ Cost and Management Accountant in practice

M A MANOHARAN
M.No. 209471
PARTNER

Note: 1. The Ports may give workings separately in support of the above revenue estimation.

2. Revenue from Estate activity for which tariff is governed under Land Policy Guidelines shall not be captured in this Form.

3. For miscellaneous items, if detailed computation is not possible, Ports can estimate based on the previous year's actuals.

Form - 4 (Port)

Computation of Working Capital as per norms

Rs. in lakhs

Sl. No	Working Capital items as per norms	As reported in the Audited Annual Accounts as on 31.3.2018	Norms as per clause 2.5. of the Working Guidelines	Considered in the Form 2
(i).	Allowable Inventory			
(a)	Capital spares		One year average consumption	-
(b)	Other Inventory excluding fuel and customized spares		Six months average requirements	357.82
	Sub-total (i) = (a)+(b)			357.82
(ii).	Allowable Sundry Debtors			
(a)	Estate income -		2 months	697.64
(b)	Terminal charges payable by Indian Railways		2 months	-
	Sub-total (ii) = (a)+(b)			697.64
(iii).	Allowable Cash balance			
	Cash Expenses		One month Cash Expenses	1,804.39
	Sub-total (iii)			1,804.39
(iv).	Total Working Capital as per norms (i+ii+iii)			2,859.84

Form - 4 - CHD

Computation of Working Capital as per norms

Rs. in lakhs

Sl. No	Working Capital items as per norms	As reported in the Audited Annual Accounts as on 31.3.2014	Norms as per clause 2.5. of the Working Guidelines	Considered in the Form 2
(i).	Allowable Inventory			
(a)	Capital spares		One year average consumption	N.A
(b)	Other Inventory excluding fuel and customized spares		Six months average requirements	N.A
	Sub-total (i) = (a)+(b)			-
(ii).	Allowable Sundry Debtors			
(a)	<i>Estate income - (Long pending dues but not realised since it is disputed the amount of Rs.9.77 Crs. Is not considered)</i>		2 months	N.A
(b)	<i>Terminal charges payable by Indian Railways</i>		2 months	N.A
	Sub-total (ii) = (a)+(b)			-
(iii).	Allowable Cash balance			
	Cash Expenses		One month Cash Expenses	573.10
	Sub-total (iii)			573.10
(iv).	Total Working Capital as per norms (i+ii+iii)			573.10

V.O.CHIDAMBARANAR PORT TRUST

PROPOSED 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 licence issued by the competent authority.
- (ii). **“Cold move”** shall mean the movement of the vessel without the power of the engine of the vessel.
- (iii). **“Day”** shall mean the period starting from 6 a.m. of a day and ending at 6 a.m. on the following day.
- (iv). **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- (v). **“Week”** shall mean a continuous period of 7 days.
- (vi). **“Hirer”** shall mean all users of the port using any of the appliances of the port.
- (vii). **“Month”** shall mean the period from 1st to end of the calendar month.
- (viii). **“Port”** means both Zone A and Zone B of the Port of Tuticorin. Zone ‘A’ of the Port shall comprise of all the area other than area in Zone ‘B’. Zone ‘B’ shall comprise the area falling within the limits notified in G.S.R. No.306 (E) in Part II - Section 3 (i) of Gazette of India (Extraordinary), dated 31st March 1979.
- (ix). **“Sailing vessels”** shall mean vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion.
- (x). **“Sea going Steam vessels”** shall mean sea-going vessels other than sailing vessels.
- (xi). **“Shift”** shall mean shift of 8 hours as applicable to port employees.
- (xii). **“Shut out cargo”** means, cargo meant for shipment as per the Shipping Documents not taken by Master of a vessel for want of space or draft restriction in part or in full or due to cancellation of the nominated vessel and taken back without being exported. Damaged cargoes and cargo rejected by Surveyors of Shippers, shall not be treated as “Shut out Cargo”.
- (xiii). **“Trip”** shall mean, movements from one point to another in one direction only. In Zone ‘B’, service from shore to anchorage shall be treated as one trip, and from anchorage to shore shall be treated as another trip. Ship to ship service shall also be treated as one trip. In other words, service to and fro i.e. from one point to another and back shall be counted as two trips.

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 classifying into ‘coastal’ or ‘foreign-going’ category 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). System of classification of vessel for levy of Vessel Related Charges (VRC)
 - (a). 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 license for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.
- (iii) 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 stated in the conversion certificate issued by the statutory authority like customs.
 - (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.
- (iv) 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 Licence for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
 - (v) (a) Vessel related charges shall be levied on shipowners / steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying Rate notified by the Reserve Bank of India or market buying rate notified by State Bank of India 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 reference rate notified by State bank of India from time to time 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 date of arrival of the vessels in cases of vessels staying in the port 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.
- (vii)
- (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 below 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.
- (viii) Interest on delayed payments / refunds:
- (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the VOCPT shall pay penal interest on delayed refunds.
- (b). The rate of interest will be 15.00% p.a.
- (c). The delay in refunds by the Port 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.
- (d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the VOCPT. 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 Major Port Trust Act 1963 and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates
- (ix). Aggregate of all payable bills (including demurrage) payable on cargo handling charges on one consignment shall be subject to a minimum of Rs.50/-
- (x). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill on the element of service charges excluding taxes.
- (xi). No refund shall be made unless the amount refundable is Rs.50/- or more. Similarly, short collection upto Rs.50/- will not be demanded by the Port.
- (xii). Every requisition for availing the services of craft/equipment/tools & plant shall be accompanied by the hire charges in advance.
- (xiii). The hire of floating craft, equipment and tool and plant to the public is not guaranteed normally by the port. The craft/equipment/tool and plant shall be hired out only if available. The VOCPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or in-directly from the use of craft/equipment/tool and plant of any sort or any damage which may occur as a result of non-supply or delay in supply or by the use of the craft/equipment/tool and plant of the port or due to failure of the craft/equipment/tool and plants at any stage during the period of hire. The hirer shall keep the crafts/equipments in good order and condition and shall be liable for any damage caused to the crafts/equipment/tools and plants during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise. The hirer shall indemnify the port and against all loss or damage or injury to life arising directly or indirectly from the use of the craft/equipment/tool and plants during the period of hire to any property belonging to the Board including the crafts/equipment/tools and plants under hire or to any other person or property or break down or any demurrage incurred on cargo. The liability of the hirer 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 hirer shall also indemnify the port for all liabilities under the Workmen's Compensation Act.

- (xiv) The cost of repairing the damage sustained by the craft/equipment/tools and plants or appliances or parts thereof that might be broken, missing or specially damaged or lost during the period of hire shall be that actually incurred for the purpose by the VOCPT including the usual indirect charges, centage charges. The cost of replacements, if necessary of a part or in full of the craft/equipment/tools and plants will be either the book value or the current market value whichever is higher.
- (xv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the VOCPT immediately on receipt of the demand, pending determination of the actual charges and in case of total loss the hirer shall deposit the book value or market value of the crafts or appliances or properties of the VOCPT whichever is higher. If the damage cost is not paid within the time stipulated, the same will be adjusted from any dues payable to the Agencies concerned.
- (xvi). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
 - (a)
 - (b). The cargo / container related charges for all coastal cargo / containers, other than coal used for thermal power plants, POL including crude oil, iron ore and iron ore pellets, should not exceed 60% of the normal cargo / container related charges.
 - (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to/ from storage yard including wharfage.
 - (d). In case of container related charges, the concession will be applicable on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
 - (e). Cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concession charges relevant for its coastal voyage. In other words, cargo/ containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
 - (f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.
- (xvii). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Port Trust may, if it so desires, charge lower rates and/or allow higher rebates and discounts.
 - (a)
 - (b). The port may also, if they so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
 - (c). The ports should, however, 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.
- (xviii) 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) Priority berthing will be considered as per the Guidelines/Order issued by the Ministry of Shipping/Govt. of India from time to time and also as per prevailing Berthing Policy directed by Ministry of Shipping, Government of India
- (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."
- (xix) 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 the Authority]

- (xx) (a) The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from April 2017 subject to the VOCPT achieving the performance standard notified along with the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in the SOR for that particular year.

- (b) The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the VOCPT to be intimated by the port to the concerned users and to the Authority.

CHAPTER-II

VESSEL RELATED CHARGES

2.1 SCHEDULE OF PORT DUES

Sl.No	Particulars	Rate per GRT		Frequency of payment in respect of	
		Coastal vessel	Foreign - going vessel	Coastal vessel	Foreign - going vessel
		(in Rs.)	(in US\$)		
1	Ships/steamers	8.90	0.3416	Port dues payable once in 30 days.	The due is payable on each entry into the port
2	Sailing Vessel	4.47	0.1708		

Notes:

- (1). Port Dues shall be collected based on the GRT of the vessel. Deck Cargo shall be exempted from assessment of Port Dues.
- (2). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in "Remarks" column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.
- (3). No Port Dues shall be levied in respect of the following:
 - (i) Vessels belonging to other Indian Ports; or
 - (ii) any pleasure yachts; or
 - (iii). Any vessel which having left this port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.
- (4). A vessel entering the port but not discharging or taking in any cargo or passengers therein (with the exception of such unshipment/reshipment as may be necessary for purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (5). A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.
- (6). A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as vessel entering a Port, but not discharging or taking any cargo or passenger therein, and shall not be charged any Port Dues.
- (7). The non-commercial vessels, fishing vessels and craft shall be exempted from the payment of Port Dues.
- (8). A coastal vessel, which after paying 50% of the Port Dues as per provisions prescribed at 4 above, re-enters the port within the period of exemption with cargo or passengers or in ballast shall be charged the difference viz., 50% of the Port Dues previously conceded.
- (9). A coastal vessel, which, after paying 75% of Port Dues as per provisions prescribed at 5 above, re-enters the port within the period of exemption with cargo or passengers or in ballast shall be charged the difference, viz., 25% of the Port Dues previously conceded.

2.2.1. SCHEDULE OF PILOTAGE FEES

The rate specified below is for Zone A

Sl.No.	Size of vessel	Rate per GRT	
		Coastal vessel	Foreign-going vessel
		(in Rs.)	(in US\$)
1	Upto 30,000 GRT.	14.43	0.5533
2	30,001 - 60,000 GRT	11.54	0.4426
3	60,001 and above GRT	10.10	0.3873

The Pilotage fee prescribed above is subject to a minimum charge of Rs.24297.78 in case of coastal vessel and US\$931.4311 per ship in case of foreign-going vessel

Notes:

(1) Pilotage fee shall include services of the Port's pilot (s) for pilotage of vessels; and, provision of required number of tug/tugs, launches of adequate capacity for inward and outward movement and shifting of vessel for port convenience and one shifting on users account will be free

(2).Pilotage Fees shall be collected based on the GRT of the vessel. Deck Cargo shall be exempted from assessment of Pilotage Fees.

2.2.2.MISCELLANEOUS PILOTAGE FEES

Sl. No.	Particulars	Rates	
		Coastal vessel	Foreign-going vessel
		(in Rs.)	(in US\$)
1	Fishing Trawlers (Minimum charges per	4,199.34	161.04
2	Mooring a vessel outside the harbour when it does not enter or leave it.	25% of the rate prescribed in schedule 2.2.1 subject to a minimum of Rs.9596.56	25% of the rate prescribed in schedule 2.2.1 subject to a minimum of US\$ 368.02
3	Shifting and re-mooring or for turning a vessel around in her berth for special services viz., bunkering, supply of fresh water, repair etc	20% of the rate prescribed in schedule 2.2.1 subject to a minimum of Rs.7147.28	20% of the rate prescribed in schedule 2.2.1 subject to a minimum of US\$274.0904
4	Pilots whose services have been requisitioned but not utilised after the pilot has boarded a vessel.	25% of normal Pilotage charges subject to a minimum of Rs.6071.66	25% of normal Pilotage charges subject to a minimum of US \$232.8548

5	Detention Charges beyond 30 minutes after the pilot boards the vessel and is kept waiting on board the vessel.		
	(i). For first hour or part of an hour	2,550.58	97.81
	(ii). For every subsequent hour or part thereof	870.35	33.38
6	Compensation fees for on carriage of Pilot.	300.31	11.52

Notes:

(1) The charges prescribed at serial number (4) in the schedule shall be levied not only in cases of cancellation of requisitions for inward and outward pilotage of vessels; but, also for the cancellation of requisitions for shifting of berth of vessel and remooring or for turning a vessel around in her berth or for remooring a vessel in the same berth due to position of heavy lifts or for any other reasons.

(2).The charges prescribed at serial number (4) shall, however, not be levied in the following cases:

- (i). Cancellations received at least one hour before the Pilot's appointed boarding time of the vessel.
- (ii). Cancellation caused for reasons attributable to the port.

(3).In the event of a vessel carrying a pilot outside the port limits for unavoidable reasons the master shall be bound to leave the pilot at the next nearest port and the master, owner or his representative shall be responsible for the repatriation and all connected formalities thereof and shall also be liable to pay all expenses incurred in the matter of boarding, lodging, other reasonable expenses and the repatriation of the pilot thus over carried. In addition, compensation at the rates prescribed at serial number (6) in the schedule shall be payable by the master of the vessel till the pilot reports back to duty at the port.

2.2.3. Shifting Charges

Shifting charges shall be 35% on pilotage charges

Sl.No.	Size of vessel	Rate per GRT	
		Coastal vessel	Foreign-going vessel
		(in Rs.)	(in US\$)
1	Upto 30,000 GRT.	5.05	0.1937
2	30,001 - 60,000 GRT	4.04	0.1549
3	60,001 and Above GRT	3.54	0.1356

The Pilotage fee prescribed above is subject to a minimum charge of Rs.8504.22 in case of coastal vessel and US\$326 per ship in case of foreign-going vessel

Notes

One Shifting Charges is free. For more than one shifting charges, the above rates are applicable

General notes relating to Schedule 2.2.1., 2.2.2. and 2.2.3.

(1).(i).For piloting a vessel on cold move, 100% of the applicable pilotage fee will be levied if both inward and outward movements are cold move in addition to the normal pilotage fee. In case only one movement is cold, then 50% of the applicable pilotage fee will be levied in addition to the normal pilotage fee.

(ii).For shifting a vessel on cold move, 100% of the applicable shifting charge shall be leviable in addition to the normal shifting charge.

(2).Shifting a vessel from any berth to outer anchorage shall mean completion of pilotage act; on re-entry by the vessel under the same port entry, pilotage fees afresh shall be payable as prescribed under the Schedule.

(3).No charges shall be levied for shifting of a vessel for port convenience.

(i). "Port convenience" is defined to mean the following:

(a).If a working cargo vessel at berth or 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".

(b). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions such shifting shall be considered as "Shifting for Port Convenience".

(c). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent-berth due to length restrictions, such shifting shall also be considered as "Shifting for Port Convenience".

(d). Whenever a vessel is shifted from berths to accommodate another vessel carrying hazardous cargo which needs adjacent-berth to be kept vacant for safety reasons such shifting shall also be considered as " Shifting for Port Convenience ".

(e). Shifting a vessel from deeper draft berth to lower draft berth in VOC wharf to accommodate the first waiting vessel requiring deeper draft berth provided no other vessel requiring lower draft berth waits, in the queue shall also be considered as "SHIFTING FOR PORT CONVENIENCE".

(f) Shifting of vessel during adverse weather condition to anchorage and bring it back to berth.

(4).Shifting from deeper draft berth to lower draft berth and vice versa in respect of any vessel shall be carried out only on priority / ousting priority request from the steamer agent / the master of the next vessel in the queue for berthing. The charges payable shall be equivalent to one pilotage act as prescribed in the schedule. When the working vessel is to complete loading/ unloading and is ready for sailing out within 24 hours from the time the request for ousting priority from the vessel is received, the former vessel will not be shifted unless vacant berths are available for completing the handling of the former vessel.

(5).Ousting priority shall mean ousting a working vessel in a berth or jetty and berthing another vessel asking for such ousting permission in view of the following:

(i). Warranted by the hazardous nature of the cargo and dock safety requirements.

(ii). The time schedule in the voyage is to be kept up by vessel carrying foodgrains for public consumption and fuel, oil and coal meant for consumption by public utility services, viz., thermal power plants, Government companies dealing in manufacturing, refining and or distribution of such products.

(iii). As directed by the Government from time to time in this regard.

(6).In cases of ousting priority, over and above the pilotage fees leviable on the vessel availing the benefit of such ousting, additional pilotage fees equivalent to the pilotage fees for the vessel so ousted shall be leviable from the former.

(7).Full pilotage charges will be levied when ousted vessel is shifted to anchorage. If ousted vessel is shifted to other berths, shifting charges as applicable for the ousted vessels shall be levied as per Scale of Rates. The vessel availing the benefit of ousting priority shall be liable to pay the additional pilotage / shifting fee prescribed in this note.

(8).(a).When any/ all of the following conditionalities are not satisfied in respect of a working vessel at a berth then the vessel will be shifted with the approval of Chairman to outer anchorage or another available and suitable berth with respect to the draught of the vessel:

(i)When a vessel is operating with ship derricks either in a crane berth or non-crane berth and she is idle due to non-working of the crane for a period of four hours in a shift either continuously or intermittently (less than fifteen minutes excluded).

(ii) When a vessel is keeping idle in a shift for a period of four hours in a shift either continuously or intermittently (less than fifteen minutes excluded), though gangs are deployed by Cargo Handling Division of the Port.

(iii).When the productivity of a vessel per shift is continuously less than the average productivity per shift for the cargo during the previous year during the continuous period of two /three shifts.

(iv).When the vessel is waiting for cargo (whether gang is requisitioned and deployed or not) continuously or intermittently for a period of four hours in a shift and in two consecutive shifts.”

(b).The following charges shall be levied for shifting of a vessel to outer anchorage/ any other berth on account of its non performance:

(i).In case of shifting between berths within harbour basin, shifting charges shall be collected at 35% of pilotage fee prescribed in schedule 2.2.1

(ii). In case a vessel is shifted between berths I to VI,VII,VIII or between Coal Jetty I and II, Oil Jetty,North Cargo Berth No.I and II, 25% of the pilotage fees prescribed in Schedule 2.2.1 shall be levied.

(9).Only in cases of any extra-ordinary circumstances and in cases which are not specifically provided in the Scale of Rates, Chairman, Port Trust may decide whether the movement of a vessel is for port / Agent’s convenience.

2.3. SCHEDULE OF TUG HIRE FEES

Sl.No.	Particulars	Unit	Rates (in Rs.)
1	Harbour tugs of more than 10 Ton Bollard Pull engaged for towing barges, lighters, etc., and for services other than berthing, unberthing, shifting, mooring and remooring		
	(i). Within inner Harbour.	Per tug per hour or part thereof	8,054.95
	(ii). When engaged within port limits.	-do-	16,109.89
	(iii). When engaged for salvage work within the port limits.	-do-	25,172.16

	(iv). When engaged for salvage work outside the port limits.	-do-	32,219.06
2	Hire charges for Tugs, Launches and other Harbour Craft		
	(i). Pilot Launches	For hour or part thereof	3,225.99
	(ii). Mooring Launches	-do-	2,016.24
	(iii). Tugs below 10 Tonnes Bollard Pull	-do-	2,419.49
	(iv). Dumb Barge	-do-	617.66
	(v). Mooring Boats	-do-	714.34
	(vi). Tugs of 10 Tonnes Bollard pull	-do-	7,375.21
3	Additional tug charge for towage of each lighter or sailing vessel in any one direction	Per tug per hour or part thereof	645.37
4	Tug hire charges when requisitioned but not utilised or delayed (applicable for all tugs irrespective of tonnage)		
	(i). Non-utilisation of the tug by the hirer for any reason, other than those exceptional circumstances under which the hirer has no control and is not at fault and the tug is not available	Per tug	4,027.40
	(ii). In the case of the tug being delayed by the hirer beyond one hour from the time the tug has reported for work due to reasons other than exceptional circumstances under which the hirer has no control and is not at fault and the tug is not available		
	(a). For first one hour.	Per tug	8,054.95
	(b). For every additional half an hour or part thereof.	Per tug	3,276.30

5	Cancellation charges in respect of floating craft mentioned in Sl. No. 2 above, whose services have been requisitioned but not utilised or delayed.If cancellation was done without giving 3 hours		
	(i). Launch (Flat Rate).	Per tug	645.37
	(ii). In respect of Tug (Flat Rate).	Per tug	1,290.75

Notes:

(1)Tug service shall be provided as part of the pilotage service (without any charge) on requisition from Master/Owners, Agents of vessels for purposes of berthing, un-berthing, shifting, mooring, re-mooring and all connected works. Tug service provided as part of shifting service shall also be without any charge.

(2).The tug hire charges in respect of items (iii) and (iv) in serial number (1) includes the cost of ration to the crew, the services of the crew and the victualling of the officers deputed for salvage or other operations; but, excludes the cost of insurance plus incidental charges at 20 percent of the insurance premium which will also be recovered in addition to the rates prescribed.

(3). (i).If cancellation in respect of floating craft specified in serial number 2 is done without giving two hours notice, hire charges for one hour at the rates applicable to the particular craft shall be levied.

(ii).In the case of delay on the part of the port user in utilising the craft specified in serial number 2 from the time of requisition, the actual hire charges as prescribed for the particular craft shall be levied from the time indicated in the requisition.

(4).Additional fees of 50 percent of the charges otherwise leviable shall be recovered for work performed on Sundays and port non-operating days or between the hours of 6.00 p. m. and 6.00 a. m. In the case of Zone 'B' no charges shall be levied for the work performed between the hours of 6.00 p.m. and 6.00 a.m. on port working days.

(5).The VOCPT may, at its discretion, hire out the floating craft outside the port limits at the rates prescribed above.

2.4. BERTH HIRE FEES

2.4.1. SCHEDULE OF BERTH HIRE CHARGES

Sl.No.	Particulars	Rate per GRT per hour or part thereof	
		Coastal vessel	Foreign-going vessel
		(in Rs.)	(in US\$)
1	Upto 30,000 GRT	0.22	0.0084
2	30,001 GRT - 60,000 GRT	0.17	0.0067
3	60,001 and above GRT	0.15	0.0059

The berth hire charges prescribed above is subject to a minimum charges of Rs.270.52 in case of coastal vessel and US \$10.3729 per ship in case of foreign-going vessel

2.4.2.SCHEDULE OF BERTH HIRE CHARGES FOR OTHER VESSELS

			Rate per hour or part
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Sl. No.	Particulars	Unit	Coastal vessel	Foreign-going vessel	
			(in Rs.)	(in US\$)	
1	Non-commercial vessels like tugs and barges	Per vessel per hour or part thereof	27.49	45.83	Rs
2	Craft registered under the Harbour Craft Rules of V.O. ChidambaranarPort	-do-	1.27	2.16	Rs
3	Other Crafts	-do-	1.82	3.02	Rs
4	Additional Berth Hire Charges after expiry of time given by the Deputy Port Conservator, to vacate the berth. (notice given atleast 12 hours in advance)				
	(i). For the first 12 hours	Per hour or part thereof	2,161.02	82.8725	
	(ii). For the next 12 hours	-do-	4,324.04	165.8254	
	(iii). Thereafter	-do-	6,485.05	248.6979	
5	(i). Charges for the Lash vessels during the process of operations of loading or unloading of	Per hour or part thereof	27.39	1.0510	
	(ii). For barges waiting at safe fleeting area	-do-	9.11	0.3485	
6	Berthing fees on sailing vessels and sea-going steam vessels coming alongside the wharves at Zone 'B' of the V.O. ChidambaranarPort.				
	<u>Sailing vessels other than lighters.</u>				
	(i). During operation period (November to April)	Per GRT per hour or part thereof	0.0600	0.0018	
	(ii). During lean period (May to October)	Per GRT per hour or part thereof	0.0100	0.0004	
	Notes for Sl. No.6:(a). If voyage takes place during the lean period, the rate pertaining to operational period will be levied.(b). When vessel idles during operational period, the rate pertaining to lean period will be levied.(c). The lean period rates are applicable for the period of repairing at				
	(iii). Sea going steam vessels.	Per vessel / per hour or part thereof	19.39	0.7414	
7	Fishing Vessels (Trawlers / Boats)				
	(i). at finger jetty.	Per vessel / per hour or part thereof	22.57	0.8666	
	(ii). at VOC wharf and additional berth.	- do -	35.50	1.3590	
8	Double banking	In respect of a vessel which is double banked with another vessel occupying a berth it will be charged half of the Berth hire charges specified at schedule 2.4.1 and 2.4.2.			

Note on Sl. No. 7: Any vessel which continues to occupy any berth after the expiry of the time given by the Deputy Conservator/Traffic Manager to vacate the berth shall pay additional berth hire charges at the following rates: -

(i). For the first two days – At four times the rate of berth hire charges for authorised occupation. (ii). For third day and for subsequent days - At six times the rate of berth hire charges for authorised occupation.(iii). The additional berth hire charges shall be in addition to normal berth hire charges payable under the schedule.

Notes:

(1).The period of hour shall be calculated from the time the vessel occupies berth.

(2).Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal conditions. There shall be a penal berth hire equal to berth hire charges of one day berth hire charge for a false signal.

(3) The berthing norms shall be regulatead as per the berthing policy approved by the Board of Trustees of the Port from time to time

(4).All Tankers carrying oil, petroleum products, chemicals in bulk, lube base stock in bulk shall be charged berth hire charges at 125% of the charges applicable to relative classification. For calculating priority or ousting priority charges as per Note-6, the berth hire charges shall be reckoned as 100% of charges applicable as per relative classification.

(5).Ousting Priority/Priority Berth Hire Charges:

(i).For providing the priority berthing to any vessel, a fee equivalent to berth hire charges for 24 hours or 75% of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.

(ii). For providing the ousting priority to any vessel, a fee equivalent to berth hire charges for 24 hours or 100% of the berth hire charges calculated for the total period of actual stay at the berth whichever is higher, shall be levied.

(6). Charges on lash vessels/ barges.

(i).If the mother vessel is berthed alongside a wharf, all the charges as applicable to other vessels shall be recoverable.

(ii).If the mother vessel is anchored at outer anchorage within the port limits, Port dues alone shall be levied.

(iii).If anchored at inner anchorage, all applicable vessel-related charges excluding berth hire shall be recovered.

(iv).The charges for towing of barges will be recovered as per the rates prescribed for the craft used.

(7).No berth hire shall be levied for the period when the vessels idle at its berths due to break

down of port equipment or power failure or any other reasons attributable to the port.

2.5. Schedule of Lighterage Operation fee in respect of vessels at anchorage:

Sl. No.	Particulars	Rate per hour or part thereof	
		Coastal vessel	Foreign-going vessel
		(in Rs.)	(in US\$)

1	Upto 30,000 GRT	0.0407	0.0015
2	30,001 - 60,000 GRT	0.0326	0.0012
3	60,001 and above GRT	0.0285	0.0011
4	Double Banking	In respect of a vessel which is double banked with another vessel occupying a berth it will be charged half of the above charges specified in the above schedule.	

CHAPTER – III

CARGO RELATED CHARGES

3.1.1 SCHEDULE OF WHARFAGE DUES

Sl. No.	Cargo		Rates (In Rupees)				
			Unit of charge	Zone A		Zone B	
				Foreign	Coastal	Foreign	Coastal
1	Liquid Bulk (POL)						
	(i)	Diesel Oil	1 KL	78.02	78.02	-	-
	(ii)	Furnace Oil	1 KL	110.25	110.25	-	-
	(iii)	LPG	1 Cum	200.15	120.08	-	-
	(iv)	Naptha	1 KL	118.72	118.72	-	-
	(v)	Others – Not specified	1 KL	78.02	46.82	20.35	12.21
2	Liquid Cargo						
	(i)	Caustic Soda Lye	1 KL	66.15	39.69	-	-
	(ii)	Liquid	1 MT	144.17	86.51	-	-
	(iii)	Palm Oil		78.02	46.82	20.35	12.21
	(iv)	Phosphoric	1 MT	144.17	86.51	-	-
	(v)	Sulphuric	1 MT	84.80	50.88	-	-
	(vi)	Vinyl	1 MT	144.17	86.51	-	-
	(vii)	Molasses	1 MT	69.55	41.71	-	-
	(viii)	Sludge Oil	1 MT	79.90	47.94	39.94	23.96
	(ix)	Others – Not specified	1 Cum	152.66	91.59	-	-
3	Dry Bulk – Coal						
	(i)	All Types of Coal					
	(a)	Mechanical	1 MT	64.45	64.45	-	-
	(b)	Manual	1 MT	64.45	64.45	-	-
	(ii)	Coking Coal					
	(a)	Mechanical	1 MT	70.90	70.90	-	-
	(b)	Manual	1 MT	70.90	70.90	-	-
	(iii)	Met Coke / Pet Coke	1 MT	77.34	77.34	-	-
	(iv)	Others – Not specified	1 MT	64.45	64.45	-	-
	4	Dry Bulk – Others					
(i)		Clinkers	1 MT	47.49	28.49	23.75	14.25
(ii)		Cu. Concentrate	1 MT	93.29	55.97	-	-
(iii)		Garnet Sand	1 MT	32.23	19.34	20.35	12.21
(iv)		Gypsum Sand	1 MT	11.88	7.11	6.79	4.07
(v)		Gypsum In	1 MT	11.88	7.11	6.79	4.07
(vi)		Ilmenite	1 MT	32.23	19.34	20.35	12.21
(vii)		Iron Ore	1 MT	32.23	32.23	20.35	20.35

	(viii)	Lime In Bulk	1 MT	32.23	19.34	20.35	12.21
	(ix)	Lime Stones	1 MT	32.23	19.34	20.35	12.21
	(x)	Potassium Sulphate (MOP, SOP)	1 MT	69.55	41.71	32.23	19.34
	(xi)	Rock	1 MT	55.97	33.57	25.45	15.27
	(xii)	Salt	1 MT	8.49	5.08	6.79	4.07
	(xiii)	Sugar	1 MT	71.23	42.74	54.27	32.57
	(xiv)	Sulphur	1 MT	55.97	33.57	25.45	15.27
	(xv)	Urea	1 MT	69.55	41.71	32.23	19.34
	(xvi)	Wheat	1 MT	71.23	42.74	32.23	19.34
	(xvii)	Others – Not specified	1 MT	71.23	42.74	20.35	12.21
5	Break Bulk						
	(i)	Cashew Kernal, Fruits	1 MT	69.55	41.71	57.67	34.60
	(ii)	Cement	1 MT	59.37	35.63	30.53	18.32
	(iii)	Construction Materials	1 MT	30.53	18.32	20.35	12.21
	(iv)	Granite	1 MT	84.80	50.88	45.80	27.48
	(v)	Iron and Steel Materials	1 MT	59.37	35.63	30.53	18.32
	(vi)	Logs / Timber	1 Cum	52.59	31.55	30.53	18.32
	(vii)	Machineries	1 MT	199.24	119.54	99.62	59.77
	(viii)	Wind Mill Blade	1 MT	260.00	260.00	-	-
	(ix)	Others – Not specified	1 MT	71.23	42.74	20.35	12.21
6	Container						
	(i)	20 feet (empty)	Each	144.17	86.51	-	-
	(ii)	20 feet (loaded)	Each	720.85	432.51	-	-
	(iii)	Above 20 feet (empty)	Each	209.87	125.91	-	-
	(iv)	Above 20 feet (loaded)	Each	1,082.12	649.27	-	-
7	Ro Ro Vessel						
	(i)	Automobiles through Ro Ro vessels for handling below 1,600 CC	Nos.	664.10	398.46	-	-
	(ii)	Automobiles through Ro Ro vessels for handling above 1,600 CC	Nos.	1,328.19	796.92	-	-

Notes:

(1).Wharfage charges on bulk cargo shall be recovered on the manifested tonnage of the vessels.In the case of export bulk cargo wharfage can be levied as declared in the EGM or with reference to the entire admitted quantity whichever is higher even if the EGM quantity is declared less than the admitted quantity. In case of Import Cargo, wharfage can be levied as declared in the IGM or entire delivered quantity whichever is higher.

(2).Wharfage shall be payable on all cargoes admitted to the said port's transit areas for shipment. Cargo once shut out if admitted to the port again for shipment will also attract wharfage irrespective of the fact the wharfage was levied on an earlier occasion.

3).Transshipment:

(i). Goods consigned to ports other than Tuticorin as per the Bill of lading, if landed at Tuticorin for transshipment, shall be considered as transshipment cargo so long as it remains within the port security area, and shall pay single wharfage payable on landing.

(ii). For transshipment of cargo from ship to ship (swapping) outside the Port basin, wharfage shall not be collected. But, both the vessels shall pay 25% of the Port dues and charges of other services rendered as per the rates prescribed in the Scale of Rates except in respect of food grains manifested for Indian Ports.

(iii). As regards, transshipment of cargo from vessel to vessel inside the Harbour basin without using the landing place, the vessels shall pay Port dues and other charges as applicable in full, and 50% of single wharfage charges.

(iv). If transshipment cargo goes out of the port security area and thereafter comes into the port security area for loading into the vessel, the same shall not be treated as transshipment cargo and the cargo shall pay the wharfage again for loading into the vessel.

(v). Cargo transshipment fee @ Rs.6.91/- per tonne will be collected for cargo handled at the anchorage.

(vi). A fee on cargo transfer from vessel to barge or vice versa in the harbour basin will be levied at 50% of the wharfage rate prescribed in Schedule 3.1. of the Scale of Rates in addition to the wharfage leviable on such cargo for handling at berth.

(4). In case of cargo loaded into a vessel and subsequently unloaded due to various reasons, no wharfage shall be levied if the cargo is reshipped in the same vessel without leaving the port's premises. Wharfage shall, however, be levied again if the cargo is reshipped in another vessel.

(5). Wharfage on goods from vessels in distress:

Item No.	Classification for purpose of wharfage	Dues payable
(i).	Cargo of other ports landed from vessels in distress	Wharfage rate as prescribed in Schedule 3.1. shall be levied.
(ii).	Cargo that has paid exports wharfage at Tuticorin but has not been carried to destination.	No wharfage shall be levied at the time of landing or at the time of reshipment or if removed out of the VOCPT premises.
(iii).	Cargo of other ports reshipped without having left the VOCPT	No wharfage shall be levied at the time of shipment.

(6). On packages containing articles of miscellaneous character, wharfage charges shall be levied at the rate applicable to individual cargo items.

(7). In the case of hazardous cargo, (i.e.) cargo identified as such in International Maritime Dangerous Goods Code (IMDG), classified as "Goods not otherwise specified", vide Sl.No.16 and 23 of the above schedule, 100 percent of the wharfage shall be recovered over and above the normal dues".

(8). The following categories of goods shall be exempted from wharfage charges:

(i). Bonafide consumable/ Non-consumable ship stores;

(ii). Passenger's and Seaman's Bonafide baggage and personal effects accompanying them;

(iii). Empty gunnies and twines sent to ships to facilitate landing or loading of cargoes in bulk order replacing wet or torn bags;

(iv).Goods consigned to or by the VOCPT;

(v).Postal mail bags.

(9). The box rate prescribed for cargo in FCL containers in serial number 6(b) and 6(d) in schedule 3.1. above will also apply in the case an LCL (Less than Container Load) container coming in and going out of the VOCPT as a unit load.

(10).All goods intended for shipment shall be assessed on export application. Similarly, all goods landed within the limits of port of Tuticorin shall be assessed on import application.

(11).The wharfage shall be calculated on the total tonnage of each item of goods. For this purpose the gross and if the circumstances require, the net units of each package as specified in the relative invoice or other shipping document shall be reckoned with, subject to test check by the port authorities. In the absence of these documents or the specification of the gross units therein, the units actually arrived at by test check shall be taken as the gross units.

(12).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

(13). To be modified as "Vessels which call at the port, for which IGM sand/or EGM are filed for the purposes of Customs Act, 1962 cannot be treated as "cargo" and they are conveyance only, and the port shall not charge wharfage on such vessels. as per the MOS guidelines".

(14) Restow – Cargo of other ports landed from vessels and reshipped in the same vessel – wharfage shall be levied as applicable.

3.1.2 Cess for Pollution mitigating measures / spillage charges for dry bulk cargo

Cess for Pollution mitigating measures shall be levied at Rs.10/- per M.T in respect of all dry bulk cargoes excluding cargo handled through closed conveyors within port limits

Notes:

(a)Dusty cargoes handled through bags shall not attract cess for pollution mitigating measures under schedule 3.1.2

(b) The cess for pollution mitigating measures under schedule 3.1.2 shall be applicable to the dusty cargoes discharged inside Green Gate.

3.2. SCHEDULE OF DEMURRAGE CHARGES

3.2.1.FREE PERIOD

Sl. No.	Particulars	Imports	Exports
1	All Cargoes except Timber	7 days	30 days
2	Timber Logs	3 days	-

Notes:

(1).For the purpose of calculation of free period, Customs holidays and the port's non operating days shall be excluded.

(2).(i).Free period for imports shall be reckoned with following the date of complete discharge of the goods from the vessel on to jetties, quays or wharves.

(ii).When goods are landed from the vessel into lighters, barges or other floating crafts, the three working days shall be calculated from the date of complete discharge of goods from the lighters, barges or other floating crafts on the jetties, quays or wharves.

(iii). In the case of salvaged goods, the free days shall be reckoned with from the day following the date of notification of salvage by the receiver of wrecks in the official Gazette of Tamil Nadu State.

(3).(i).Free period for all exports except salvaged goods shall commence from the actual date of receipt of the goods in transit area at Zone A and Zone B.

(4).Transshipment cargo

The maximum period as per export cargo will be allowed and thereafter demurrage charges shall be levied as prescribed for export cargo.

(5).In the case of goods shut out by one vessel and subsequently shipped by another vessel ,the free period shall be upto 10 days from the dayte of shut out excluding Customs holidays and port's non-operating days, and thereafter demurrage charges shall be payable till the goods are shipped.

3.2.2.SCHEDULE OF DEMURRAGE CHARGES

Sl.No.	Description	Unit	For Zone A	
			Import (in Rs.)	Export (in Rs.)
1	For the first 15 days.	Per day per wharfage unit	9.92	7.97
2	Thereafter. (Double Rate)	-do-	19.84	15.94

Note:(i). For Zone 'B', 75% of the above rates shall apply.

Notes:

(1).(i).The transit area shall be the area within the security wall excluding warehouse and open area llicensed for storage of cargo.

(ii) Transit area can be treated as warehouse area & vice versa as per trade requirement.

(2).No export cargo shall be admitted into the port premises without the permission in writing from the authorised official of the port. Normally, export cargo for a vessel shall be admitted only after the vessel is opened for exports.

(3).While calculating the demurrage charges, the unit to be adopted shall be the same as prescribed for levy of wharfage. Where the wharfage is prescribed on 'per unit' or **otherwise** the demurrage shall be calculated on the basis of weight of 'one tonne'.

(4).A minimum charge as for one tonne/one cubic metre shall be levied.

(5).Demurrage shall be collected on the basis of the actual weighment as determined by the weighbridge, and /or the railway receipt as issued by the Railway authority for carrying the cargo.

(6).Demurrage charges on unclaimed goods shall be charged from master of the ship or the steamer agents upto 2 months from the date of discharge, if they are not cleared within two months from the date of complete discharge of the vessel from which they were landed.

(7).Once demurrage charges begins to accrue no allowance shall be made for Sundays and

(8). Delivery of Goods

Goods shall not be delivered to owner or consignee unless all dues leviable thereon, including

(9).Congestion of Goods:

If at any time the VOCPT apprehends a serious congestion in the transit sheds or the transit area which may affect the rapid transit of goods through the port, it may direct the owners or consignees of any specific goods to remove such goods from the port premises within a specified period. If the goods are not removed within that period, the VOCPT may itself remove them and shall restack in any other place at the expense and at the sole risk of the owners or consignees. Goods so removed shall be charged demurrage fees at the rate of 100% of the wharfage plus actual handling charges incurred by the port.

(10).Goods detained by Customs:

The period during which the goods are detained by the Commissioner of Customs for the purpose of analytical test or technical tests, other than ordinary process of appraisement and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Exporter, for such periods of detention, the demurrage charges shall be recovered as under:

First 45 days	:	Free
46 days to 60 days	:	25% of actual demurrage charges
61 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rates 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 the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows:

- (i).first 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days; and,
- (ii).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.

Notes:

- (i).The above time limits will be inclusive of all holidays.
 - (ii).The time limits can be relaxed in cases of Acts of God or the extra ordinary circumstances beyond human control.
- (11) Free period of 24 hours is allowed for Cargo stacked at railway siding and there after which charges will be levied @ 50% applicable Demurrage charges.
- (12).Demurrage charge on both import and export cargo shall not accrue for the period when the VOCPT is not in a position to deliver/ship cargo when requested by the user.
- (13).If operational area is licenced on rental terms to users, demurrage charge on cargo stored thereat shall not be levied again.

3.3. Storage Fee

Sl. No.	Particulars	Unit	Rates for Zone A (in
1	COVERED SPACE		
	(i). For the first 15 days	Per 10 sq. mtr./week or part thereof	262.90
	(ii). Thereafter upto 90 days	-do-	788.70
2	MP Shed	Per sq. mtr. / per month or part thereof	76.33
For Zone 'B' 75% of the rates prescribed above shall apply.			

Notes:

(1).No goods shall be stored upon any land or in any shed specified in clause (c) of sub section (1) of section 49 of Major Port Trusts Act, 1963, and no such land or shed shall be used except under a licence issued for such purpose by the VOCPT or its authorised official.

(2).The licence issued by the VOCPT shall be in force for the period specified therein.

(3).Goods stored on the land or in the shed under the licence shall remain at the licensee's risk and V.O. Chidambaranar Port Trust or any of its officers shall not in any manner be liable for any pilferage, theft, damage or any loss whatsoever thereof.

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

(5).If goods are stored in areas not covered under the licence, double the rate, specified shall be charged from the licensee for the period from the date of storage till such storage is regularised or the goods are removed.

(6).Any renewal of the licence issued shall be made only on an application made therefore. An application for renewal shall be made at least seven days prior to the date of expiry of the licence in case the period of licence is one year or less than one year, and atleast 30 days prior to the date of expiry of the licence in the case of other licences. Provided that, in the event of no order being passed on an application for renewal before the date of expiry of the licence, the same shall continue to be valid on the terms and conditions specified therein till orders are passed on the application for renewal.

(7). Demurrage charges shall be payable on the packing materials such as gunny bags/pallet which are not cleared as soon as the cargo is exported/Imported and are remaining in the port beyond one day of the date of complete shipment/discharge of cargo.

3.4.Storage Fee for Marshalling Yard

Sl. No.	Particulars	Unit	Rate in Rs.
A.	Covered Space		
1	First slab of 3 days or part thereof	per 10 sq. mtrs.	169.62
2	Second slab of 3 days or part thereof	per 10 sq. mtrs.	254.42
3	Third slab of 3 days or part thereof	per 10 sq. mtrs.	339.22
4	Fourth slab of 3 days or part thereof	per 10 sq. mtrs.	424.02

5	Fifth slab of 3 days or part thereof	per 10 sq. mtrs.	508.84
6	Thereafter for every subsequent slab of 3 days or part thereof	per 10 sq. mtrs.	593.64

Notes:

- (i). The above rates are applicable for both export and import of cargo.
- (ii). Only rail borne cargo is entitled for this facility.
- (iii). Ships at berths will avail priority.
- (iv). The above rates are for bagging activities only.
- (v). Allotment will initially be for first 3 days only and renewable for subsequent slabs.

Rail borne bulk cargo without bagging or any other value addition activities will be entitled to 24 hours of free period from the time of storage admission/landing of the first consignment. Thereafter, rates as per above slabs will be applicable."

CHAPTER – IV

4.1. CHARGES FOR SPECIAL SERVICES TO REEFER CONTAINERS

Sl. No.	Particulars	Rate per connection per 4 hours or part thereof		
		Up to 20' length (in Rs.)	Above 20' length but up to 40' (in Rs.)	Above 40' length (in Rs.)
1	Charges for electrical and other installation provided by the port including the charges for electricity consumed and monitoring the reefer containers.	179.78	269.67	359.57

4.2. SCHEDULE OF STORAGE RENT ON EMPTY AND LOADED CONTAINERS.

Sl. No.	Period of Occupation	Foreign-going vessels			Coastal vessels		
1	INSIDE THE SECURITY WALL	Upto 20' in length (in US \$)	Above 20' in length but upto 40' (in US \$)	Above 40' in length (in US \$)	Upto 20' in length (in Rs.)	Above 20' in length but upto 40' (in Rs.)	Above 40' in length (in Rs.)
(i)	For Import and Export Containers						
	(a). For the first 5 days	Free	Free	Free	Free	Free	Free
	(b). From 6th to 15th day	1.2800	2.5500	3.8100	55.30	110.58	165.88
	(c). From 16th to	5.0900	10.1700	15.2600	221.16	442.27	663.43
(ii).	(d). Thereafter	9.8400	19.6700	29.5100	427.50	855.09	1,282.60
	For Transshipment Containers						

	(a). For the first 15 days (including the date of landing)	Free	Free	Free	Free	Free	Free
	(b). From 16th to 30th day	6.7900	13.5700	20.3500	294.87	589.73	884.53
	(c). Thereafter	10.1700	20.3500	30.5400	442.27	884.53	1,326.87
2	OUTSIDE THE SECURITY WALL						
	Stacked in the Marshalling yard and /or in any other area (From the date of stacking)	1.2800	2.5500	3.8100	55.30	110.58	165.88

Notes:

(1).Premium to the extent of 25% on storage charges to be levied in case of hazardous containers.

For export containers the free period shall commence from the date the container enters the terminal. On expiry of the free storage period, storage rent shall be calculated upto the date the container leaves the yard.

(2).Transshipment \ Re-export laden and empty containers

(i) The free storage rent period shall commence from the date of completion of discharge after the first vessel to the date of berthing of the second vessel. If the storage period exceeds the free period, the storage rent shall be calculated after the expiry of the free period upto the time of lift on.

(ii).In case of containers, the transshipment status shall be extended only to loaded containers. Empty containers meant for other Ports, if landed at Tuticorin shall not be considered as transshipment. Containers that are de-stuffed within the security gate shall also not be treated as transshipment containers.

(iii).The concession of transshipment to loaded container shall be withdrawn, if the loaded container goes out of the transit area.

4.3. DEMURRAGE CHARGES FOR CONTAINERISED CARGO

4.3.1. Containerised Import Cargo

Sl.No.	Particulars	Unit	Rate per day (in Rs.)
	(From the date of destuffing)	Per tonne or part thereof	
1	First 3 days	- do -	Free
2	For the next 6 days or part	- do -	3.13
3	For the next 6 days or part	- do -	5.43
4	Thereafter for every 6 days or part thereof.	- do -	10.77

4.3.2.Containerised Export Cargo

Sl.No.	Particulars	Unit	Rate per day
1	First 15 days	Per tonne or part thereof	Free
2	For the next 6 days or part	- do -	2.03

3	For the next 6 days or part thereof.	- do -	3.98
4	Thereafter for every 6 days or part thereof.	- do -	7.97

Notes:

(1).For the purpose of calculation of free period, Customs holidays and the Board holidays shall be excluded.

(2).The stuffed cargo removed from the container and cargo meant for stuffing in the container stacked in transit area other than the space allotted on licensed basis for that purpose, will be liable for demurrage as applicable to other cargo specified as below:

(i). Containerised Import cargo:

For purpose of demurrage, the free days for such import cargo de-stuffed with from the container shall count from the date following the date of stuffed of the import cargo from containers.

(ii). Containerised Export cargo:

For purpose of demurrage, the free days for such export cargo shall be reckoned from the date on which cargo is admitted in the transit area and demurrage leviable, if any, shall be computed from the day following the completion of free days till such cargo has been stuffed into containers.

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

(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

(a).the Line shall resume custody of container along with cargo and either take back it or remove

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

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

(iv).Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed 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 destuffing. 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.

General Notes for schedule 4.1. to 4.4.

(1). Cargo in containers originally manifested at the Port of shipment landed at wharf for transshipment shall be charged single wharfage dues payable on landing.

(2). General manifest must be produced immediately to the authorised port official for verification by a test cheek of stuffed cargo in container brought for transshipment.

(3). The applicant shall accept all risks and responsibilities for goods stored at the rental space so allotted, and shall make his own arrangements for security of the goods stored in such spaces.

(4).Hire charges for port machineries and appliances whenever utilised by the shipper will be charged separately according to the rates prescribed in the Scale of Rates.

(5).If operational area is leased on rental to users, storage charges on container/demurrage on cargo stored therein shall not be levied again.

CHAPTER – V

MISCELLANEOUS CHARGES

5.01.SCHEDULE OF WEIGHMENT CHARGES for ZONE 'A' AND 'B'(applicable still rate for private operators of weighbridges is fixed separately)

Sl. No.	Particulars	Unit	Rate(in Rs.)
1	TARE weight of the vehicle	Per vehicle	Rs.20/- (subject to a minimum of Rs.50/-)
2	Net weight (Gross – TARE weight)	Per tone (rounded off to the next higher tone)	3.80 (subject to a minimum of Rs.50.00)

Note:

Weighment charges will be collected for tare weight when weighed as empty vehicles and with full load , the weighment charges shall be levied on tare and cargo weight in total.

5.02.1 CHARGES FOR OCCASSIONAL USE OF WHARF CRANES AND OTHER CRANES

Sl. No.	Particulars	Unit	Foreign/Others (in Rs.)	***Coastal (in Rs.)
1	Upto 1 tonne	Per tonne per hoist per package	28.84	17.31
2	Over 1 tonne and upto 5 tonnes.	-do-	47.49	28.49
3	Over 5 tonnes and upto 10 tonnes.	-do-	71.23	42.74
4	Over 10 tonnes and upto 15 tonnes.	-do-	118.72	71.23
5	Over 15 tonnes and upto 30	-do-	237.46	142.47
6	Over 30 tonnes.	-do-	534.28	320.56

*** The rates prescribed in column 4 shall be applicable for coastal cargo and containers eligible for concessional tariff, for ship-shore transfer, transfer from / to quay and to / from storage yard.

5.02.2 CHARGES FOR HIRE OF GRAB TO MASTERS, OWNERS OR AGENTS OF VESSEL

Sl. No.	Particulars	Rates per shift
		(In Rs.)
1	For 10 CBM Grab	3135.28
2	For 7 CBM Grab	2352.10
3	For 5 CBM Grab	1567.64

Note

50% of the above respective rates is applicable for half shift basis

5.03.CHARGES FOR HIRE OF CRANES, FORK LIFT TRUCK AND OTHER MECHANICAL APPLIANCES FOR PURPOSE NOT SPECIFIED IN SCHEDULE 5.2.1 and 5.2.2.

Sl.No.	Particulars	Unit.	Rates per craft/ equipment / appliance(in Rs.)
1	Floating Crane.	-do-	2,590.91
2	Wharf Crane		
	(a). Wharf Grab Cranes (20 Tonne)	-do-	5,610.64
	(b). Wharf Crane (6 tonnes)	-do-	5,353.86
	(c). Wharf Crane (10 tonnes)	-do-	5,807.08
4	Fire fighting equipment.		
	(i). For salvage and other purposes.	Per hour or part thereof.	1,371.21
5	For stand by		
	(a). Between 1800 hrs and 2200 hrs.	Entire period or part thereof.	600.87
	(b). Beyond 2200 hrs to 0600 hrs.	Per shift or part thereof.	1,200.45
6	Penalty for improper use of appliance.	Every occasion	341.52

Notes:

(1). In respect of use of the port machineries outside the port limits, a surcharge of 20 percent on the charges prescribed above shall be levied.

(2). When fire fighting units use foam, the actual cost of foam used in the operation shall be charged extra.

(3). (i). If the requisition of the equipment is not cancelled before 2 hours of the commencement of the shift, the charges for the full shift will be recovered.

(ii). On the Board holidays, full charges for the period of requisition will be recovered if written notice of cancellation is not given during the working hours of the day prior to the date of requisition or when the equipment is not fully utilised as requisitioned.

(4).While computing the hire charges, the actual hours of work shall be totalled and rounded off to the next higher hour after completion of the end of the work. For this purpose the time taken by the machinery to move from the yard to work spot and back to the yard will be included.

5.04.RENT FOR OCCUPATION OF COMPARTMENTS IN THE COAL MAZDOOR LINES IN THE PORT PREMISES.

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Rent for occupation of	Per month or part thereof	159.45

Note:

The charges prescribed above are inclusive of water charges and electricity charges.

5.05.CHARGES FOR HIRE OF DRY DOCK TO THE OWNERS OF SAILING VESSELS AND TO OTHER GOVERNMENT DEPARTMENTS FOR DRY DOCKING THEIR VESSELS

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Dry dock services		
	(i). For docking the vessels.		
	(a). Sailing	Each	7,456.08
	(b). Floating Crafts.	- do -	9,365.90
2	For undocking the vessels	- do -	1,801.26
3	Daily hire charges for the Dry Dock		
	(i). For the first ten days.	Per day or part thereof	600.43
	(ii). From 11th day to 20th day.	- do -	890.45
	(iii). From 21st day and subsequent days.	- do -	1,200.84
4	Electricity	- do -	20.35

Notes:

Advance Hire Charges

(i).	For I spell of 10 days.	9,609
(ii).	For II spell of 10	4,323
(iii).	For III spell of 10 days.	6,005

(1). Daily hire charges shall be levied excluding the day of docking and undocking of the vessels.

(2).The charges prescribed above include the ship weight and pumping charges; but, do not include charges for the supply of fresh water, cranes and other facilities.

(3). (i). The dry dock in normal cases shall be given only for a period of ten days and owners/authorised agents of vessels in dry dock shall endeavour to complete all repair within 10 days period.

(ii). In no case shall the dry dock be kept occupied for more than 30 days.

(iii). When a vessel of an outside party is in the dry dock and the dry dock facility is urgently required for carrying out any emergency repair to the floating craft of the Port, the owner / authorised agents of vessel in the dry dock, shall vacate the same within seven days from the receipt of a notice to that effect.

(4). On allotment of dry dock the hire charges towards docking, undocking and daily hire charges etc., as stipulated above shall be paid in advance before the vessel can be placed in the dock. If the vessel is to remain in the dock beyond the initial period of ten days, then further hire charges for the second and third spells of 10 days respectively, shall be paid in advance, as the case may be.

(5). In the event of the vessel not being ready to be docked, or not using the dock on the day notified for the admission of the vessel into the dock, cancellation charges equivalent to the advance paid in respect of any

(6). (i). Prior to the time regulated for the admission of any vessel into the dock, the necessary arrangements must be carried out by the hirer on board the vessel in consultation with the authorised official of the VOCPT.

(ii). If on inspection, it is found that necessary arrangements have not been duly carried out, the vessel may be refused admission into the dock. In such case all expenses incurred by the Port in respect of the docking of such vessel, shall be borne by the owners/authorised agents of the vessel and shall be adjusted against the advance paid.

(7). The bill for the use of dry dock will be furnished to the hirer, after undocking of the vessels, who shall pay the balance charges, if any, due to this Port.

(8) The VOCPT or its employees shall not be liable for delay caused to or any damages suffered by a vessel whilst docking or undocking during its stay in the dry dock.

(9). Vessels of the following dimensions can only be dry docked.

Particulars	<u>Feet</u>	<u>Metre</u>
Length	120	36.58
Breadth	29	8.84
Draft	6	1.83

(10). Vessels having a draft of 5 feet 6 inches and above can be docked and undocked only at full tides. In case after completion of repairs, a vessel is held up in the dry dock for want of sufficient tide, such delays shall be to the account of the owner and he shall pay hire charges at the rates applicable till the vessel is undocked.

(11). The hirer shall also make good the cost of any damage, repairs or loss to the dock, its appurtenances, plant, gear tackle, etc, caused by the vessel arising directly or indirectly in the course of the hire.

(12). The hirer of dry dock shall make his own arrangement for watchman duty for the vessels, etc., round the clock.

(13). (i). The owners of the vessel shall make their own arrangements to carry out repairs to their vessels at

(ii). The facilities of the port's workshop shall be given on payment of prescribed charges only when spare capacity is available in the port workshop for taking up repairs.

(14). Whenever a vessel is docked or undocked outside normal working hours of port's workshop, the over-time charges if any payable to the departmental staff shall be borne by the hirers of the dry dock in addition to the usual charges.

(15). Fire protective measures are to be arranged by the hirers at their cost.

(16). The hirer should agree to indemnify the port against all claims for compensation by or on behalf of any workmen (Coolies or Labourers as the case may be) employed by him in connection with the work under execution in the premises of dry dock, for injury or death by an accident under the Indian Workmen's Compensation Act of 1923 and that the decision of the Commissioner of Workmen's Compensation with respect to the amount of such indemnity will be accepted as final.

5.06. CHARGES FOR TAKING PHOTOGRAPHS OR SHOOTING OF FILMS IN THE HARBOUR PREMISES

Sl. No	Particulars	Unit	Rates (in Rs.)	
			DAY (6.00 am to 6.00 pm)	NIGHT (6.00 pm to 6.00 am)
1	Shooting of film by film making company or private parties (Inside Green Gate)	Per calendar day or part thereof	42,502.23	63,753.34
2	Shooting of film by film making company or private parties (Outside Green Gate)	Per calendar day or part thereof	34,533.06	51,798.95
3	For still photographs of export/import cargoes.	- do -	1,065.64	
4	Taking videography related to operational activities.	- do -	4,249.71	
5	Taking photography related to operational activities.	- do -	532.82	
6	Taking photographs of the parties or of the crew on board, the ships and in case not covered in case (1) to (4) above.	Each time each party	134.81	

Notes:

(1). (i).The charges prescribed above shall be paid in advance and no refund of such payment shall be allowed for any failure/ cancellation of the programme.

(ii). If the cancellation of programme is at the instance of the Port the charges paid shall be refunded, subject to claim in time.

(2). The hire charges for any craft and/or appliance of the Port, if any, that are supplied and used by the film making company or by those taking photographs shall be levied as per the rates prescribed in the Scale of Rates in addition to charges payable under this schedule.

5.07.PASSENGER TOLL AND CHARGES FOR VARIOUS TYPES OF VEHICLES ACCOMPANYING PASSENGERS

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Passenger Toll.	Each	92.98
2	Passenger Toll - Foreign	Each	\$1.30

5.08.ISSUE OF DUPLICATE COPY OF BILLS AND RECEIPTS, ETC.

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Issue of duplicate copy of bills and receipts etc.,	Each	132.82

5.09. CHARGES FOR RECOVERY OF OVERHEAD EXPENSES FOR SUPPLY OF ELECTRICITY BY

Sl. No.	Particulars	Rates(in Rs.)
1	Charges for recovery of overhead expenses for supply of electricity by port	1.95 per unit of electricity consumed

CHAPTER - VI

V.O.CHIDAMBARANAR PORT TRUST CARGO HANDLING DIVISION LEVY

6.1 LEVY FOR SUPPLY OF LABOUR FROM V.O.CHIDAMBARANAR PORT TRUST CARO HANDLING DIVISON (VOCPT CHD) FOR CARGO HANDLING OPERATIONS

(Rate in
Rs. Per

S.No.	Description	Foreign vessel	Coastal Vessel
1	All cargoes other than Coal at Coal Jetty-II and Salt*	30.00	30.00 (FOR THERMAL Coal) 18.00*(Car go other than thermal coal)
2	Coal at Jetty-II	30.00	30.00
3	Salt	30.00	18.00
4	For Containter stuffing and destuffing operations	30.00	30.00
5	C&F Operations at Transit Shed and	30.00	30.00
6	For Zone-B*	30.00	18.00 *

Note: (1). * Concessional rate for coastal cargo prescribed at Sl. Nos.1 and 6 above will be applicable for coastal cargo other than coal used for thermal power plants, crude including POL, iron ore and iron ore pellets.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR	Proposed SOR	Reasons / Justification for amendments
1.1. Definitions - General	1.1. Definitions - General	
In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply:	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 licence issued by the competent authority.	(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 licence issued by the competent authority.	
(ii). “Cold move” shall mean the movement of the vessel without the power of the engine of the vessel.	(ii). “Cold move” shall mean the movement of the vessel without the power of the engine of the vessel.	
(iii). “Day” shall mean the period starting from 6 a.m. of a day and ending at 6 a.m. on the following day.	(iii). “Day” shall mean the period starting from 6 a.m. of a day and ending at 6 a.m. on the following day.	
(iv). “Foreign-going vessel” shall mean any vessel other than coastal vessel.	(iv). “Foreign-going vessel” shall mean any vessel other than coastal vessel.	
(v). “Week” shall mean a continuous period of 7 days.	(v). “Week” shall mean a continuous period of 7 days.	
(vi). “Hirer” shall mean all users of the port using any of the appliances of the port.	(vi). “Hirer” shall mean all users of the port using any of the appliances of the port.	
(vii). “Month” shall mean the period from 1 st to end of the calendar month.	(vii). “Month” shall mean the period from 1 st to end of the calendar month.	
(viii). “Port” means both Zone A and Zone B of the Port of Tuticorin. Zone ‘A’ of the Port shall comprise of all the area other than area in Zone ‘B’. Zone ‘B’ shall comprise the area falling within the limits notified in G.S.R. No.306 (E) in Part II - Section 3 (i) of Gazette of India (Extraordinary), dated 31 st March 1979.	(viii). “Port” means both Zone A and Zone B of the Port of Tuticorin. Zone ‘A’ of the Port shall comprise of all the area other than area in Zone ‘B’. Zone ‘B’ shall comprise the area falling within the limits notified in G.S.R. No.306 (E) in Part II - Section 3 (i) of Gazette of India (Extraordinary), dated 31 st March 1979.	
(ix). “Sailing vessels” shall mean vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion.	(ix). “Sailing vessels” shall mean vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion.	
(x). “Sea going Steam vessels” shall mean sea-going vessels other than sailing vessels.	(x). “Sea going Steam vessels” shall mean sea-going vessels other than sailing vessels.	
(xi). “Shift” shall mean shift of 8 hours as applicable to port employees.	(xi). “Shift” shall mean shift of 8 hours as applicable to port employees.	
(xii). “Shut out cargo” means, cargo meant for shipment as per the Shipping Documents not taken by Master of a vessel for want of space or draft restriction in part or in full or due to cancellation of the nominated vessel and taken back without being exported. Damaged cargoes and cargo rejected by Surveyors of Shippers, shall not be treated as “Shut out Cargo”.	(xii). “Shut out cargo” means, cargo meant for shipment as per the Shipping Documents not taken by Master of a vessel for want of space or draft restriction in part or in full or due to cancellation of the nominated vessel and taken back without being exported. Damaged cargoes and cargo rejected by Surveyors of Shippers, shall not be treated as “Shut out Cargo”.	
(xiii). “Trip” shall mean, movements from one point to another in one direction only. In Zone ‘B’, service from shore to anchorage shall be treated as one trip, and from anchorage to shore shall be treated as another trip. Ship to ship service shall also be treated as one trip. In other words, service to and fro i.e. from one point to another and back shall be counted as two trips.	(xiii). “Trip” shall mean, movements from one point to another in one direction only. In Zone ‘B’, service from shore to anchorage shall be treated as one trip, and from anchorage to shore shall be treated as another trip. Ship to ship service shall also be treated as one trip. In other words, service to and fro i.e. from one point to another and back shall be counted as two trips.	
1.2. General Terms & Conditions	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 classifying into ‘coastal’ or ‘foreign-going’ category 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.	(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 classifying into ‘coastal’ or ‘foreign-going’ category 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). <u>System of classification of vessel for levy of Vessel Related Charges (VRC)</u>	(ii). <u>System of classification of vessel for levy of Vessel Related Charges (VRC)</u>	
(a). 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.	(a). 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 license for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.	(b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a license for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.	
(iii). <u>Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate</u>	(iii). <u>Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate</u>	
(a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.	(a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time stated in the conversion certificate issued by the To give clarity on document to be relied on statutory authority like Customs.	
(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.	(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.	(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.	
(iv). <u>Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate</u>	(iv). <u>Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate</u>	

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR	Proposed SOR	Reasons / Justification for amendments
(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:	(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.	(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.	(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 Licence for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.	(b) In case of a Foreign flag vessel converted to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, 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.	
(v) (a) Vessel related charges shall be levied on shipowners / steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying Rate notified by the Reserve Bank of India or market buying rate notified by State Bank of India 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.	(v) (a) Vessel related charges shall be levied on shipowners / steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying Rate notified by the Reserve Bank of India or market buying rate notified by State Bank of India 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 reference rate notified by State bank of India from time to time 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.	(b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the reference rate notified by State bank of India from time to time 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 date of arrival of the vessels in cases of vessels staying in the port 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.	(vi). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the port 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.	
	(vii) (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 below 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.	
(vii) Interest on delayed payments / refunds:	(vii) Interest on delayed payments / refunds:	
(a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the VOCPT shall pay penal interest on delayed refunds.	(a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the VOCPT shall pay penal interest on delayed refunds.	
(b). The rate of interest will be 15.00% p.a.	(b). The rate of interest will be 15.00% p.a.	
(c). The delay in refunds by the Port 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.	(c). The delay in refunds by the Port 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.	
(d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the VOCPT. 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 Major Port Trust Act 1963 and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates	(d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the VOCPT. 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 Major Port Trust Act 1963 and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates	
(ix). Aggregate of all payable bills (including demurrage) payable on cargo handling charges on one consignment shall be subject to a minimum of `50/-.	(ix). Aggregate of all payable bills (including demurrage) payable on cargo handling charges on one consignment shall be subject to a minimum of `50/-.	
(x). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.	(x). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill on the element of service charges excluding taxes.	As rounding off GST is not envisaged in GST Act, rounding off is proposed on the total bill excluding GST, is proposed
(xi). No refund shall be made unless the amount refundable is `50/- or more. Similarly, short collection upto `50/- will not be demanded by the Port.	(xi). No refund shall be made unless the amount refundable is `50/- or more. Similarly, short collection upto `50/- will not be demanded by the Port.	
(xii). Every requisition for availing the services of craft/equipment/tools & plant shall be accompanied by the hire charges in advance.	(xii). Every requisition for availing the services of craft/equipment/tools & plant shall be accompanied by the hire charges in advance.	

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR	Proposed SOR	Reasons / Justification for amendments
(xiii). The hire of floating craft, equipment and tool and plant to the public is not guaranteed normally by the port. The craft/equipment/tool and plant shall be hired out only if available. The VOCPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or in-directly from the use of craft/equipment/tool and plant of any sort or any damage which may occur as a result of non-supply or delay in supply or by the use of the craft/equipment/tool and plant of the port or due to failure of the craft/equipment/tool and plants at any stage during the period of hire. The hirer shall keep the crafts/equipments in good order and condition and shall be liable for any damage caused to the crafts/equipment/tools and plants during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise. The hirer shall indemnify the port and against all loss or damage or injury to life arising directly or indirectly from the use of the craft/equipment/tool and plants during the period of hire to any property belonging to the Board including the crafts/equipment/tools and plants under hire or to any other person or property or break down or any demurrage incurred on cargo. The liability of the hirer 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 hirer shall also indemnify the port for all liabilities under the Workmen's Compensation Act.	(xiii). The hire of floating craft, equipment and tool and plant to the public is not guaranteed normally by the port. The craft/equipment/tool and plant shall be hired out only if available. The VOCPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or in-directly from the use of craft/equipment/tool and plant of any sort or any damage which may occur as a result of non-supply or delay in supply or by the use of the craft/equipment/tool and plant of the port or due to failure of the craft/equipment/tool and plants at any stage during the period of hire. The hirer shall keep the crafts/equipments in good order and condition and shall be liable for any damage caused to the crafts/equipment/tools and plants during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise. The hirer shall indemnify the port and against all loss or damage or injury to life arising directly or indirectly from the use of the craft/equipment/tool and plants during the period of hire to any property belonging to the Board including the crafts/equipment/tools and plants under hire or to any other person or property or break down or any demurrage incurred on cargo. The liability of the hirer 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 hirer shall also indemnify the port for all liabilities under the Workmen's Compensation Act.	
(xiv) The cost of repairing the damage sustained by the craft/equipment/tools and plants or appliances or parts thereof that might be broken, missing or specially damaged or lost during the period of hire shall be that actually incurred for the purpose by the VOCPT including the usual indirect charges, centage charges. The cost of replacements, if necessary of a part or in full of the craft/equipment/tools and plants will be either the book value or the current market value whichever is higher.	(xiv) The cost of repairing the damage sustained by the craft/equipment/tools and plants or appliances or parts thereof that might be broken, missing or specially damaged or lost during the period of hire shall be that actually incurred for the purpose by the VOCPT including the usual indirect charges, centage charges. The cost of replacements, if necessary of a part or in full of the craft/equipment/tools and plants will be either the book value or the current market value whichever is higher.	
(xv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the VOCPT immediately on receipt of the demand, pending determination of the actual charges and in case of total loss the hirer shall deposit the book value or market value of the crafts or appliances or properties of the VOCPT whichever is higher. If the damage cost is not paid within the time stipulated, the same will be adjusted from any dues payable to the Agencies concerned.	(xv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the VOCPT immediately on receipt of the demand, pending determination of the actual charges and in case of total loss the hirer shall deposit the book value or market value of the crafts or appliances or properties of the VOCPT whichever is higher. If the damage cost is not paid within the time stipulated, the same will be adjusted from any dues payable to the Agencies concerned.	
(xvi). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.	(xvi). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.	
(a)	(a)	
(b). The cargo / container related charges for all coastal cargo / containers, other than coal used for thermal power plants, POL including crude oil, iron ore and iron ore pellets, should not exceed 60% of the normal cargo / container related charges.	(b). The cargo / container related charges for all coastal cargo / containers, other than coal used for thermal power plants, POL including crude oil, iron ore and iron ore pellets, should not exceed 60% of the normal cargo / container related charges.	
(c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.	(c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.	
(d). In case of container related charges, the concession will be applicable on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.	(d). In case of container related charges, the concession will be applicable on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.	
(e). Cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transhipment to Indian Port 'B' will be levied the concession charges relevant for its coastal voyage. In other words, cargo/ containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.	(e). Cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transhipment to Indian Port 'B' will be levied the concession charges relevant for its coastal voyage. In other words, cargo/ containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.	
(f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.	(f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.	
(xvii). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Port Trust may, if it so desires, charge lower rates and/or allow higher rebates and discounts.	(xvii). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Port Trust may, if it so desires, charge lower rates and/or allow higher rebates and discounts.	
(a)	(a)	
(b). The port may also, if they so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.	(b). The port may also, if they so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.	
(c). The ports should, however, 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.	(c). The ports should, however, 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.	
(xviii). The users shall not be required to pay charges for delays beyond a reasonable level attributable to the VOCPT.	(xviii). Deleted	As specific provisions are available in respect of stoppage of berth hire after vessel readiness signal
(xiv) 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:	(xiv) 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.	(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) (a) 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.	(b) Priority berthing will be considered as per the Guidelines/Order issued by the Ministry of Shipping/Govt. of India from time to time and also as per prevailing Berthing Policy directed by Ministry of Shipping, Government of India	As the priority berthing are regulated as per Government Guidelines only the modification is proposed.
(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.	(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.	(d) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.	

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR	
(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 formal for coastal and foreign vessels."
(xx)	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 the Authority]	
(xxi) (a)	The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from April 2017 subject to the VOCPT achieving the performance standard notified along with the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in the SOR for that particular year.
(b)	The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the VOCPT to be intimated by the port to the concerned users and to the Authority.

Chapter - II VESSEL RELATED CHARGES					
2.1 SCHEDULE OF PORT DUES:					
SLNo	Particulars	Rate per GRT		Frequency of payment in respect of the same vessel	
		Coastal vessel	Foreign - going vessel	Coastal vessel	Foreign - going vessel
		(in Rs.)	(in US\$)		
1	Ships/steamers	6.93	0.2661	Port dues payable once in 30 days.	The due is payable on each entry into the port
2	Sailing Vessel	3.48	0.1330		

Notes:

- (1). Port Dues shall be collected based on the GRT of the vessel. Deck Cargo shall be exempted from assessment of Port Dues.
- (2). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in "Remarks" column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.
- (3). No Port Dues shall be levied in respect of the following:
 - (i) Vessels belonging to other Indian Ports; or
 - (ii) any pleasure yachts; or
 - (iii). Any vessel which having left this port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.
- (4). A vessel entering the port but not discharging or taking in any cargo or passengers therein (with the exception of such unshipment/reshipment as may be necessary for purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (5). A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.

Proposed SOR		Reasons / Justification for amendments
(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 formal for coastal and foreign vessels."	
(xx)	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 the Authority]		
(xxi) (a)	The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from April 2017 subject to the VOCPT achieving the performance standard notified along with the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in the SOR for that particular year.	
(b)	The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the VOCPT to be intimated by the port to the concerned users and to the Authority.	

Chapter - II VESSEL RELATED CHARGES					
2.1 SCHEDULE OF PORT DUES:					
SLNo	Particulars	Rate per GRT		Frequency of payment in respect of the same vessel	
		Coastal vessel	Foreign - going vessel	Coastal vessel	Foreign - going vessel
		(in Rs.)	(in US\$)		
1	Ships/steamers	8.90	0.3416	Port dues payable once in 30 days.	The due is payable on each entry into the port
2	Sailing Vessel	4.47	0.1708		

Notes:

- (1). Port Dues shall be collected based on the GRT of the vessel. Deck Cargo shall be exempted from assessment of Port Dues.
- (2). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in "Remarks" column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.
- (3). No Port Dues shall be levied in respect of the following:
 - (i) Vessels belonging to other Indian Ports; or
 - (ii) any pleasure yachts; or
 - (iii). Any vessel which having left this port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.
- (4). A vessel entering the port but not discharging or taking in any cargo or passengers therein (with the exception of such unshipment/reshipment as may be necessary for purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (5). A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

- (6). A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as vessel entering a Port, but not discharging or taking any cargo or passenger therein, and shall not be charged any Port Dues.
- (7). The non-commercial vessels, fishing vessels and craft shall be exempted from the payment of Port Dues.
- (8). A coastal vessel, which after paying 50% of the Port Dues as per provisions prescribed at 4 above, re-enters the port within the period of exemption with cargo or passengers or in ballast shall be charged the difference viz., 50% of the Port Dues previously conceded.
- (9). A coastal vessel, which, after paying 75% of Port Dues as per provisions prescribed at 5 above, re-enters the port within the period of exemption with cargo or passengers or in ballast shall be charged the difference, viz., 25% of the Port Dues previously conceded.

2.2.1. SCHEDULE OF PILOTAGE FEES

The rate specified below is for Zone A

Sl.No.	Size of vessel	Rate per GRT	
		Coastal vessel (in Rs.)	Foreign-going vessel(in US \$)
1	Upto 10,000 GRT.	9.39	0.3604
2	10,001 - 15,000 GRT.	9.72	0.3728
3	15,001 - 20,000 GRT.	10.07	0.3863
4	20,001 - 25,000 GRT.	10.43	0.3998
5	25,001 - 30,000 GRT.	10.78	0.4134
6	Above 30,001	11.14	0.4269

The Pilotage fee prescribed above is subject to a minimum charge of Rs.18154.35 in case of coastal vessel and US\$695.9288 per ship in case of foreign-going vessel.

Notes:

(1) Pilotage fee shall include services of the Port's pilot (s) for pilotage of vessels; and, provision of required number of tug/tugs, launches of adequate capacity for inward and outward movement and shifting of vessel for port convenience.

(2).Pilotage Fees shall be collected based on the GRT of the vessel. Deck Cargo shall be exempted from assessment of Pilotage Fees.

2.2.2.MISCELLANEOUS PILOTAGE FEES

Sl. No.	Particulars	Rates	
		Coastal vessel (in Rs)	Foreign-going vessel(in US \$)
1	Fishing Trawlers (Minimum charges per trawler)	3,137.58	120.3235
2	Mooring a vessel outside the harbour when it does not enter or leave it.	25% of the rate prescribed in schedule 2.2.1 subject to a minimum of Rs.7170.17	25% of the rate prescribed in schedule 2.2.1 subject to a minimum of US\$ 274.9701
3	Shifting and re-mooring or for turning a vessel around in her berth for special services viz., bunkering, supply of fresh water, repair, etc.,	20% of the rate prescribed in schedule 2.2.1 subject to a minimum of Rs.5340.17	20% of the rate prescribed in schedule 2.2.1 subject to a minimum of US\$ 204.7896
4	Pilots whose services have been requisitioned but not utilised after the pilot has boarded a vessel.	25% of normal Pilotage charges subject to a minimum of Rs.4536.51	25% of normal Pilotage charges subject to a minimum of US \$ 173.98
5	Detention Charges beyond 30 minutes after the pilot boards the vessel and is kept waiting on board the vessel.		
	(i). For first hour or part of an hour	1,905.69	73.0827
	(ii). For every subsequent hour or part thereof	650.29	24.9383
6	Compensation fees for on carriage of Pilot.	224.38	8.6044

Notes:

Proposed SOR

- (6). A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as vessel entering a Port, but not discharging or taking any cargo or passenger therein, and shall not be charged any Port Dues.
- (7). The non-commercial vessels, fishing vessels and craft shall be exempted from the payment of Port Dues.
- (8). A coastal vessel, which after paying 50% of the Port Dues as per provisions prescribed at 4 above, re-enters the port within the period of exemption with cargo or passengers or in ballast shall be charged the difference viz., 50% of the Port Dues previously conceded.
- (9). A coastal vessel, which, after paying 75% of Port Dues as per provisions prescribed at 5 above, re-enters the port within the period of exemption with cargo or passengers or in ballast shall be charged the difference, viz., 25% of the Port Dues previously conceded.

2.2.1. SCHEDULE OF PILOTAGE FEES

The rate specified below is for Zone A

Sl.No.	Size of vessel	Rate per GRT	
		Coastal vessel (in Rs)	Foreign-going vessel(in US \$)
1	Upto 30,000 GRT.	14.43	0.5533
2	30,001 - 60,000 GRT	11.54	0.4426
3	60,001 and above GRT	10.10	0.3873

The Pilotage fee prescribed above is subject to a minimum charge of Rs.24297.78 in case of coastal vessel and US\$931.4311 per ship in case of foreign-going vessel

Notes:

(1) Pilotage fee shall include services of the Port's pilot (s) for pilotage of vessels; and, provision of required number of tug/tugs, launches of adequate capacity for inward and outward movement and shifting of vessel for port convenience and one shifting on users account will be free

(2).Pilotage Fees shall be collected based on the GRT of the vessel. Deck Cargo shall be exempted from assessment of Pilotage Fees.

2.2.2.MISCELLANEOUS PILOTAGE FEES

Sl. No.	Particulars	Rates	
		Coastal vessel (in Rs)	Foreign-going vessel(in US \$)
1	Fishing Trawlers (Minimum charges per trawler)	4,199.34	161.0400
2	Mooring a vessel outside the harbour when it does not enter or leave it.	25% of the rate prescribed in schedule 2.2.1 subject to a minimum of Rs.9596.56	25% of the rate prescribed in schedule 2.2.1 subject to a minimum of US\$ 368.02
3	Shifting and re-mooring or for turning a vessel around in her berth for special services viz., bunkering, supply of fresh water, repair, etc.,	20% of the rate prescribed in schedule 2.2.1 subject to a minimum of Rs.7147.28	20% of the rate prescribed in schedule 2.2.1 subject to a minimum of US\$274.0904
4	Pilots whose services have been requisitioned but not utilised after the pilot has boarded a vessel.	25% of normal Pilotage charges subject to a minimum of Rs.6071.66	25% of normal Pilotage charges subject to a minimum of US \$232.8548
5	Detention Charges beyond 30 minutes after the pilot boards the vessel and is kept waiting on board the vessel.		
	(i). For first hour or part of an hour	2,550.58	97.8139
	(ii). For every subsequent hour or part thereof	870.35	33.3774
6	Compensation fees for on carriage of Pilot.	300.31	11.5161

Notes:

Reasons / Justification for amendments

Rationalization of the slabs with respect to the TAMP guidelines for Pilotage fees into three slabs from existing six slabs by clubbing the existing five slabs upto 30,000 GRT into one, and including two further slabs at the sliding scales as per TAMP guidelines.

To the benefit of users one shifting charges is proposed free as included in the pilotage fees.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(1) The charges prescribed at serial number (4) in the schedule shall be levied not only in cases of cancellation of requisitions for inward and outward pilotage of vessels; but, also for the cancellation of requisitions for shifting of berth of vessel and remoooring or for turning a vessel around in her berth or for remoooring a vessel in the same berth due to position of heavy lifts or for any other reasons.

(2) The charges prescribed at serial number (4) shall, however, not be levied in the following cases:

(i). Cancellations received at least one hour before the Pilot's appointed boarding time of the vessel.

(ii). Cancellation caused for reasons attributable to the port.

(3) In the event of a vessel carrying a pilot outside the port limits for unavoidable reasons the master shall be bound to leave the pilot at the next nearest port and the master, owner or his representative shall be responsible for the repatriation and all connected formalities thereof and shall also be liable to pay all expenses incurred in the matter of boarding, lodging, other reasonable expenses and the repatriation of the pilot thus over carried. In addition, compensation at the rates prescribed at serial number (6) in the schedule shall be payable by the master of the vessel till the pilot reports back to duty at the port.

2.2.3. Shifting Charges

(I) Shifting between berths in South Break Water (Berth No.I to IX and Shallow Draught Berths) / North Break Water (Coal Jetties I&II, Oil Jetty, NCB I, NCB II

SLNo.	Size of vessel	Rate per GRT	
		Coastal vessel (in Rs)	Foreign-going vessel (in US \$)
1	Upto 10,000 GRT.	2.6200	0.1001
2	10,001 - 15,000 GRT.	2.7100	0.1036
3	15,001 - 20,000 GRT.	2.8000	0.1073
4	20,001 - 25,000 GRT.	2.9000	0.1111
5	25,001 - 30,000 GRT.	3.0000	0.1148
6	Above 30,001	3.0900	0.1187

The shifting fee prescribed above is subject to a minimum charge of Rs.4,536.84 per ship in case of coastal vessel and US\$173.98 per ship in case of foreign-going vessel.

(II) Shifting between berths from South Break Water (Berth No.I to IX and Shallow Draught Berths) to North Break Water (Coal Jetties I&II, Oil Jetty and from North Break Water (Coal Jetties I & II, Oil Jetty) to NCB I, NCB II and proposed NCB III & IV or vice versa

SLNo.	Size of vessel	Rate per GRT	
		Coastal vessel (in Rs)	Foreign-going vessel (in US \$)
1	Upto 10,000 GRT.	5.21	0.2003
2	10,001 - 15,000 GRT.	5.40	0.2071
3	15,001 - 20,000 GRT.	5.60	0.2147
4	20,001 - 25,000 GRT.	5.78	0.2222
5	25,001 - 30,000 GRT.	5.98	0.2298
6	Above 30,001	6.19	0.2372

The shifting fee prescribed above is subject to a minimum charge of Rs.9073.67 per ship in case of coastal vessel and US\$ 347.96 per ship in case of foreign-going vessel.

General notes relating to Schedule 2.2.1., 2.2.2. and 2.2.3.

(1). (i). For piloting a vessel on cold move, 100% of the applicable pilotage fee will be levied if both inward and outward movements are cold move in addition to the normal pilotage fee. In case only one movement is cold, then 50% of the applicable pilotage fee will be levied in addition to the normal pilotage fee.

(ii). For shifting a vessel on cold move, 100% of the applicable shifting charge shall be leviable in addition to the normal shifting charge.

(2). Shifting a vessel from any berth to outer anchorage shall mean completion of pilotage act; on re-entry by the vessel under the same port entry, pilotage fees afresh shall be payable as prescribed under the Schedule.

(3). No charges shall be levied for shifting of a vessel for port convenience.

(i). "Port convenience" is defined to mean the following:

(a). If a working cargo vessel at berth or 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".

(b). 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 Port Convenience.

(c). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions such shifting shall be considered as "Shifting for Port Convenience".

Proposed SOR

(1) The charges prescribed at serial number (4) in the schedule shall be levied not only in cases of cancellation of requisitions for inward and outward pilotage of vessels; but, also for the cancellation of requisitions for shifting of berth of vessel and remoooring or for turning a vessel around in her berth or for remoooring a vessel in the same berth due to position of heavy lifts or for any other reasons.

(2) The charges prescribed at serial number (4) shall, however, not be levied in the following cases:

(i). Cancellations received at least one hour before the Pilot's appointed boarding time of the vessel.

(ii). Cancellation caused for reasons attributable to the port.

(3) In the event of a vessel carrying a pilot outside the port limits for unavoidable reasons the master shall be bound to leave the pilot at the next nearest port and the master, owner or his representative shall be responsible for the repatriation and all connected formalities thereof and shall also be liable to pay all expenses incurred in the matter of boarding, lodging, other reasonable expenses and the repatriation of the pilot thus over carried. In addition, compensation at the rates prescribed at serial number (6) in the schedule shall be payable by the master of the vessel till the pilot reports back to duty at the port.

2.2.3. Shifting Charges

SLNo.	Size of vessel	Rate per GRT	
		Coastal vessel (in Rs)	Foreign-going vessel (in US \$)
1	Upto 30,000 GRT.	5.05	0.1937
2	30,001 - 60,000 GRT	4.04	0.1549
3	60,001 and above GRT	3.54	0.1356

The Pilotage fee prescribed above is subject to a minimum charge of Rs.8504.22 in case of coastal vessel and US\$326 per ship in case of foreign-going vessel

Note

One Shifting Charges is free. For more than one shifting charges, the above rates are applicable

General notes relating to Schedule 2.2.1., 2.2.2. and 2.2.3.

(1). (i). For piloting a vessel on cold move, 100% of the applicable pilotage fee will be levied if both inward and outward movements are cold move in addition to the normal pilotage fee. In case only one movement is cold, then 50% of the applicable pilotage fee will be levied in addition to the normal pilotage fee.

(ii). For shifting a vessel on cold move, 100% of the applicable shifting charge shall be leviable in addition to the normal shifting charge.

(2). Shifting a vessel from any berth to outer anchorage shall mean completion of pilotage act; on re-entry by the vessel under the same port entry, pilotage fees afresh shall be payable as prescribed under the Schedule.

(3). No charges shall be levied for shifting of a vessel for port convenience.

(i) "Port convenience" is defined to mean the following:

(a). If a working cargo vessel at berth or 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".

Deleted

(c). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions such shifting shall be considered as "Shifting for Port Convenience".

Reasons / Justification for amendments

To the benefit of users one shifting charges is proposed free as included in the pilotage fees. For additional shifting required, 35% of pilotage charges is proposed as shifting fee.

As one shifting is made free, this is not required

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR	Proposed SOR	Reasons / Justification for amendments
<p>(d). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent-berth due to length restrictions, such shifting shall also be considered as "Shifting for Port Convenience".</p> <p>(e). Whenever a vessel is shifted from berths to accommodate another vessel carrying hazardous cargo which needs adjacent-berth to be kept vacant for safety reasons such shifting shall also be considered as " Shifting for Port Convenience ".</p> <p>(f). Shifting a vessel from deeper draft berth to lower draft berth in VOC wharf to accommodate the first waiting vessel requiring deeper draft berth provided no other vessel requiring lower draft berth waits, in the queue shall also be considered as "SHIFTING FOR PORT CONVENIENCE".</p> <p>(g) Shifting of vessel during adverse weather condition to anchorage and bring it back to berth.</p> <p>(ii). 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:</p> <p>(a). Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.</p> <p>(b). Vessels using the berth exclusively for overside loading/discharge.</p> <p>(c). Vessels which are idling at berth without doing any cargo handling operations.</p> <p>(4).In respect of "priority berthing / ousting priority" to any vessel, the charges for "shifting in" and "shifting out" shall be levied at the rate applicable to one pilotage act.</p> <p>(5).Shifting from deeper draft berth to lower draft berth and vice versa in respect of any vessel shall be carried out only on priority / ousting priority request from the steamer agent / the master of the next vessel in the queue for berthing. The charges payable shall be equivalent to one pilotage act as prescribed in the schedule. When the working vessel is to complete loading/ unloading and is ready for sailing out within 24 hours from the time the request for ousting priority from the vessel is received, the former vessel will not be shifted unless vacant berths are available for completing the handling of the former vessel.</p> <p>(6).Ousting priority shall mean ousting a working vessel in a berth or jetty and berthing another vessel asking for such ousting permission in view of the following:</p> <p>(i). Warranted by the hazardous nature of the cargo and dock safety requirements.</p> <p>(ii). The time schedule in the voyage is to be kept up by vessel carrying foodgrains for public consumption and fuel, oil and coal meant for consumption by public utility services, viz., thermal power plants, Government companies dealing in manufacturing, refining and or distribution of such products.</p> <p>(iii). As directed by the Government from time to time in this regard.</p> <p>(7).In cases of ousting priority, over and above the pilotage fees leviable on the vessel availing the benefit of such ousting, additional pilotage fees equivalent to the pilotage fees for the vessel so ousted shall be leviable from the former.</p> <p>(8).Full pilotage charges will be levied when ousted vessel is shifted to anchorage. If ousted vessel is shifted to other berths, shifting charges as applicable for the ousted vessels shall be levied as per Scale of Rates. The vessel availing the benefit of ousting priority shall be liable to pay the additional pilotage / shifting fee prescribed in this note.</p> <p>(9).(a).When any/ all of the following conditionalities are not satisfied in respect of a working vessel at a berth then the vessel will be shifted with the approval of Chairman to outer anchorage or another available and suitable berth with respect to the draught of the vessel:</p> <p>(i). When a vessel is operating with ship derricks either in a crane berth or non-crane berth and she is idle due to non-working of the crane for a period of four hours in a shift either continuously or intermittently (less than fifteen minutes excluded).</p> <p>(ii). .When a vessel is keeping idle in a shift for a period of four hours in a shift either continuously or intermittently (less than fifteen minutes excluded), though gangs are deployed by Cargo Handling Division of the Port.</p> <p>(iii).When the productivity of a vessel per shift is continuously less than the average productivity per shift for the cargo during the previous year during the continuous period of two /three shifts.</p> <p>(iv).When the vessel is waiting for cargo (whether gang is requisitioned and deployed or not) continuously or intermittently for a period of four hours in a shift and in two consecutive shifts."</p> <p>(b).The following charges shall be levied for shifting of a vessel to outer anchorage/ any other berth on account of its non performance:</p> <p>(i).In case a vessel is shifted to outer anchorage pilotage fee as prescribed in Schedule 2.2.1 shall be levied on re-entry of the vessel under the same port entry.</p> <p>(ii). In case a vessel is shifted between berths I to VI,VII,VIII or between Coal Jetty I and II, Oil Jetty,North Cargo Berth No.I and II, 25% of the pilotage fees prescribed in Schedule 2.2.1 shall be levied.</p> <p>(iii).If a vessel shifted from Coal jetties and Oil Jetty to berth nos. I to VI and vice versa, 50% of the pilotage fee prescribed in Schedule 2.2.1 shall be levied.</p> <p>(10).Only in cases of any extra-ordinary circumstances and in cases which are not specifically provided in the Scale of Rates, Chairman, Port Trust may decide whether the movement of a vessel is for port / Agent's convenience.</p>	<p>(d). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent-berth due to length restrictions, such shifting shall also be considered as "Shifting for Port Convenience".</p> <p>(e). Whenever a vessel is shifted from berths to accommodate another vessel carrying hazardous cargo which needs adjacent-berth to be kept vacant for safety reasons such shifting shall also be considered as " Shifting for Port Convenience ".</p> <p>(f). Shifting a vessel from deeper draft berth to lower draft berth in VOC wharf to accommodate the first waiting vessel requiring deeper draft berth provided no other vessel requiring lower draft berth waits, in the queue shall also be considered as "SHIFTING FOR PORT CONVENIENCE".</p> <p>(g) Shifting of vessel during adverse weather condition to anchorage and bring it back to berth.</p> <p>Deleted</p> <p>Deleted</p> <p>(5).Shifting from deeper draft berth to lower draft berth and vice versa in respect of any vessel shall be carried out only on priority / ousting priority request from the steamer agent / the master of the next vessel in the queue for berthing. The charges payable shall be equivalent to one pilotage act as prescribed in the schedule. When the working vessel is to complete loading/ unloading and is ready for sailing out within 24 hours from the time the request for ousting priority from the vessel is received, the former vessel will not be shifted unless vacant berths are available for completing the handling of the former vessel.</p> <p>(6).Ousting priority shall mean ousting a working vessel in a berth or jetty and berthing another vessel asking for such ousting permission in view of the following:</p> <p>(i). Warranted by the hazardous nature of the cargo and dock safety requirements.</p> <p>(ii). The time schedule in the voyage is to be kept up by vessel carrying foodgrains for public consumption and fuel, oil and coal meant for consumption by public utility services, viz., thermal power plants, Government companies dealing in manufacturing, refining and or distribution of such products.</p> <p>(iii). As directed by the Government from time to time in this regard.</p> <p>(7).In cases of ousting priority, over and above the pilotage fees leviable on the vessel availing the benefit of such ousting, additional pilotage fees equivalent to the pilotage fees for the vessel so ousted shall be leviable from the former.</p> <p>(8).Full pilotage charges will be levied when ousted vessel is shifted to anchorage. If ousted vessel is shifted to other berths, shifting charges as applicable for the ousted vessels shall be levied as per Scale of Rates. The vessel availing the benefit of ousting priority shall be liable to pay the additional pilotage / shifting fee prescribed in this note.</p> <p>(9).(a).When any/ all of the following conditionalities are not satisfied in respect of a working vessel at a berth then the vessel will be shifted with the approval of Chairman to outer anchorage or another available and suitable berth with respect to the draught of the vessel:</p> <p>(i). When a vessel is operating with ship derricks either in a crane berth or non-crane berth and she is idle due to non-working of the crane for a period of four hours in a shift either continuously or intermittently (less than fifteen minutes excluded).</p> <p>(ii). .When a vessel is keeping idle in a shift for a period of four hours in a shift either continuously or intermittently (less than fifteen minutes excluded), though gangs are deployed by Cargo Handling Division of the Port.</p> <p>(iii).When the productivity of a vessel per shift is continuously less than the average productivity per shift for the cargo during the previous year during the continuous period of two /three shifts.</p> <p>(iv).When the vessel is waiting for cargo (whether gang is requisitioned and deployed or not) continuously or intermittently for a period of four hours in a shift and in two consecutive shifts."</p> <p>(b).The following charges shall be levied for shifting of a vessel to outer anchorage/ any other berth on account of its non performance:</p> <p>(i).In case of shifting between berths within harbour basin, shifting charges shall be collected at 35% of pilotage fee prescribed in schedule 2.2.1</p> <p>Deleted</p> <p>Deleted</p> <p>(10).Only in cases of any extra-ordinary circumstances and in cases which are not specifically provided in the Scale of Rates, Chairman, Port Trust may decide whether the movement of a vessel is for port / Agent's convenience.</p>	<p>As one shifting is made free, this is not required</p> <p>As one shifting is made free, this is not required</p> <p>Average of previous shifting tariff 25% and 50% is proposed.</p>

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

2.3. SCHEDULE OF TUG HIRE FEES

SLNo.	Particulars	Unit	Rates	
			Coastal vessel(in Rs)	Foreign-going vessel (in US \$)
1	Harbour tugs of more than 10 Ton Bollard Pull engaged for towing barges, lighters, etc., and for services other than berthing, unberthing, shifting, mooring and remooing			
	(i). Within inner Harbour.	Per tug per hour or part thereof	3,764.29	144.3581
	(ii). When engaged within port limits.	-do-	7,528.57	288.7175
	(iii). When engaged for salvage work within the port limits.	-do-	11,763.61	451.1274
	(iv). When engaged for salvage work outside the port limits.	-do-	15,056.81	577.4196
2	Hire charges for Tugs, Launches and other Harbour Craft			
	(i). Pilot Launches	For hour or part thereof	1,507.59	57.8155
	(ii). Mooring Launches	-do-	942.24	36.1341
	(iii). Tugs below 10 Tonnes Bollard Pull	-do-	1,130.69	43.3603
	(iv). Dumb Barge	-do-	288.65	481.1300
	(v). Mooring Boats	-do-	333.83	556.4300
	(vi). Tugs of 10 Tonnes Bollard pull	-do-	3,446.63	132.1770
3	Additional tug charge for towage of each lighter or sailing vessel in any one direction	Per tug per hour or part thereof	301.60	11.5661
4	Tug hire charges when requisitioned but not utilised or delayed (applicable for all tugs irrespective of their capacity).			
	(i). Non-utilisation of the tug by the hirer for any reason, other than those exceptional circumstances under which the hirer has no control and is not at fault and the tug released within one hour from the time of reporting for assigned work.	Per tug	1,882.11	72.1771
	(ii). In the case of the tug being delayed by the hirer beyond one hour from the time the tug has reported for work due to reasons other than exceptional circumstances under which the hirer has no control and is not at fault.			
	(a). For first one hour.	Per tug	3,764.29	144.3581
	(b). For every additional half an hour or part thereof.	Per tug	1,531.10	58.7179

Proposed SOR

2.3. SCHEDULE OF TUG HIRE FEES

SLNo.	Particulars	Unit	Rates (in Rs.)	
1	Harbour tugs of more than 10 Ton Bollard Pull engaged for towing barges, lighters etc., and for services other than berthing, unberthing, shifting, mooring and remooing			
	(i). Within inner Harbour.	Per tug per hour or part thereof		8,054.95
	(ii). When engaged within port limits.	-do-		16,109.89
	(iii). When engaged for salvage work within the port limits.	-do-		25,172.16
	(iv). When engaged for salvage work outside the port limits.	-do-		32,219.06
2	Hire charges for Tugs, Launches and other Harbour Craft			
	(i). Pilot Launches	For hour or part thereof		3,225.99
	(ii). Mooring Launches	-do-		2,016.24
	(iii). Tugs below 10 Tonnes Bollard Pull	-do-		2,419.49
	(iv). Dumb Barge	-do-		617.66
	(v). Mooring Boats	-do-		714.34
	(vi). Tugs of 10 Tonnes Bollard pull	-do-		7,375.21
3	Additional tug charge for towage of each lighter or sailing vessel in any one direction	Per tug per hour or part thereof		645.37
4	Tug hire charges when requisitioned but not utilised or delayed (applicable for all tugs irrespective of their capacity).			
	(i). Non-utilisation of the tug by the hirer for any reason, other than those exceptional circumstances under which the hirer has no control and is not at fault and the tug released within one hour from the time of reporting for assigned work.	Per tug		4,027.40
	(ii). In the case of the tug being delayed by the hirer beyond one hour from the time the tug has reported for work due to reasons other than exceptional circumstances under which the hirer has no control and is not at fault.			
	(a). For first one hour.	Per tug		8,054.95
	(b). For every additional half an hour or part thereof.	Per tug		3,276.30

Reasons / Justification for amendments

The usage of Tug and other crafts are for miscellaneous purposes not related to vessel related services. Hence the relevance of Foreign and coastal distinction is not required. The rates therefore are made common by converting the current coastal rate of 60% converted into single rate of 100%.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

5	Cancellation charges in respect of floating craft mentioned in Sl. No. 2 above, whose services have been requisitioned but not utilised or delayed.If cancellation was done without giving 3 hours Notice.			
	(i). Launch (Flat Rate).	Per tug	301.60	11.5661
	(ii). In respect of Tug (Flat Rate).	Per tug	603.20	23.1322

Notes:

(1)Tug service shall be provided as part of the pilotage service (without any charge) on requisition from Master/Owners, Agents of vessels for purposes of berthing,

un-berthing, shifting, mooring, re-mooring and all connected works. Tug service provided as part of shifting service shall also be without any charge.

(2).The tug hire charges in respect of items (iii) and (iv) in serial number (1) includes the cost of ration to the crew, the services of the crew and the victualling of the officers deputed for salvage or other operations; but, excludes the cost of insurance plus incidental charges at 20 percent of the insurance premium which will also be recovered in addition to the rates prescribed.

(3). (i).If cancellation in respect of floating craft specified in serial number 2 is done without giving two hours notice, hire charges for one hour at the rates applicable to the particular craft shall be levied.

(ii).In the case of delay on the part of the port user in utilising the craft specified in serial number 2 from the time of requisition, the actual hire charges as prescribed for the particular craft shall be levied from the time indicated in the requisition.

(4).Additional fees of 50 percent of the charges otherwise leviable shall be recovered for work performed on Sundays and port non-operating days or between the hours of 6.00 p. m. and 6.00 a. m. In the case of Zone 'B' no charges shall be levied for the work performed between the hours of 6.00 p.m. and 6.00 a.m. on port working days.

(5).The VOCPT may, at its discretion, hire out the floating craft outside the port limits at the rates prescribed above.

2.4. BERTH HIRE FEES

2.4.1. SCHEDULE OF BERTH HIRE CHARGES

SLNo.	Particulars	Rate per GRT per hour or part	
		Coastal vessel(in Rs)	Foreign- going vessels (in US \$)
1	Upto and inclusive of 3,000 GRT	0.099 subject to a minimum of Rs.196.31	0.0038 subject to a minimum of US \$ 7.5275
2	3,001 to 10,000 GRT	0.066 subject to a minimum ofRs.299.68	0.0025 subject to a minimum ofUS \$ 11.4933
3	10,001 to 15,000 GRT	0.085	0.0033
4	15,001 to 20,000 GRT	0.106	0.0041
5	20,001 to 25,000 GRT	0.145	0.0056
6	25,001 to 30,000 GRT	0.158	0.0061
7	30,001 GRT and above	0.172	0.0066

2.4.2.SCHEDULE OF BERTH HIRE CHARGES FOR OTHER VESSELS

Sl. No.	Particulars	Unit	Rate per hour or part thereof	
			Coastal vessel(in Rs)	Foreign-going vessels (in US \$)
1	Non-commercial vessels like tugs and barges	Per vessel per hour or part thereof	19.95	Rs.33.26
2	Craft registered under the Harbour Craft Rules of V.O. ChidambaranarPort Trust.	-do-	0.92	Rs1.57
3	Other Crafts	-do-	1.32	Rs.2.19
4	Additional Berth Hire Charges after expiry of time given by the Deputy Port Conservator, to vacate the berth. (notice given atleast 12 hours in advance)			
	(i). For the first 12 hours	Per hour or part thereof	1,568.23	60.1397
	(ii). For the next 12 hours	-do-	3,137.91	120.3377
	(iii). Thereafter	-do-	4,706.13	180.4774

Proposed SOR

5	Cancellation charges in respect of floating craft mentioned in Sl. No. 2 above, whose services have been requisitioned but not utilised or delayed.If cancellation was done without giving 3 hours Notice.		
	(i). Launch (Flat Rate).	Per tug	645.37
	(ii). In respect of Tug (Flat Rate).	Per tug	1,290.75

Notes:

(1)Tug service shall be provided as part of the pilotage service (without any charge) on requisition from Master/Owners, Agents of vessels for purposes of

berthing, un-berthing, shifting, mooring, re-mooring and all connected works. Tug service provided as part of shifting service shall also be without any charge.

(2).The tug hire charges in respect of items (iii) and (iv) in serial number (1) includes the cost of ration to the crew, the services of the crew and the victualling of the officers deputed for salvage or other operations; but, excludes the cost of insurance plus incidental charges at 20 percent of the insurance premium which will also be recovered in addition to the rates prescribed.

(3). (i).If cancellation in respect of floating craft specified in serial number 2 is done without giving two hours notice, hire charges for one hour at the rates applicable to the particular craft shall be levied.

(ii).In the case of delay on the part of the port user in utilising the craft specified in serial number 2 from the time of requisition, the actual hire charges as prescribed for the particular craft shall be levied from the time indicated in the requisition.

(4).Additional fees of 50 percent of the charges otherwise leviable shall be recovered for work performed on Sundays and port non-operating days or between the hours of 6.00 p. m. and 6.00 a. m. In the case of Zone 'B' no charges shall be levied for the work performed between the hours of 6.00 p.m. and 6.00 a.m. on port working days.

(5).The VOCPT may, at its discretion, hire out the floating craft outside the port limits at the rates prescribed above.

2.4. BERTH HIRE FEES

2.4.1. SCHEDULE OF BERTH HIRE CHARGES

SLNo.	Particulars	Rate per GRT per hour or part thereof	
		Coastal vessel(in Rs)	Foreign- going vessels (in US \$)
1	Upto 30,000 GRT	0.2177	0.0084
2	30,001 GRT - 60,000 GRT	0.1742	0.0067
3	60,001 and above GRT	0.1524	0.0059

The berth hire charges prescribed above is subject to a minimum charges of Rs.270.52 in case of coastal vessel and US \$10.3729 per ship in case of foreign-going vessel

Reasons / Justification for amendments

Considering the installation of Mobile cranes in Berth No. IX which can be used in Berth No.5 and 6. The rebate for non provision of wharf crane is not required with respect to improved productivity resulting in reduced stay at Berth.

2.4.2.SCHEDULE OF BERTH HIRE CHARGES FOR OTHER VESSELS

Sl. No.	Particulars	Unit	Rate per hour or part thereof	
			Coastal vessel(in Rs)	Foreign-going vessels (in US \$)
1	Non-commercial vessels like tugs and barges	Per vessel per hour or part thereof	27.49	45.8323
2	Craft registered under the Harbour Craft Rules of V.O. ChidambaranarPort Trust.	-do-	1.27	2.1635
3	Other Crafts	-do-	1.82	3.0178
4	Additional Berth Hire Charges after expiry of time given by the Deputy Port Conservator, to vacate the berth. (notice given atleast 12 hours in advance)			
	(i). For the first 12 hours	Per hour or part thereof	2,161.02	82.8725
	(ii). For the next 12 hours	-do-	4,324.04	165.8254
	(iii). Thereafter	-do-	6,485.05	248.6979

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR				
5	(i). Charges for the Lash vessels during the process of operations of loading or unloading of cargo.	Per hour or part thereof	19.88	0.7627
	(ii). For barges waiting at safe fleeting area	-do-	6.61	0.2529
6	Berthing fees on sailing vessels and sea-going steam vessels coming alongside the wharves at Zone 'B' of the V.O. ChidambaramPort.			
	Sailing vessels other than lighters.			
	(i). During operation period (November to April)	Per GRT per hour or part thereof	0.0440	0.0013
	(ii). During lean period (May to October)	Per GRT per hour or part thereof	0.0082	0.0003
	Notes for Sl. No.6:(a). If voyage takes place during the lean period, the rate pertaining to operational period will be levied.(b). When vessel idles during operational period, the rate pertaining to lean period will be levied.(c). The lean period rates are applicable for the period of repairing at laybuoy (North Pier) of Zone-B.			
	(iii). Sea going steam vessels.	Per vessel / per hour or part thereof	14.07	0.5380
7	Fishing Vessels (Trawlers / Boats)			
	(i). at finger jetty.	Per vessel / per hour or part thereof	16.38	0.6289
	(ii). at VOC wharf and additional berth.	- do -	25.76	0.9862
8	Double banking		In respect of a vessel which is double banked with another vessel occupying a berth it will be charged half of the Berth hire charges specified at schedule 2.4.1 and 2.4.2.	
	Note on Sl. No. 7:Any vessel which continues to occupy any berth after the expiry of the time given by the Deputy Conservator/Traffic Manager to vacate the berth (notice of which had been given at least (12 hours in advance) shall pay additional berth hire charges at the following rates: -(i). For the first two days – At four times the rate of berth hire charges for authorised occupation.(ii). For third day and for subsequent days - At six times the rate of berth hire charges for authorised occupation.(iii). The additional berth hire charges shall be in addition to normal berth hire charges payable under the schedule.			

Notes:
(1).The period of hour shall be calculated from the time the vessel occupies berth.

(2).Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal conditions. There shall be a penal berth hire equal to berth hire charges of one day berth hire charge for a false signal.

(3).Vessel berthed at additional berths(other than Berth No.LIILIII and IV of VOC Wharf , finger jetty and shallow water berth and any other berth where wharf crane facility is not made available by the VOCPT,a rebate of 20% of the applicable berth hire charges will be allowed.

(4) The berth occupancy for each vessel will be determined based on the output norms as given below for levy of penal berth hire charges:

NORMS FOR ALL CARGOES		
DRY BULK CARGO		
Sl. No.	Commodity	Productivity (basis 3 hooks)
1	Coal (X). Geared	25,000
2	Coal other than IX Berth	9,000
3	Garnet Sand (Bulk)	6,000
4	Gypsum In Bulk	10,000
5	Ilmenite	8,000
6	Iron Ore	13,000
7	Lime Stones	10,000
8	Rock Phosphate	8,000
9	Petroleum Coke	8,000
10	Copper Concentrate	7,000
11	Potassium Sulphate (Mop,Sup)	9,000
12	Sulphur	8,000
13	Sugar(Raw)	7,000

Proposed SOR				
5	(i). Charges for the Lash vessels during the process of operations of loading or unloading of cargo.	Per hour or part thereof	27.39	1.0510
	(ii). For barges waiting at safe fleeing area	-do-	9.11	0.3485
6	Berthing fees on sailing vessels and sea-going steam vessels coming alongside the wharves at Zone 'B' of the V.O. ChidambaramPort.			
	Sailing vessels other than lighters.			
	(i). During operation period (November to April)	Per GRT per hour or part thereof	0.0600	0.0018
	(ii). During lean period (May to October)	Per GRT per hour or part thereof	0.0100	0.0004
	Notes for Sl. No.6:(a). If voyage takes place during the lean period, the rate pertaining to operational period will be levied.(b). When vessel idles during operational period, the rate pertaining to lean period will be levied.(c). The lean period rates are applicable for the period of repairing at laybuoy (North Pier) of Zone-B.			
	(iii). Sea going steam vessels.	Per vessel / per hour or part thereof	19.39	0.7414
7	Fishing Vessels (Trawlers / Boats)			
	(i). at finger jetty.	Per vessel / per hour or part thereof	22.57	0.8666
	(ii). at VOC wharf and additional berth.	- do -	35.50	1.3590
8	Double banking			
	In respect of a vessel which is double banked with another vessel occupying a berth it will be charged half of the Berth hire charges specified at schedule 2.4.1 and 2.4.2.			
Note on Sl. No. 7: Any vessel which continues to occupy any berth after the expiry of the time given by the Deputy Conservator/Traffic Manager to vacate the berth shall pay additional berth hire charges at the following rates: -				
(i). For the first two days – At four times the rate of berth hire charges for authorised occupation. (ii). For third day and for subsequent days - At six times the rate of berth hire charges for authorised occupation. (iii). The additional berth hire charges shall be in addition to normal berth hire charges payable under the schedule.				

Notes:
(1).The period of hour shall be calculated from the time the vessel occupies berth.

(2).Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal conditions. There shall be a penal berth hire equal to berth hire charges of one day berth hire charge for a false signal.

Deleted

(4) The berthing norms shall be regulated as per the berthing policy approved by the Board of Trustees of the Port from time to time

Reasons / Justification for amendments

The prescription of 12 hours notice is not required and DC can specify the time of vacation in the Notice itself. Hence the reference is deleted.

Please Refer 2.4.1

Since continuous monitoring is applied whenever charges in berthing norms takes place

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

Proposed SOR

Reasons / Justification for amendments

14	Salt In Bulk	7,000
15	Clinkers	7,000
16	Wheat	4,000
17	Diammonium Phosphate	6,000
18	Peas (Yellow)	4,000
19	Urea	6,000
20	Maize (Bulk)	4,000
21	Stone(Rough)	1,320
22	Stone Dust	1,500
23	Stone Aggregate	1,500
24	Oil Cake	2,500
25	Cattle Feed	4,000
26	Ilmenite (Import)	6,000
27	Lime Stone (Small vessels)	3,000
28	Marble Lumps	3,000
DRY BULK CARGO		
Sl No	Commodity	Productivity (Tonnes per Day)
1	Coal (Coal Jetty I & II)	15,000
2	Coal (North Cargo Berth I)	25,000
LIQUID CARGO		
Sl No	Cargo Name	Productivity
1	Furnace Oil – IOC	6,800
2	Naptha – IOC	10,000
3	Naptha – SPIC	2,800
4	Diesel Oil	3,000
5	LPG	3,600
6	Liquid Ammonia	5,000
7	Caustic Soda Lye	3,500
8	Palm Oil	3,000
9	Sulphuric Acid	3,000
10	Phosphoric Acid (Export)	2,200
11	Furnace Oil – Spic	3,000
12	VCM	1,600
13	Phosphoric Acid (Import)	4,800
BREAK BULK CARGO		
Sl. No	Cargo Name	Productivity
1	Cement	1,500
2	Iron and Steel Materials	1,500
3	Logs	3,000
4	Salt in Bags	2,500
5	Sugar in Bags	1,500
6	General Cargo	1,500
7	Granite	2,000
8	Cashew Nuts in Bags	800
9	Machineries	200

Note

The penalty / incentive for performance will be as under:

Situation	Penalty / Incentive
If the ship stays upto 5% (higher or lower) of the stipulated time for that commodity as specified in productivity norms.	Nil
Berth stay is more than 5% beyond the stipulated time for that commodity as specified in productivity norms.	Rs 500/- per hour or part thereof for every additional hour.
Berth stay is 5% lower than the stipulated time for that commodity as specified in productivity norms.	Rs 50/- per hour or part thereof for every hour of saving in berth time beyond 5%.

The Performance norms will be revised every quarter during the first year until the target norms for commodity are reached. Subsequent revision will be done yearly or upon up-gradation of berth infrastructure and conforming to directions of Ministry of Shipping, G.O.I.

Sub Note (1) of 4:

The norms proposed as Performance Standards are for normal situation. In computing actual performance achieved by each ship, any stoppage of operations on account of Force Majeure- rain, heavy wind etc., will be discounted.

Productivity norms will be with reference to 100% availability of Port's own/hired equipment at all berths or the conveyor system at IX Berth. If the same is not available, the norms will be proportionately reduced.

Deleted

Sub Note (1) of 4:

Deleted

Deleted

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(5).All Tankers carrying oil, petroleum products, chemicals in bulk, lube base stock in bulk shall be charged berth hire charges at 125% of the charges applicable to relative classification. For calculating priority or ousting priority charges as per Note-6, the berth hire charges shall be reckoned as 100% of charges applicable as per relative classification.

(6).Ousting Priority/Priority Berth Hire Charges:

(i).For providing the priority berthing to any vessel, a fee equivalent to berth hire charges for 24 hours or 75% of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.
(ii). For providing the ousting priority to any vessel, a fee equivalent to berth hire charges for 24 hours or 100% of the berth hire charges calculated for the total period of actual stay at the berth whichever is higher, shall be levied.

(7).When a vessel is shifted from V.O.C wharf to additional berth during the duration of every one hour of stay, berth hire charges as applicable to V.O.C wharf shall continue to be applied till the expiry of that hour. Thereafter, the rates as applicable to additional berths shall be levied. The same principle shall be applied when a vessel is shifted from additional berth to VOC wharf.

(8). Charges on lash vessels/ barges.

- (i).If the mother vessel is berthed alongside a wharf, all the charges as applicable to other vessels shall be recoverable.
- (ii).If the mother vessel is anchored at outer anchorage within the port limits, Port dues alone shall be levied.
- (iii).If anchored at inner anchorage, all applicable vessel-related charges excluding berth hire shall be recovered.
- (iv).The charges for towing of barges will be recovered as per the rates prescribed for the craft used.

(9).One day Berth Hire Charges is chargeable as the minimum charges for cancellation of services requisitioned. This will include amendment to Berthing Schedule, cancellation of Berthing, amendment to Computer entry in the system for E-booking etc.

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

11 (i) If the intimation for cancellation is received in advance before 24 hours of the time of services requested, there will be no penal berth hire charges; otherwise the same at one day's berth line is to be levied.

(ii) The amount of penalty for amendment is at Rs.5,000/- per amendment.

(12).If a vessel idles at berth without deployment of labour gang after lapse of four hours of berthing, Penal berth hire charges as prescribed in SLNo.4 of the above schedule of Berth Hire charges will be levied. Penal berth hire will not apply if such idling is on account of inability of the port to provide the labour gang requisitioned.

2.5.CHARGES FOR SUPPLY OF WATER TO SHIPPING

Sl. No.	Particulars	Unit	Rate	
			Coastal vessel (in Rs)	Foreign - going vessels (in US\$)
1	Water supplied to ships at the Wharf.	Per 1000 Liters or part thereof	104.24 Subject to a minimum Rs.2123.86	3.9984 subject to a minimum of US\$ 81.4462
2	Water supplied by water barge.	- do -	208.52	7.9970
3	Charges for the use of water barge.	Per Trip	14,538.96	557.5605
4	Cancellation charges when a water barge is ordered but, not cancelled in writing within 6 hours prior to the time of commencement of services.	Per barge	965.43	37.0226
5	Detention charge for the water barge detained beyond the period of one day i.e. 24 hours.	Per 8 hours and part thereof	3,272.52	125.5004

Proposed SOR

(5).All Tankers carrying oil, petroleum products, chemicals in bulk, lube base stock in bulk shall be charged berth hire charges at 125% of the charges applicable to relative classification. For calculating priority or ousting priority charges as per Note-6, the berth hire charges shall be reckoned as 100% of charges applicable as per relative classification.

(6).Ousting Priority/Priority Berth Hire Charges:

(i).For providing the priority berthing to any vessel, a fee equivalent to berth hire charges for 24 hours or 75% of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.
(ii). For providing the ousting priority to any vessel, a fee equivalent to berth hire charges for 24 hours or 100% of the berth hire charges calculated for the total period of actual stay at the berth whichever is higher, shall be levied.

Deleted

(8). Charges on lash vessels/ barges.

- (i).If the mother vessel is berthed alongside a wharf, all the charges as applicable to other vessels shall be recoverable.
- (ii).If the mother vessel is anchored at outer anchorage within the port limits, Port dues alone shall be levied.
- (iii).If anchored at inner anchorage, all applicable vessel-related charges excluding berth hire shall be recovered.
- (iv).The charges for towing of barges will be recovered as per the rates prescribed for the craft used.

Deleted

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

(11) Deleted

(12) Deleted

2.5.CHARGES FOR SUPPLY OF WATER TO SHIPPING

Deleted

Reasons / Justification for amendments

Since 20% rebate is dispensed with on the berth hire charges and all berths are proposed to be charged uniform rate.

Simplifying the procedure and to avoid hardship to the Users.

Simplifying the procedure and to avoid hardship to the Users.

Simplifying the procedure and to avoid hardship to the Users. Already take care of in productivity. Supply of labour gang is not mandatory for the port to supply

As there is no supply of water at wharfs and there is no provision for water supply to Ships. The same is deleted

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

Proposed SOR

Reasons / Justification for amendments

Notes:

(1).Charges for supply of water by water barge is inclusive of all incidental charges, which the port may have to incur on this account.

(2).The charges for water supply by water barge will be on the full capacity of the barge irrespective of the quantity of water actually supplied.

(3).In addition to the charges specified for serial number (3) above, Tug Hire and other incidental charges shall be levied as per the rates specified for the same in the Scale of Rates.

2.6.ANCHORAGE FEES

The following charges shall be levied as anchorage fee for stay of vessel (ship or steamer, sailing vessel, tugs, launches or other marine crafts) in the port waters within the notified port limits:

2.6.ANCHORAGE FEES

Deleted

Rationalization the benefit to the user

2.6.1.Schedule of Anchorage charges

Sl. No.	Particulars	Rate per GRT per hour or part thereof			
		For stay of vessel in any area inside the harbour basin but without occupying any of the berths/jetties either individually or by means of double banking		For stay of vessel in any area outside the harbour basin and within the notified Port Limits of V.O. Chidambaranar Port Trust.	
		Coastal vessel (in Rs)	Foreign - going vessels (in US\$)	Coastal vessel (in Rs)	Foreign - going vessels (in US\$)
1	Upto and inclusive of 3,000 GRT	0.02 subject to a minimum of Rs.39.30	0.0008 subject to a minimum of US\$1.5060	0.0080 subject to a minimum of Rs.15.85	0.00030 subject to a minimum of US\$ 0.6077
2	3,001 to 10,000 GRT	0.0130 subject to a minimum of Rs.59.94	0.00051 subject to a minimum of US\$2.2966	0.0053 subject to a minimum Rs.24.11	0.0002 subject to a minimum of US\$
3	10,001 to 15,000 GRT	0.0172	0.0006	0.0068	0.0002
4	15,001 to 20,000 GRT	0.0213	0.0008	0.0086	0.0003
5	20,001 to 25,000 GRT	0.0288	0.0011	0.0114	0.0004
6	25,001 to 30,000 GRT	0.0317	0.0012	0.0126	0.0005
7	30,001 GRT and above	0.0343	0.0013	0.0138	0.0005
8	Double Banking	In respect of a vessel which is double banked with another vessel occupying a berth it will be charged half of the anchorage charges specified in the above schedule.			

Schedule 2.6.1 (b) Anchorage Charges in case Berth is ready but vessel is not ready:

Sl.No	Particulars	Rate per GRT per hour or part thereof	
		For stay of vessel in any area outside the harbour basin and within the notified Port Limits of V.O. Chidambaranar Port Trust.	
		Coastal vessel (in Rs)	Foreign -- going vessels (in US \$)
1	Upto and inclusive of 3,000 GRT	0.0149 subject to a minimum of Rs.29.44	0.0006 subject to a minimum of US \$ 1.1291
2	3,001 to 10,000 GRT	0.0099 subject to a minimum of Rs.44.95	0.0004 subject to a minimum of US \$ 1.7240
3	10,001 to 15,000 GRT	0.0129	0.0005
4	15,001 to 20,000 GRT	0.0158	0.0006
5	20,001 to 25,000 GRT	0.0217	0.0008
6	25,001 to 30,000 GRT	0.0238	0.0009
7	30,001 GRT and above	0.0258	0.0010

Note:

(1). The above rates will apply after expiry of 12 hours from the anchorage time of the vessel and when a vacant suitable berth is available.

Schedule 2.6.1 (b) Anchorage Charges in case Berth is ready but vessel is not ready:

Deleted

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

Proposed SOR

Reasons / Justification for amendments

(2). The time for levy of Anchorage fee will count in such cases from the time the berth is available excluding the over lapping 12 hours' time of the waiting vessels.

Example

(a). In case a vessel arrived at 6.00 hours today and the berth is also vacant but the vessel is not ready till 18.00 hours (6.00 hrs + 12.00 hrs) there will be no penal anchorage charges since it is within the allowable 12.00 hours free period.

(b). In the same case, if the vessel is not ready till 20.00 hours but berth is still available, for the period of additional two hours after eligible free waiting period, the tariff as per clause 2.6.1(b) is applicable.

(c). In the same case, if the berth is ready only at 22.00 hours and the vessel is ready by 23.00 hours, then for the first four hours (18.00 hrs to 22.00 hrs) the tariff as per clause 2.6.1(a) is applicable and for remaining one hour (22.00 hrs to 23.00 hrs) the tariff as per clause 2.6.1(b) is applicable.

2.6.2.Schedule of Anchorage charges for other vessels

Sl. No.	Particulars	Unit	Rate per hour or part thereof			
			For stay of vessel in any area inside the harbour basin but without occupying any of the berths/jetties either individually or by means of double banking		For stay of vessel in any area outside the harbour basin and within the notified Port Limits of V.O. Chidambaranar Port Trust.	
			Coastal vessel (in Rs)	Foreign - going vessels (in US\$)	Coastal vessel (in Rs)	Foreign - going vessels (in US\$)
1	Non-Commercial vessels like tugs and barges	Per Vessel per hour or part thereof	5.00	8.33	1.99	3.30
2	Craft registered under the Harbour Craft Rules of V.O. Chidambaranar Port Trust	-do-	0.24	0.39	0.09	0.16
3	Other Crafts	Per Vessel per hour or part thereof	0.33	0.53	0.13	0.23
4	(i). Charges for the Lash-vessels during the process of operations of loading or unloading of cargo.	-do-	4.96	0.19	1.99	0.0762
	(ii). For barges waiting at safe fleeting area	-do-	1.66	0.06	0.66	0.0253
5	Berthing fees on sailing vessels and sea-going steam vessels coming alongside the wharves at Zone 'B' of the V.O. Chidambaranar Port.					
	(i). Sailing vessels other than lighters.	Per GRT per trip.	0.27	0.01	0.10	0.0042
	(ii). Sea going steam vessels.	Per vessel / per hour or part thereof	3.50	0.13	1.39	0.0538
6	Fishing Vessels (Trawlers)	Per GRT per trip.				
	(i). at finger jetty.	Per vessel / per hour or part thereof	4.10	0.1572	1.66	0.0629
	(ii). at VOC wharf and additional berth.	-do-	6.40	0.2465	2.58	0.0986
7	Double banking	In respect of a vessel which is double banked with another vessel occupying a berth, it will be charged half of the anchorage charge specified in the above schedule				

Note:

(1).Anchorage fees will be for stay of vessels for more than 12 hours

2.7. Schedule of Lighterage Operation fee in respect of vessels at anchorage:

Sl. No.	Particulars	Rate per hour or part thereof	
		Coastal vessel (in Rs)	Foreign - going vessels (in US\$)

2.6.2.Schedule of Anchorage charges for other vessels

Deleted

Note:

Deleted

2.7. Schedule of Lighterage Operation fee in respect of vessels at anchorage:

Sl. No.	Particulars	Rate per hour or part thereof	
		Coastal vessel (in Rs)	Foreign - going vessels (in US\$)

The slabs are modified as per TAMP Guidelines and discounts as per TAMP Guidelines for higher Slabs incorporated .

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

1	Upto and inclusive of 3,000 GRT	0.0200 subject to a minimum of Rs.39.30	0.0008 subject to a minimum of US \$ 1.51
2	3,001 to 10,000 GRT	0.0130 subject to a minimum of Rs.59.94	0.00051 subject to a minimum of US \$ 2.30
3	10,001 to 15,000 GRT	0.0172	0.0007
4	15,001 to 20,000 GRT	0.0213	0.0008
5	20,001 to 25,000 GRT	0.0289	0.0011
6	25,001 to 30,000 GRT	0.0317	0.0012
7	30,001 GRT and above	0.0344	0.0013
8	Double Banking	In respect of a vessel which is double banked with another vessel occupying a berth it will be charged half of the above charges specified in the above schedule.	

Notes:

(1).The facility is available to deep draught vessels carrying coal, food grains and pulses arriving with a draught of more than 10.7 metres which after lightening to a draught of 10.7 or 9.3 metres, as the case may be, will be handled at the berth.

(2).The facility is subject to the Steamer Agent obtaining Environmental Clearance and furnishing Mercantile Marine Department's certificate regarding safety of vessels used for lightering and carrying passengers.

(3).The barges carrying lightered cargo will be permitted to be berthed at Zone 'A' only subject to availability of berth.

(4).The lightered cargo can be handled in Zone 'B' also subject to payment of vessel related charges and wharfage charges as per Port SOR in respect of vessel/barges carrying such lightered cargo to Zone-B.

(5).For Pulses and Food grains if the berth No.8 is occupied and Port could not allot berth to the vessel, anchorage operations would be allowed till the vessel reaches 9.3 m draught or till such time that berth No.8 is available whichever is earlier.

(6).The Barges used for lightering the cargo if berthed in 'Easter Arm' and lash Jetty for handling of lightered cargo, the berth hire will be at 80% of the Normal rate.

CHAPTER – III

CARGO RELATED CHARGES

3.1. SCHEDULE OF WHARFAGE DUES

Sl. No.	Particulars	RATES (in Rupees)***				
		Unit of Charge	Zone A		Zone B	
			Foreign	Coastal	Foreign	Coastal
1	ANIMALS AND ANIMAL PRODUCTS	Each	75.30	45.18	36.99	22.19
2	CASHEW, FRUITS, NUTS, TAMARIND SEED					
	(a). Cashew nuts.	1 M.T.	39.63	23.78	31.71	19.02
	(b). Cashew Kernels.	1 M.T.	54.17	32.49	44.92	26.95
	(c). Tamarind seed.	1 M.T.	36.99	22.19	18.50	11.10
3	COAL & COKE	1 M.T.				
	(a). Charcoal in bags/bulk.	1 M.T.	36.99	22.19	15.85	9.51
	(b) Coal by whatever name described in Customs Document and used for Thermal Power Plants	1 M.T.	50.20	50.20	--	--
	(c) Coal by whatever name described in Customs Document other than sl.no.3(b) above.	1 M.T.	50.20	30.12	30.12	18.07
	(d) Thermal Coal	1 M.T.	50.20	50.20	--	--
4	COIR/YARN MATS	1 M.T.	55.48	33.29	27.75	16.65
5	CONSTRUCTION MATERIALS					
	(a). River sand, stone dust, bricks, tiles etc.,	1 M.T.	23.78	14.27	15.85	9.51

Proposed SOR

1	Upto 30,000 GRT	0.0407	0.0015
2	30,001 - 60,000 GRT	0.0326	0.0012
3	60,001 and above	0.0285	0.0011
4	Double Banking	In respect of a vessel which is double banked with another vessel occupying a berth it will be charged half of the above charges specified in the above schedule.	

Notes:
Deleted

Reasons / Justification for amendments

CHAPTER – III

CARGO RELATED CHARGES

3.1.1 SCHEDULE OF WHARFAGE DUES

Sl. No.	Cargo	Rates (In Rupees)						Rationalizing the tariff structure and description of cargoes to avoid ambiguities as provided by Traffic Department.
		Unit of charge	Zone A		Zone B			
			Foreign	Coastal	Foreign	Coastal		
1	Liquid Bulk (POL)							
	(i)	Diesel Oil	1 KL	78.02	78.02	-	-	
	(ii)	Furnace Oil	1 KL	110.25	110.25	-	-	
	(iii)	LPG	1 Cum	200.15	120.08	-	-	
	(iv)	Naptha	1 KL	118.72	118.72	-	-	
	(v)	Others – Not	1 KL	78.02	46.82	20.35	12.21	
	2	Liquid Cargo						
(i)		Caustic Soda Lye	1 KL	66.15	39.69	-	-	
(ii)		Liquid Ammonia	1 MT	144.17	86.51	-	-	
(iii)		Palm Oil	1 KL	78.02	46.82	20.35	12.21	
(iv)		Phosphoric Acid	1 MT	144.17	86.51	-	-	
(v)		Sulphuric Acid	1 MT	84.80	50.88	-	-	
(vi)		Vinyl Chlorides	1 MT	144.17	86.51	-	-	

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR						
	(b). Granite and Coral Stones.	1 M.T.	66.05	39.63	35.67	21.40
	(c). Cement.	1 M.T.	46.24	27.75	23.78	14.27
	(d). Clinker.	1 M.T.	36.99	22.19	18.50	11.10
	(e). Flvash	1 M.T.	23.78	14.27	15.85	9.51
6	CONTAINERS	1 M.T.				
	(a). Containers of 20 feet	Each	112.29	67.38	--	--
	(b). Cargo in Full Container Load 20 feet.	Each	561.45	336.87	--	--
	(c). Containers above 20 feet (Empty)	Each.	163.46	98.07		
	(d). Cargo in Full Container Load above 20 feet.	Each.	842.84	505.70	--	
7	COTTON-RAW	1Cum	46.24	27.75	23.78	14.27
8	FERTILIZERS					
	(a). Sulphur and Rock Phosphate	1 M.T.	43.59	26.15	19.82	11.89
	(b). MOP, Urea, DAP, SOP and other finished	1 M.T.	54.17	32.49	25.10	15.06
9	FOOD GRAINS and FOOD PRODUCTS					
	(a). Rice, Wheat and other foodgrains (raw broken or otherwise)	1 M.T.	55.48	33.29	25.10	15.06
	(b). Salt in bags/bulk.	1 M.T.	6.61	3.96	5.29	3.17
	(c). Sugar, candy or cube bags/bulk.	1 M.T.	55.48	33.29	42.27	25.37
	(d). Cattle Feed/Animal Feed.	1 M.T.	15.85	9.51	7.92	4.76
	(e). Maize.	1 M.T.	26.42	15.85	15.85	9.51
	(f). Copra cake.	1 M.T.	36.99	22.19	15.85	9.51
10	IRON and STEEL MATERIAL and iron scrap	1 M.T.	46.24	27.75	23.78	14.27
11	LIQUID CARGO	1 M.T.				
	(a). Phosphoric acid, Vinyl Chloride and Liquid Ammonia in bulk.	1 M.T.	112.29	67.38	--	--
	(b). Ethylene-di-Chloride.	1 M.T.	67.38	40.43	--	--
	(c). Sulphuric Acid	1 M.T.	66.05	39.63	--	--
	(d). Molasses.	1 M.T.	54.17	32.49	--	--
	(e). Caustic soda lye.	1 M.T.	51.52	30.91	--	--
	(f). Liquefied Petroleum Gas.	1 Cum.	155.89	93.53	--	--
	(g). Other Liquid Cargo not specified.	1 Cum.	118.90	71.34	--	--
	(h). Sludge oil	1 M.T.	62.23	37.34	31.11	18.66
	MILITARY GOODS.	1 M.T.	75.30	45.18	--	
13	OIL					
	(a). Oil Naphtha.	1 K.L.	92.47	92.47	--	--
	(b). Oil Furnace.	1 K.L.	85.87	85.87	--	--
	(c). Super Kerosene, Diesel Petrol.	1 K.L.	60.77	60.77	--	--
	(d). Oils-Animals or vegetables.	1 Cum.	60.77	36.47	15.85	9.51
	(e). Oils-Minerals other than specified	1 K.L.	60.77	36.47	15.85	9.51
14	ORES					
	(a). Ores and Minerals.					
	(i). For iron ore and iron pellets	1 M.T.	25.10	25.10	15.85	15.85
	(ii). Others	1 M.T.	25.10	15.06	15.85	9.51
	(b). Bauxite in bulk or	1 M.T.	36.99	22.19	15.85	9.51
	(c). Gypsum.	1 M.T.	9.25	5.54	5.29	3.17
	(d). Feldspar, Ilmenite Sand/routile, Garnet	1 M.T.	25.10	15.06	15.85	9.51
	(e). Copper Concentrate.	1 M.T.	72.66	43.59	--	--
	(f). Copper Anode	1 M.T.	72.66	43.59	--	--

Proposed SOR				Reasons / Justification for amendments			
	(vii)	Molasses	1 MT	69.55	41.71	-	-
	(viii)	Sludge Oil	1 MT	79.90	47.94	39.94	23.96
	(ix)	Others – Not specified	1 Cum	152.66	91.59	-	-
3	Dry Bulk – Coal						
	(i)	All Types of Coal					
	(a)	Mechanical	1 MT	64.45	64.45	-	-
	(b)	Manual	1 MT	64.45	64.45	-	-
	(ii)	Coking Coal					
	(a)	Mechanical	1 MT	70.90	70.90	-	-
	(b)	Manual	1 MT	70.90	70.90	-	-
	(iii)	Met Coke / Pet Coke	1 MT	77.34	77.34	-	-
	(iv)	Others – Not specified	1 MT	64.45	64.45	-	-
4	Dry Bulk – Others						
	(i)	Clinkers	1 MT	47.49	28.49	23.75	14.25
	(ii)	Cu. Concentrate	1 MT	93.29	55.97	-	-
	(iii)	Garnet Sand	1 MT	32.23	19.34	20.35	12.21
	(iv)	Gypsum Sand	1 MT	11.88	7.11	6.79	4.07
	(v)	Gypsum In Bulk	1 MT	11.88	7.11	6.79	4.07
	(vi)	Ilmenite	1 MT	32.23	19.34	20.35	12.21
	(vii)	Iron Ore	1 MT	32.23	32.23	20.35	20.35
	(viii)	Lime In Bulk	1 MT	32.23	19.34	20.35	12.21
	(ix)	Lime Stones	1 MT	32.23	19.34	20.35	12.21
	(x)	Potassium Sulphate	1 MT	69.55	41.71	32.23	19.34
		(MOP, SOP)					
	(xi)	Rock Phosphate	1 MT	55.97	33.57	25.45	15.27
	(xii)	Salt	1 MT	8.49	5.08	6.79	4.07
	(xiii)	Sugar	1 MT	71.23	42.74	34.27	32.57
	(xiv)	Sulphur	1 MT	55.97	33.57	25.45	15.27
	(xv)	Urea	1 MT	69.55	41.71	32.23	19.34
	(xvi)	Wheat	1 MT	71.23	42.74	32.23	19.34
	(xvii)	Others – Not specified	1 MT	71.23	42.74	20.35	12.21
5	Break Bulk						
	(i)	Cashew Kernel	1 MT	69.55	41.71	57.67	34.60
		Fruits and Nuts					
	(ii)	Cement	1 MT	59.37	35.63	30.53	18.32
	(iii)	Construction	1 MT	30.53	18.32	20.35	12.21
	(iv)	Granite	1 MT	84.80	50.88	45.80	27.48
	(v)	Iron and Steel Materials	1 MT	59.37	35.63	30.53	18.32
	(vi)	Logs / Timber	1 Cum	52.59	31.55	30.53	18.32
	(vii)	Machineries	1 MT	199.24	119.54	99.62	59.77
	(viii)	Wind Mill Blade	1 MT	260.00	260.00		
	(ix)	Others – Not specified	1 MT	71.23	42.74	20.35	12.21
6	Container						
	(i)	20 feet (empty)	Each	144.17	86.51	-	-
	(ii)	20 feet (loaded)	Each	720.85	432.51	-	-
	(iii)	Above 20 feet (empty)	Each	209.87	125.91	-	-
	(iv)	Above 20 feet (loaded)	Each	1,082.12	649.27	-	-
7	Ro Ro Vessel						

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR						
	(g). Copper Slag	1 M.T.	39.63	23.78	—	
15	TIMBER AND ALLIED PRODUCTS	1 Cum.	40.96	24.57	23.78	14.27
16	Goods not otherwise specified - Imported / Exported in Bulk.	1 M.T.	55.48	33.29	15.85	9.51
17	Wharf Dues in respect of Foodgrains manifested for Indian Ports and transhipped into a smaller vessel from tanker or bulk carrier at the Port.	1 M.T.	1.99	1.19		
18	Aluminum Products, Alcoholic Products, Fish, Fish Products, Dry fish and Meat Products, C.P. Goods, Cotton yarn and Products, Cycle parts and carpets, Tinned Food & PVC	1 M.T.	55.48	33.29	15.85	9.51
19	Chilies, Country Drugs, Senna Leaves, Palmyrah fiber, Personal effects, Vegetables and Provisions, Vehicles of Various Types and	1 M.T.	55.48	33.29	15.85	9.51
20	Pepper, Cardamom.	1 M.T.	55.48	33.29	15.85	9.51
21	Tea.	1 M.T.	55.48	33.29	15.85	9.51
22	Coffee.	1 M.T.	55.48	33.29	15.85	9.51
23	Machinery and Machinery Parts - Imported/ Exported in the schedule.	1 M.T.	155.18	93.11	77.59	46.55
24	Automobiles through Ro Ro vessels for handling below 1,600 CC	Nos.	517.25	310.35		
25	Automobiles through Ro Ro vessels for handling above 1,600 CC	Nos.	1,034.50	620.70		

For vehicle with laden containers with trailer, the tariff will be collected at composite rate covering both vehicle as prescribed above and container separately collecting the rate of container as per prevailing Scale of Rates vide SLNo.6 of this Schedule.

Note to SLNo.24 & 25:

For vehicle with laden containers with trailer, the tariff will be collected at composite rate covering both vehicle as prescribed above and container separately collecting the rate of container as per prevailing Scale of Rates vide SLNo.6 of this Schedule.

Notes:

(1).Wharfage charges on bulk cargo shall be recovered on the manifested tonnage of the vessels.In the case of export bulk cargo wharfage can be levied as declared in the EGM or with reference to the entire admitted quantity whichever is higher even if the EGM quantity is declared less than the admitted quantity. In case of Import Cargo, wharfage can be levied as declared in the IGM or entire delivered quantity whichever is higher.

Proposed SOR							Reasons / Justification for amendments
(i)	Automobiles through Ro Ro vessels for handling below 1,600 CC	Nos.	664.10	398.46	-	-	
(ii)	Automobiles through Ro Ro vessels for handling above 1,600 CC	Nos.	1,328.19	796.92	-	-	

Notes:

(1).Wharfage charges on bulk cargo shall be recovered on the manifested tonnage of the vessels.In the case of export bulk cargo wharfage can be levied as declared in the EGM or with reference to the entire admitted quantity whichever is higher even if the EGM quantity is declared less than the admitted quantity. In case of Import Cargo, wharfage can be levied as declared in the IGM or entire delivered quantity whichever is higher.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(2).Wharfage shall be payable on all cargoes admitted to the said port's transit areas for shipment. Cargo once shut out if admitted to the port again for shipment will also attract wharfage irrespective of the fact the wharfage was levied on an earlier occasion.

3).Transshipment:

(i). Goods consigned to ports other than Tuticorin as per the Bill of lading, if landed at Tuticorin for transshipment, shall be considered as transshipment cargo so long as it remains within the port security area, and shall pay single wharfage payable on landing.

(ii).For transshipment of cargo from ship to ship (swapping) outside the Port basin, wharfage shall not be collected. But, both the vessels shall pay 25% of the Port dues and charges of other services rendered as per the rates prescribed in the Scale of Rates except in respect of food grains manifested for Indian Ports.

(iii). As regards, transshipment of cargo from vessel to vessel inside the Harbour basin without using the landing place, the vessels shall pay Port dues and other charges as applicable in full, and 50% of single wharfage charges.

(iv). If transshipment cargo goes out of the port security area and thereafter comes into the port security area for loading into the vessel, the same shall not be treated as transshipment cargo and the cargo shall pay the wharfage again for loading into the vessel.

(v). Cargo transshipment fee @ Rs.4/- per tonne will be collected for cargo handled at the anchorage.

(vi).A fee on cargo transfer from vessel to barge or vice versa in the harbour basin will be levied at 50% of the wharfage rate prescribed in Schedule 3.1. of the Scale of Rates in addition to the wharfage leviable on such cargo for handling at berth.

(4).In case of cargo loaded into a vessel and subsequently unloaded due to various reasons, no wharfage shall be levied if the cargo is reshipped in the same vessel without leaving the port's premises. Wharfage shall, however, be levied again if the cargo is reshipped in another vessel.

(5).Wharfage on goods from vessels in distress:

Item No.	Classification for purpose of wharfage	Dues payable
(i).	Cargo of other ports landed from vessels in distress	Wharfage rate as prescribed in Schedule 3.1. shall be levied.
(ii).	Cargo that has paid exports wharfage at Tuticorin but has not been carried to destination.	No wharfage shall be levied at the time of landing or at the time of reshipment or if removed out of the VOCPT premises.
(iii).	Cargo of other ports reshipped without having left the VOCPT premises.	No wharfage shall be levied at the time of shipment.

(6).On packages containing articles of miscellaneous character, wharfage charges shall be levied at the rate applicable to individual cargo items.

(7).In the case of hazardous cargo, (i.e.) cargo identified as such in International Maritime Dangerous Goods Code (IMDG), classified as "Goods not otherwise specified", vide SI.No.16 and 23 of the above schedule, 100 percent of the wharfage shall be recovered over and above the normal dues".

(8).The following categories of goods shall be exempted from wharfage charges:

(i).Bonafide consumable/ Non-consumable ship stores;

(ii).Passenger's and Seaman's Bonafide baggage and personal effects accompanying them;

(iii).Empty gunnies and twines sent to ships to facilitate landing or loading of cargoes in bulk order replacing wet or torn bags;

Proposed SOR

Reasons / Justification for amendments

(2).Wharfage shall be payable on all cargoes admitted to the said port's transit areas for shipment. Cargo once shut out if admitted to the port again for shipment will also attract wharfage irrespective of the fact the wharfage was levied on an earlier occasion.

3).Transshipment:

(i). Goods consigned to ports other than Tuticorin as per the Bill of lading, if landed at Tuticorin for transshipment, shall be considered as transshipment cargo so long as it remains within the port security area, and shall pay single wharfage payable on landing.

(ii).For transshipment of cargo from ship to ship (swapping) outside the Port basin, wharfage shall not be collected. But, both the vessels shall pay 25% of the Port dues and charges of other services rendered as per the rates prescribed in the Scale of Rates except in respect of food grains manifested for Indian Ports.

(iii). As regards, transshipment of cargo from vessel to vessel inside the Harbour basin without using the landing place, the vessels shall pay Port dues and other charges as applicable in full, and 50% of single wharfage charges.

(iv). If transshipment cargo goes out of the port security area and thereafter comes into the port security area for loading into the vessel, the same shall not be treated as transshipment cargo and the cargo shall pay the wharfage again for loading into the vessel.

(v). Cargo transshipment fee @ Rs.6.91/- per tonne will be collected for cargo handled at the anchorage.

(vi).A fee on cargo transfer from vessel to barge or vice versa in the harbour basin will be levied at 50% of the wharfage rate prescribed in Schedule 3.1. of the Scale of Rates in addition to the wharfage leviable on such cargo for handling at berth.

(4).In case of cargo loaded into a vessel and subsequently unloaded due to various reasons, no wharfage shall be levied if the cargo is reshipped in the same vessel without leaving the port's premises. Wharfage shall, however, be levied again if the cargo is reshipped in another vessel.

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(iii).	Cargo of other ports reshipped without having left the VOCPT premises.	No wharfage shall be levied at the time of shipment.

(6).On packages containing articles of miscellaneous character, wharfage charges shall be levied at the rate applicable to individual cargo items.

(7).In the case of hazardous cargo, (i.e.) cargo identified as such in International Maritime Dangerous Goods Code (IMDG), classified as "Goods not otherwise specified", vide SI.No.16 and 23 of the above schedule, 100 percent of the wharfage shall be recovered over and above the normal dues".

(8).The following categories of goods shall be exempted from wharfage charges:

(i).Bonafide consumable/ Non-consumable ship stores;

(ii).Passenger's and Seaman's Bonafide baggage and personal effects accompanying them;

(iii).Empty gunnies and twines sent to ships to facilitate landing or loading of cargoes in bulk order replacing wet or torn bags;

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(iv).Goods consigned to or by the VOCPT;

(v).Postal mail bags.

(9). The box rate prescribed for cargo in FCL containers in serial number 6(b) and 6(d) in schedule 3.1. above will also apply in the case an LCL (Less than Container Load) container coming in and going out of the VOCPT as a unit load.

(10).All goods intended for shipment shall be assessed on export application. Similarly, all goods landed within the limits of port of Tuticorin shall be assessed on import application.

(11).The wharfrage shall be calculated on the total tonnage of each item of goods. For this purpose the gross and if the circumstances require, the net units of each package as specified in the relative invoice or other shipping document shall be reckoned with, subject to test check by the port authorities. In the absence of these documents or the specification of the gross units therein, the units actually arrived at by test check shall be taken as the gross units.

(12).Before classifying any cargo under 'unspecified category' in the wharfrage 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

(13). Vessels which call at the port, for which IGMs and/or EGMs are filed for the purposes of Customs Act, 1962 cannot be treated as "cargo" and they are conveyance only, and the port shall not charge wharfrage on such vessels.

3.2. SCHEDULE OF DEMURRAGE CHARGES

3.2.1.FREE PERIOD

Sl. No.	Particulars	Imports	Exports
1	General Cargo except Raw Cashew (Imports) and Wheat (Exports)	3 days	10 days
2	Raw Cashew (Imports)	5 days	-
3	Wheat (Exports)	-	15 days
4	Salvaged goods (Imports)	3 days	3 days

Notes:

(1).For the purpose of calculation of free period, Customs holidays and the port's non operating days shall be excluded.

(2).(i).Free period for imports shall be reckoned with following the date of complete discharge of the goods from the vessel on to jetties, quays or wharves.

(ii).When goods are landed from the vessel into lighters, barges or other floating crafts, the three working days shall be calculated from the date of complete discharge of goods from the lighters, barges or other floating crafts on the jetties, quays or wharves.

(iii). In the case of salvaged goods, the free days shall be reckoned with from the day following the date of notification of salvage by the receiver of wrecks in the official Gazette of Tamil Nadu State.

(3).(i).Free period for all exports except salvaged goods shall commence from the actual date of receipt of the goods in transit area at Zone A and Zone B.

Proposed SOR

(iv).Goods consigned to or by the VOCPT;

(v).Postal mail bags.

(9). The box rate prescribed for cargo in FCL containers in serial number 6(b) and 6(d) in schedule 3.1. above will also apply in the case an LCL (Less than Container Load) container coming in and going out of the VOCPT as a unit load.

(10).All goods intended for shipment shall be assessed on export application. Similarly, all goods landed within the limits of port of Tuticorin shall be assessed on import application.

(11).The wharfrage shall be calculated on the total tonnage of each item of goods. For this purpose the gross and if the circumstances require, the net units of each package as specified in the relative invoice or other shipping document shall be reckoned with, subject to test check by the port authorities. In the absence of these documents or the specification of the gross units therein, the units actually arrived at by test check shall be taken as the gross units.

(12).Before classifying any cargo under 'unspecified category' in the wharfrage 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

(13). To be modified as "Vessels which call at the port, for which IGM sand/or EGM are filed for the purposes of Customs Act, 1962 cannot be treated as "cargo" and they are conveyance only, and the port shall not charge wharfrage on such vessels. as per the MOS guidelines".

(14) Restow – Cargo of other ports landed from vessels and reshipped in the same vessel – wharfrage shall be levied as applicable.

Reasons / Justification for amendments

New provision is added

3.1.2 Cess for Pollution mitigating measures / spillage charges for dry bulk cargo

Cess for Pollution mitigating measures shall be levied at Rs.10/- per M.T in respect of all dry bulk cargoes excluding cargo handled through closed conveyors within port limits

Notes:

(a).Dusty cargoes handled through bags shall not attract cess for pollution mitigating measures under schedule 3.1.2

(b) The cess for pollution mitigating measures under schedule 3.1.2 shall be applicable to the dusty cargoes discharged inside Green Gate.

3.2. SCHEDULE OF DEMURRAGE CHARGES

3.2.1.FREE PERIOD

Sl. No.	Particulars	Imports	Exports
1	All Cargoes except Timber Loss.	7 days	30 days
2	Timber Logs	3 days	-

Notes:

(1).For the purpose of calculation of free period, Customs holidays and the port's non operating days shall be excluded.

(2).(i).Free period for imports shall be reckoned with following the date of complete discharge of the goods from the vessel on to jetties, quays or wharves.

(ii).When goods are landed from the vessel into lighters, barges or other floating crafts, the three working days shall be calculated from the date of complete discharge of goods from the lighters, barges or other floating crafts on the jetties, quays or wharves.

(iii). In the case of salvaged goods, the free days shall be reckoned with from the day following the date of notification of salvage by the receiver of wrecks in the official Gazette of Tamil Nadu State.

(3).(i).Free period for all exports except salvaged goods shall commence from the actual date of receipt of the goods in transit area at Zone A and Zone B.

For Imports

In view of the prevailing scenario of competition by private ports

For Exports

1. To encourage export

2. More time required for aggregation of cargo

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(ii). In case of salvaged goods (export) free period shall commence from the date on which the goods are actually salvaged up to the date the vessel commences loading.

(4).Transshipment cargo

The maximum period as per export cargo will be allowed and thereafter demurrage charges shall be levied as prescribed for export cargo.

(5).In the case of goods shut out by one vessel and subsequently shipped by another vessel the free period shall count upto 21 days excluding Customs holidays and

port's non-operating days, and thereafter demurrage charges shall be payable till the goods are shipped.

3.2.2.SCHEDULE OF DEMURRAGE CHARGES

SLNo.	Description	Unit	For Zone A	
			Import (in Rs.)	Export (in Rs.)
1	For the first six days.	Per day per wharfage unit	2.44	1.58
2	For the next six days.	-do-	3.96	3.10
3	Thereafter.	-do-	7.73	6.21
Note:(i). For Zone 'B', 50% of the above rates shall apply.(ii). In respect of Import, 75% of the rates prescribed above shall be levied for open storage of cargoes at wharf area.				

Notes:

(1).(i).The transit area shall be the area within the security wall excluding warehouse and open area leased for storage of cargo.

(ii).In exigencies, if import/export cargo require transit space and transit sheds are full/ there is shortage of space in transit sheds, some warehouse/s can be declared as "transit area" for the duration of congestion and all consignment will be eligible for storage on the transit terms during that period. These arrangements shall be approved by the Chairman on a case to case basis.

(2).No export cargo shall be admitted into the port premises without the permission in writing from the authorised official of the port. Normally, export cargo for a vessel shall be admitted only after the vessel is opened for exports.

(3).While calculating the demurrage charges, the unit to be adopted shall be the same as prescribed for levy of wharfage. Where the wharfage is prescribed on 'per unit' or **otherwise** the demurrage shall be calculated on the basis of weight of 'one tonne'.

(4).A minimum charge as for one tonne/one cubic metre shall be levied.

(5).Demurrage shall be collected on the basis of the actual weightment as determined by the weighbridge, and /or the railway receipt as issued by the Railway authority for carrying the cargo.

(6).Demurrage charges on unclaimed goods shall be charged from master of the ship or the steamer agents upto 2 months from the date of discharge, if they are not cleared within two months from the date of complete discharge of the vessel from which they were landed.

(7).Once demurrage charges begins to accrue no allowance shall be made for Sundays and port's non-operating days.

(8). Delivery of Goods

Goods shall not be delivered to owner or consignee unless all dues leviable thereon, including demurrage charges are paid.

(9).Congestion of Goods:

If at any time the VOCPT apprehends a serious congestion in the transit sheds or the transit area which may affect the rapid transit of goods through the port, it may direct the owners or consignees of any specific goods to remove such goods from the port premises within a specified period. If the goods are not removed within that period, the VOCPT may itself remove them and shall restack in any other place at the expense and at the sole risk of the owners or consignees. Goods so removed shall be charged demurrage fees at the rate of 100% of the wharfage plus actual handling charges incurred by the port.

(10).Goods detained by Customs:

The period during which the goods are detained by the Commissioner of Customs for the purpose of analytical test or technical tests, other than ordinary process of appraisalment and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Exporter, for such periods of detention, the demurrage charges shall be recovered as under:

Proposed SOR

Reasons / Justification for amendments

(4).Transshipment cargo

The maximum period as per export cargo will be allowed and thereafter demurrage charges shall be levied as prescribed for export cargo.

(5).In the case of goods shut out by one vessel and subsequently shipped by another vessel ,the free period shall be upto 10 days from the dayte of shut out

excluding Customs holidays and port's non-operating days, and thereafter demurrage charges shall be payable till the goods are shipped.

3.2.2.SCHEDULE OF DEMURRAGE CHARGES

SLNo.	Description	Unit	For Zone A	
			Import (in Rs.)	Export (in Rs.)
1	For the first 15 days.	Per day per wharfage unit	9.92	7.97
2	Thereafter. (Double Rate)	-do-	19.84	15.94
Note:(i). For Zone 'B', 75% of the above rates shall apply.				

Notes:

(1).(i).The transit area shall be the area within the security wall excluding warehouse and open area licensed for storage of cargo.

(ii) Transit area can be treated as warehouse area & vice versa as per trade requirement.

(2).No export cargo shall be admitted into the port premises without the permission in writing from the authorised official of the port. Normally, export cargo for a vessel shall be admitted only after the vessel is opened for exports.

(3).While calculating the demurrage charges, the unit to be adopted shall be the same as prescribed for levy of wharfage. Where the wharfage is prescribed on 'per unit' or **otherwise** the demurrage shall be calculated on the basis of weight of 'one tonne'.

(4).A minimum charge as for one tonne/one cubic metre shall be levied.

(5).Demurrage shall be collected on the basis of the actual weightment as determined by the weighbridge, and /or the railway receipt as issued by the Railway authority for carrying the cargo.

(6).Demurrage charges on unclaimed goods shall be charged from master of the ship or the steamer agents upto 2 months from the date of discharge, if they are not cleared within two months from the date of complete discharge of the vessel from which they were landed.

(7).Once demurrage charges begins to accrue no allowance shall be made for Sundays and port's non-operating days.

(8). Delivery of Goods

Goods shall not be delivered to owner or consignee unless all dues leviable thereon, including demurrage charges are paid.

(9).Congestion of Goods:

If at any time the VOCPT apprehends a serious congestion in the transit sheds or the transit area which may affect the rapid transit of goods through the port, it may direct the owners or consignees of any specific goods to remove such goods from the port premises within a specified period. If the goods are not removed within that period, the VOCPT may itself remove them and shall restack in any other place at the expense and at the sole risk of the owners or consignees. Goods so removed shall be charged demurrage fees at the rate of 100% of the wharfage plus actual handling charges incurred by the port.

(10).Goods detained by Customs:

The period during which the goods are detained by the Commissioner of Customs for the purpose of analytical test or technical tests, other than ordinary process of appraisalment and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Exporter, for such periods of detention, the demurrage charges shall be recovered as under:

With respect to enhanced free period rates re-fixed for period beyond free period.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

First 45 days	:	Free
46 days to 60 days	:	25% of actual demurrage charges
61 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rates 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 the full demurrage chares leviable.

- (i).first 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days; and,
(ii).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.

Notes:

- (i).The above time limits will be inclusive of all holidays.
(ii).The time limits can be relaxed in cases of Acts of God or the extra ordinary circumstances beyond human control.
(11).For re-stacking of cargo at VOC berth where siding is available for rail movement, the rate applicable as per schedule of Demurrage charges will be levied.

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

(13).If operational area is licenced on rental terms to users, demurrage charge on cargo stored thereat shall not be levied again.

3.3. Licence (Storage) Fee

Sl. No.	Particulars	Unit	Rates for Zone A (in Rs.)
1	COVERED SPACE		
	(i). For the first two weeks.	Per 10 sq. mtr./week or part thereof	204.77
	(ii). For the third and fourth week.	-do-	409.53
	(iii). For the fifth and sixth week.	-do-	614.30
	(iv). Thereafter for every subsequent week.	-do-	716.67
2	OPEN SPACE		
	(i). Outside the security wall of the Port.	per sq.mtr	
	Per month or part thereof	do	8.45
	Per week or part thereof	do	2.11
	(ii). Within the Security wall of the Port.	do	
	Per month or part thereof	do	10.57
	Per week or part thereof	do	2.64
	(iii). M.P.Shed and verandas of warehouses.	Per sq. mtr. / per month or part thereof	59.45
	(iv). Storage of containers outside the security wall (Storage area to be hired shall not be less than 2000 square metre)	do	5.95
	(v). For storage of coal in open space		
	(a). For cargo lying upto 7 weeks	Per sq. mtr. / per month or part thereof	2.64

Proposed SOR

First 45 days	:	Free
46 days to 60 days	:	25% of actual demurrage charges
61 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rates 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 the full demurrage charges leviable.

- (i).first 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days; and,
(ii).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.

Notes:

- (i).The above time limits will be inclusive of all holidays.
(ii).The time limits can be relaxed in cases of Acts of God or the extra ordinary circumstances beyond human control.
(11) Free period of 24 hours is allowed for Cargo stacked at railway siding and there after which charges will be levied @ 50% applicable Demurrage charges. New provision for free period

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

(13).If operational area is licenced on rental terms to users, demurrage charge on cargo stored thereat shall not be levied again.

3.3. Storage Fee

Sl. No.	Particulars	Unit	Rates for Zone A (in Rs.)
1	COVERED SPACE		
	(i). For the first 15 days	Per 10 sq. mtr./week or part thereof	262.90
	(ii). Thereafter upto 90 days	-do-	788.70
2	MP Shed	Per sq. mtr. / per month or part thereof	76.33
For Zone 'B' 75% of the rates prescribed above shall apply.			

The open space is proposed for regulation under Land Policy Guidelines and deleted in this schedule.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR			
	(b). For cargo lying for 8th to 9th weeks	do	5.29
	(c). For cargo lying for 10th to 13th weeks	-do-	7.92
	(d). For cargo lying thereafter	-do-	13.21
	For Zone 'B' 50% of the rates prescribed above shall apply.		

Notes:

(1).No goods shall be stored upon any land or in any shed specified in clause (c) of sub section (1) of section 49 of Major Port Trusts Act, 1963, and no such land or shed shall be used except under a licence issued for such purpose by the VOCPT or its authorised official.

(2).The licence issued by the VOCPT shall be in force for the period specified therein.

(3).Licence (storage) fee shall be payable in the manner specified in the licence and failure to pay the rates in accordance therewith shall attract penal interest as prescribed in point No.(vi) (b) in 1.2. General Terms and Conditions in Chapter I, on the amount due but not paid. If for any reason, outstanding due with penalty is not paid within 7 days of its due, the authorised official of the VOCPT shall have the right to terminate the licence and resume the land or shed allotted there under and in case of such termination or resumption of the land or shed, the licensee shall on no account be entitled to claim any compensation or to remove or take away the improvement if any made by him thereof.

(4).Goods stored on the land or in the shed under the licence shall remain at the licensee's risk and V.O. Chidambaranar Port Trust or any of its officers shall not in any manner be liable for any pilferage, theft, damage or any loss whatsoever thereof.

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

(6).If goods are stored in areas not covered under the licence, double the rate, specified shall be charged from the licensee for the period from the date of storage till such storage is regularised or the goods are removed.

(7).Any renewal of the licence issued shall be made only on an application made therefore. An application for renewal shall be made at least seven days prior to the date of expiry of the licence in case the period of licence is one year or less than one year, and atleast 30 days prior to the date of expiry of the licence in the case of other licences. Provided that, in the event of no order being passed on an application for renewal before the date of expiry of the licence, the same shall continue to be valid on the terms and conditions specified therein till orders are passed on the application for renewal.

(8). License(Storage) fee / Demurrage charges shall be payable on the packing materials such as gunny bags/pallet which are not cleared as soon as the cargo is exported/Imported and are remaining in the port beyond one day of the date of complete shipment/discharge of cargo.

(9).Goods stacked beyond the prescribed period admissible as per Licence issued and not renewed by the Port will attract double the rate already applicable for Licence (storage) fee' from the date following the date of expiry of Licence.

3.4.License (Storage) Fee for Marshalling Yard

Sl. No.	Particulars	Unit	Rate in Rs.
A.	Covered Space		
1	First slab of 3 days or part thereof	per 10 sq. mtrs.	132.11
2	Second slab of 3 days or part thereof	per 10 sq. mtrs.	198.16
3	Third slab of 3 days or part thereof	per 10 sq. mtrs.	264.21
4	Fourth slab of 3 days or part thereof	per 10 sq. mtrs.	330.26
5	Fifth slab of 3 days or part thereof	per 10 sq. mtrs.	396.32
6	Thereafter for every subsequent slab of 3 days or part thereof	per 10 sq. mtrs.	462.37
B.	Open Space Available 9600 Sq. Mtrs.		
1	First slab of 3 days or part thereof	per sq. mtr.	1.32
2	Second slab of 3 days or part thereof	per sq. mtr.	1.99
3	Third slab of 3 days or part thereof	per sq. mtr.	2.64
4	Fourth slab of 3 days or part thereof	per sq. mtr.	3.3
5	Fifth slab of 3 days or part thereof	per sq. mtr.	3.96

Proposed SOR

Reasons / Justification for amendments

Notes:

(1).No goods shall be stored upon any land or in any shed specified in clause (c) of sub section (1) of section 49 of Major Port Trusts Act, 1963, and no such land or shed shall be used except under a licence issued for such purpose by the VOCPT or its authorised official.

(2).The licence issued by the VOCPT shall be in force for the period specified therein.

Deleted

(4).Goods stored on the land or in the shed under the licence shall remain at the licensee's risk and V.O. Chidambaranar Port Trust or any of its officers shall not in any manner be liable for any pilferage, theft, damage or any loss whatsoever thereof.

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

(6).If goods are stored in areas not covered under the licence, double the rate, specified shall be charged from the licensee for the period from the date of storage till such storage is regularised or the goods are removed.

(7).Any renewal of the licence issued shall be made only on an application made therefore. An application for renewal shall be made at least seven days prior to the date of expiry of the licence in case the period of licence is one year or less than one year, and atleast 30 days prior to the date of expiry of the licence in the case of other licences. Provided that, in the event of no order being passed on an application for renewal before the date of expiry of the licence, the same shall continue to be valid on the terms and conditions specified therein till orders are passed on the application for renewal.

(8). Demurrage charges shall be payable on the packing materials such as gunny bags/pallet which are not cleared as soon as the cargo is exported/Imported To give clarity to the existing provision and are remaining in the port beyond one day of the date of complete shipment/discharge of cargo.

Deleted

3.4.Storage Fee for Marshalling Yard

Sl. No.	Particulars	Unit	Rate in Rs.
A.	Covered Space		
1	First slab of 3 days or part thereof	per 10 sq. mtrs.	169.62
2	Second slab of 3 days or part thereof	per 10 sq. mtrs.	254.42
3	Third slab of 3 days or part thereof	per 10 sq. mtrs.	339.22
4	Fourth slab of 3 days or part thereof	per 10 sq. mtrs.	424.02
5	Fifth slab of 3 days or part thereof	per 10 sq. mtrs.	508.84
6	Thereafter for every subsequent slab of 3 days or part thereof	per 10 sq. mtrs.	593.64

Open space is proposed for regulation under Land Policy Guidelines.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

6	Thereafter for every subsequent slab of 3 days or part thereof	per sq. mtr.	4.62
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Notes:

(i). The above rates are applicable for both export and import of cargo.

(ii).Only rail borne cargo is entitled for this facility.

(iii). Ships at berths will avail priority.

(iv). The above rates are for bagging activities only.

(v).Allotment will initially be for first 3 days only and renewable for subsequent slabs.

Rail borne bulk cargo without bagging or any other value addition activities will be entitled to 24 hours of free period from the time of storage admission/landing of the first consignment. Thereafter, rates as per above slabs will be applicable."

3.5 CESS FOR POLLUTION MITIGATING MEASURES:

Cess for Pollution mitigating measures shall be levied at Rs.5.17/- per M.T in respect of dusty cargoes discharged at the Port as listed below:- (Excluding cargo handled through closed conveyors).

Sl.No	Dusty Cargoes
1	Coal
2	Gypsum in Bulk
3	Ilmenite
4	Iron Ore
5	Lime Stones
6	Rock Phosphate
7	Petroleum Coke
8	Copper Concentrate
9	Potassium Sulphate (Mop,Sop)
10	Sulphur
11	Clinkers
12	Diammonium Phosphate
13	Urea
14	Stone Dust
15	Stone Aggregate
16	Oil Cake/Copra

Notes:

(a) Dusty cargoes handled through bags shall not attract cess for pollution mitigating measures under schedule 3.5.

(b) The cess for pollution mitigating measures under schedule 3.5 shall be applicable to the cargoes discharged through the conveyor from 9th berth to coal yard inside Green Gate.

CHAPTER – IV

4.1. CHARGES FOR SPECIAL SERVICES TO REEFER CONTAINERS

Sl. No.	Particulars	Rate per connection per 4 hours or part thereof		
		Up to 20' length (in Rs.)	Above 20' length but up to 40'(in Rs.)	Above 40' length (in Rs.)
1	Charges for electrical and other installation provided by the port including the charges for electricity consumed and monitoring the reefer containers.	140.03	210.04	280.06

4.2. CHARGES FOR HANDLING CONTAINERS USING MECHANICAL APPLIANCES

Sl. No.	Particulars	Rate per container per operation (in Rs.)	
		Foreign	Coastal
1	Loaded container upto 20' in length.	585.23	351.14
2	Loaded container above 20' and upto 40' in length.	877.85	526.71

Proposed SOR

Reasons / Justification for amendments

Notes:

(i). The above rates are applicable for both export and import of cargo.

(ii).Only rail borne cargo is entitled for this facility.

(iii). Ships at berths will avail priority.

(iv). The above rates are for bagging activities only.

(v).Allotment will initially be for first 3 days only and renewable for subsequent slabs.

Rail borne bulk cargo without bagging or any other value addition activities will be entitled to 24 hours of free period from the time of storage admission/landing of the first consignment. Thereafter, rates as per above slabs will be applicable."

3.5 CESS FOR POLLUTION MITIGATING MEASURES:

It is brought under Schedule 3.1.2

Simplifying the existing procedure.

CHAPTER – IV

4.1. CHARGES FOR SPECIAL SERVICES TO REEFER CONTAINERS

Sl. No.	Particulars	Rate per connection per 4 hours or part thereof		
		Up to 20' length (in Rs.)	Above 20' length but up to 40'(in Rs.)	Above 40' length (in Rs.)
1	Charges for electrical and other installation provided by the port including the charges for electricity consumed and monitoring the reefer containers.	179.78	269.67	359.57

4.2. CHARGES FOR HANDLING CONTAINERS USING MECHANICAL APPLIANCES

Deleted

The services are not available in the Port and are under the control of BOT/PPP Operator of 7th and 8th Berth respectively, hence deleted.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR			
3	Loaded container above 40' in length.	1,170.45	702.27
4	Empty container upto 20' in length.	202.12	121.27
5	Empty container above 20' and upto 40' in length.	303.18	181.91
6	Empty container above 40' in length.	404.24	242.55
7	For handling ICD containers from Railway Flat, and placement from Trailer to Berth and from Berth to Trailer. (For Each Operation)		
	(i). Loaded container upto 20' in length.	295.92	177.55
	(ii). Loaded container above 20' and upto 40' in length.	443.87	266.32
	(iii). Loaded container above 40' length.	591.84	355.10
	(iv). Empty container upto 20' in length.	101.72	61.04
	(v). Empty container above 20' and upto 40' in length.	152.58	91.55
	(vi). Empty container above 40' length.	203.44	122.06

Notes:

(1).The charges prescribed above are payable per crane requisitioned by each applicant and supplied by the Port.

(2).Premium to the extent of 25% on handling charges to be levied in case of hazardous containers.

(3).Handling charge for transhipment container will be restricted to 150% of the charges prescribed for normal container for single operations i.e. loading or unloading. In case of coastal transhipment containers, handling charges will be calculated with reference to applicable handling charge for coastal container for normal handling operation in loading or unloading cycle.

(4).A container from foreign port landing at the VOCPT for subsequent transhipment to an Indian Port on a coastal voyage or vice versa would be charged at 50% of the transhipment charge prescribed for foreign-going vessel and 50% of that prescribed for the coastal category.

4.3. SCHEDULE OF STORAGE RENT ON EMPTY AND LOADED CONTAINERS.

Sl. No.	Period of Occupation	Foreign-going vessels			Coastal vessels		
		Upto 20' in length(in US \$)	Above 20' in length but upto 40'(in US \$)	Above 40' in length(in US \$)	Upto 20' in length(in Rs.)	Above 20' in length but upto 40'(in Rs.)	Above 40' in length(in Rs.)
1	INSIDE THE SECURITY WALL						
(i)	For Import and Export Containers						
	(a). For the first 5 days	Free	Free	Free	Free	Free	Free
	(b). From 6th to 15th day	0.9931	1.9862	2.9690	43.07	86.13	129.20
	(c). From 16th to 22nd day	3.9621	7.9243	11.8864	172.26	344.47	516.73
(ii).	(d). Thereafter	7.6656	15.3209	22.9866	332.97	666.01	998.99
	For Transhipment						
	(a). For the first 15 days (including the date of landing)	Free	Free	Free	Free	Free	
	(b). From 16th to 30th day	5.2863	10.5726	15.8485	229.67	459.33	688.94
	(c). Thereafter	7.9243	15.8485	23.7832	344.47	688.94	1,033.47
2	OUTSIDE THE SECURITY WALL						
	Stacked in the Marshalling yard and /or in any other area (From the date of stacking)	0.9931	1.9862	2.9690	43.07	86.13	129.20

Notes:

(1).The period of free days shall run concurrently with the free period of PSA SICAL TERMINAL and not consecutively.

Proposed SOR

Reasons / Justification for amendments

4.3. SCHEDULE OF STORAGE RENT ON EMPTY AND LOADED CONTAINERS.

Sl. No.	Period of Occupation	Foreign-going vessels			Coastal vessels		
		Upto 20' in length(in US \$)	Above 20' in length but upto 40'(in US \$)	Above 40' in length(in US \$)	Upto 20' in length(in Rs.)	Above 20' in length but upto 40'(in Rs.)	Above 40' in length(in Rs.)
1	INSIDE THE SECURITY WALL						
(i)	For Import and Export Containers						
	(a). For the first 5 days	Free	Free	Free	Free	Free	Free
	(b). From 6th to 15th day	1.2800	2.5500	3.8100	55.30	110.58	165.88
	(c). From 16th to 22nd	5.0900	10.1700	15.2600	221.16	442.27	663.43
(ii).	(d). Thereafter	9.8400	19.6700	29.5100	427.50	855.09	1,282.60
	For Transhipment						
	(a). For the first 15 days (including the date of landing)	Free	Free	Free	Free	Free	Free
	(b). From 16th to 30th day	6.7900	13.5700	20.3500	294.87	589.73	884.53
	(c). Thereafter	10.1700	20.3500	30.5400	442.27	884.53	1,326.87
2	OUTSIDE THE SECURITY WALL						
	Stacked in the Marshalling yard and /or in any other area (From the date of stacking)	1.2800	2.5500	3.8100	55.30	110.58	165.88

Notes:

Deleted

Free period shall be regulated independent of BOT Operator of 7th Berth. Any additional free period required shall be regulated within the powers of Board under 53 of the Major Port Trust Act 1963.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(2).Premium to the extent of 25% on storage charges to be levied in case of hazardous containers.

(3).Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container. On expiry of the free period, storage rent shall be levied upto the time of delivery.

For export containers the free period shall commence from the time the container enters the terminal. On expiry of the free storage period, storage rent shall be calculated upto the time the container leaves the yard. The charges shall be calculated on a 24 hour basis.

(4).Transhipment \ Re-export laden and empty containers

(i).The free storage rent period shall commence from the time of completion of discharge after the first carrier to the time of berthing of the second carrier. If the storage period exceeds the free period, the storage rent shall be calculated after the expiry of the free period upto the time of lift on. The charges shall be calculated on a 24-hour basis.

(ii).In case of containers, the transhipment status shall be extended only to loaded containers. Empty containers meant for other Ports, if landed at Tuticorin shall not be considered as transhipment. Containers that are de-stuffed within the security gate shall also not be treated as transhipment containers.

(iii).The concession of transhipment to loaded container shall be withdrawn, if the loaded container goes out of the transit area.

4.4. DEMURRAGE CHARGES FOR CONTAINERISED CARGO

4.4.1. Containerised Import Cargo

Sl.No.	Particulars	Unit	Rate per day (in Rs.)
	(From the date of destuffing)	Per tonne or part thereof	
1	First 3 days	- do -	Free
2	For the next 6 days or part thereof.	- do -	2.44
3	For the next 6 days or part thereof.	- do -	4.23
4	Thereafter for every 6 days or part thereof.	- do -	8.39

4.4.2.Containerised Export Cargo

Sl.No.	Particulars	Unit	Rate per day (in Rs.)
1	First 15 days	Per tonne or part	Free
2	For the next 6 days or part thereof.	- do -	1.58
3	For the next 6 days or part thereof.	- do -	3.10
4	Thereafter for every 6 days or part thereof.	- do -	6.21

Notes:

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

(2).The stuffed cargo removed from the container and cargo meant for stuffing in the container stacked in transit area other than the space allotted on lease for that purpose, will be liable for demurrage as applicable to other cargo specified as below:

(i). Containerised Import cargo:

For purpose of demurrage, the free days for such import cargo released with from the container shall count from the date following the date of release of the import cargo from containers.

(ii). Containerised Export cargo:

For purpose of demurrage, the free days for such export cargo shall be reckoned from the date on which cargo is admitted in the transit area and demurrage leviable, if any, shall be computed from the day following the completion of free days till such cargo has been stuffed into containers.

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

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

Proposed SOR

(2).Premium to the extent of 25% on storage charges to be levied in case of hazardous containers.

Deleted

For export containers the free period shall commence from the date the container enters the terminal. On expiry of the free storage period, storage rent shall be calculated upto the date the container leaves the yard.

(4).Transhipment \ Re-export laden and empty containers

(i) The free storage rent period shall commence from the date of completion of discharge after the first vessel to the date of berthing of the second vessel. If the storage period exceeds the free period, the storage rent shall be calculated after the expiry of the free period upto the time of lift on.

(ii).In case of containers, the transhipment status shall be extended only to loaded containers. Empty containers meant for other Ports, if landed at Tuticorin shall not be considered as transhipment. Containers that are de-stuffed within the security gate shall also not be treated as transhipment containers.

(iii).The concession of transhipment to loaded container shall be withdrawn, if the loaded container goes out of the transit area.

4.4. DEMURRAGE CHARGES FOR CONTAINERISED CARGO

4.4.1. Containerised Import Cargo

Sl.No.	Particulars	Unit	Rate per day (in Rs.)
	(From the date of destuffing)	Per tonne or part thereof	
1	First 3 days	- do -	Free
2	For the next 6 days or part thereof.	- do -	3.13
3	For the next 6 days or part thereof.	- do -	5.43
4	Thereafter for every 6 days or part thereof.	- do -	10.77

4.4.2.Containerised Export Cargo

Sl.No.	Particulars	Unit	Rate per day (in Rs.)
1	First 15 days	Per tonne or part	Free
2	For the next 6 days or part thereof.	- do -	2.03
3	For the next 6 days or part thereof.	- do -	3.98
4	Thereafter for every 6 days or part thereof.	- do -	7.97

Notes:

(1).For the purpose of calculation of free period, Customs holidays and the Board holidays shall be excluded.

(2).The stuffed cargo removed from the container and cargo meant for stuffing in the container stacked in transit area other than the space allotted on licensed basis for that purpose, will be liable for demurrage as applicable to other cargo specified as below:

(i). Containerised Import cargo:

For purpose of demurrage, the free days for such import cargo de-stuffed with from the container shall count from the date following the date of stuffed of the import cargo from containers.

(ii). Containerised Export cargo:

For purpose of demurrage, the free days for such export cargo shall be reckoned from the date on which cargo is admitted in the transit area and demurrage leviable, if any, shall be computed from the day following the completion of free days till such cargo has been stuffed into containers.

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

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

Reasons / Justification for amendments

Clarification in nature

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(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 destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.

(iv).Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed 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 destuffing. 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.

General Notes for schedule 4.1. to 4.4.

(1). Cargo in containers originally manifested at the Port of shipment landed at wharf for transshipment shall be charged single wharfage dues payable on landing.

(2). General manifest must be produced immediately to the authorised port official for verification by a test check of stuffed cargo in container brought for transshipment.

(3). The applicant shall accept all risks and responsibilities for goods stored at the rental space so allotted, and shall make his own arrangements for security of the goods stored in such spaces.

(4).Hire charges for port machineries and appliances whenever utilised by the shipper will be charged separately according to the rates prescribed in the Scale of Rates.

(5). Storage charge on container/demurrage charges on cargo shall not accrue for the period when the VOCPT is not in a position to deliver/ship cargo when requested by the user.

(6).If operational area is leased on rental to users, storage charges on container/demurrage on cargo stored therein shall not be levied again.

CHAPTER – V

MISCELLANEOUS CHARGES

5.01.SCHEDULE OF WEIGHMENT CHARGES for ZONE 'A' AND 'B'(applicable still rate for private operators of weighbridges is fixed separately)

Sl. No.	Particulars	Unit	Rate per day(in Rs.)
1	Weightment Charges for Zone A and B.	Per tonne	3.93 (subject to a minimum of Rs.50.00)

Note:

The weighment charges shall be levied on the total weight of the cargo weighed by the port on the weighbridges or weighing scales under each application for weighment, duly rounded off to the next higher tonne.

5.02.1. CHARGES FOR OCCASSIONAL USE OF WHARF CRANES AND OTHER CRANES

Sl. No.	Particulars	Unit	Foreign/Others (in Rs.)	***Coastal (in Rs.)
1	Upto 1 tonne	Per tonne per hoist per package	22.46	13.48
2	Over 1 tonne and upto 5 tonnes.	-do-	36.99	22.19
3	Over 5 tonnes and upto 10	-do-	55.48	33.29

Proposed SOR

(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 destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.

(iv).Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed 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 destuffing. 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.

General Notes for schedule 4.1. to 4.4.

(1). Cargo in containers originally manifested at the Port of shipment landed at wharf for transshipment shall be charged single wharfage dues payable on landing.

(2). General manifest must be produced immediately to the authorised port official for verification by a test check of stuffed cargo in container brought for transshipment.

(3). The applicant shall accept all risks and responsibilities for goods stored at the rental space so allotted, and shall make his own arrangements for security of the goods stored in such spaces.

(4).Hire charges for port machineries and appliances whenever utilised by the shipper will be charged separately according to the rates prescribed in the Scale of Rates.

Deleted

(6).If operational area is leased on rental to users, storage charges on container/demurrage on cargo stored therein shall not be levied again.

CHAPTER – V

MISCELLANEOUS CHARGES

5.01.SCHEDULE OF WEIGHMENT CHARGES for ZONE 'A' AND 'B'(applicable still rate for private operators of weighbridges is fixed separately)

Sl. No.	Particulars	Unit	Rate(in Rs.)
1	TARE weight of the vehicle	Per vehicle	Rs.20/- (subject to a minimum of Rs.50/-)
2	Net weight (Gross – TARE weight)	Per tone (rounded off to the next higher tone) Per tone	3.80 (subject to a minimum of Rs.50.00)

Note:

Weighment charges will be collected for tare weight when weighed as empty vehicles and with full load , the weighment charges shall be levied on tare and cargo weight in total.

5.02.1. CHARGES FOR OCCASSIONAL USE OF WHARF CRANES AND OTHER CRANES

Sl. No.	Particulars	Unit	Foreign/Others (in Rs.)	***Coastal (in Rs.)
1	Upto 1 tonne	Per tonne per hoist per package	28.84	17.31
2	Over 1 tonne and upto 5 tonnes.	-do-	47.49	28.49
3	Over 5 tonnes and upto	-do-	71.23	42.74

Reasons / Justification for amendments

Rationalizing the existing the scale to provide for collection of payment charges for empty vehicles and also for cargo loaded distinctly.

As the existing schedule reflect as the charges for hire of crane, instead of hire of Grab, this modification is proposed.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

4	Over 10 tonnes and upto 15 tonnes.	-do-	92.47	55.48
5	Over 15 tonnes and upto 30 tonnes	-do-	184.95	110.97
6	Over 30 tonnes.	-do-	416.14	249.68

*** The rates prescribed in column 4 shall be applicable for coastal cargo and containers eligible for concessional tariff, for ship-shore transfer, transfer from / to quay and to / from storage yard.

5.02.2. CHARGES FOR HIRE OF GRAB FOR WHARF CRANE AND OTHER MECHANICAL APPLIANCES TO MASTERS, OWNERS OR

Sl. No.	Particulars	Unit	Foreign/Others (in Rs.)	***Coastal (in Rs.)
1	10 Tonne Grab wharf crane	Per shift	2,526	1,515
2	10 Tonne Grab wharf crane	Per half shift	1,263	757
3	20 Tonne Grab wharf crane	Per shift	12,730	7,638
4	20 Tonne Grab wharf crane	Per half shift	6,365	3,819
*** The rates prescribed in column 4 shall be applicable for coastal cargo and containers eligible for concessional tariff, for ship-shore transfer, transfer from / to quay and to / from storage yard.				

Notes:

(1). Berth hire includes crange component and hence no separate charges will be levied for wharf crane provided by the port (subject to availability) for loading and

unloading of cargo from vessels including barges and lighters. The charges for use of grab will, however, be collected as prescribed in the above schedule.

(2). The cranes or equipment provided shall not be used for purposes other than that for which application was made.

5.03. CHARGES FOR HIRE OF CRANES, FORK LIFT TRUCK AND OTHER MECHANICAL APPLIANCES FOR PURPOSE NOT SPECIFIED IN SCHEDULE 5.2. and 5.2.1.

Sl.No.	Particulars	Unit.	Foreign/Others Rates per craft/ equipment / (in Rs.)	***Coastal/Rates per craft/ equipment / appliance (in Rs.)
1	Floating Crane.	-do-	2,018	1,211
2	Wharf Crane	-do-	-	-
	(a). Wharf Grab Cranes (20 Tonne)	-do-	4,370	2,622
	(b). Wharf Crane (6 tonnes)	-do-	4,170	2,502
	(c). Wharf Crane (10 tonnes)	-do-	4,523	2,713
3	Road Roller.	-do-	202.00	-
4	Fire fighting equipment.	-	-	-
	(i). For salvage and other purposes.	Per hour or part thereof.	1,068	-
5	For stand by duties	-	-	-
	(a). Between 1800 hrs and 2200 hrs.	Entire period or part thereof.	468	-
	(b). Beyond 2200 hrs to 0600 hrs.	Per shift or part thereof.	935	-
6	Penalty for improper use of appliance.	Every occasion	266	-

*** The rates prescribed in column 5 shall be applicable for coastal cargo and containers eligible for concessional tariff, for ship-shore transfer, transfer from / to quay and to / from storage yard.

Notes:

(1). In respect of use of the port machineries outside the port limits, a surcharge of 20 percent on the charges prescribed above shall be levied.

(2). When fire fighting units use foam, the actual cost of foam used in the operation shall be charged extra.

(3). (i). If the requisition of the equipment is not cancelled before 2 hours of the commencement of the shift, the charges for the full shift will be recovered.

Proposed SOR

4	Over 10 tonnes and upto 15 tonnes.	-do-	118.72	71.23
5	Over 15 tonnes and upto 30 tonnes	-do-	237.46	142.47
6	Over 30 tonnes.	-do-	534.28	320.56

*** The rates prescribed in column 4 shall be applicable for coastal cargo and containers eligible for concessional tariff, for ship-shore transfer, transfer from / to quay and to / from storage yard.

5.02.2. CHARGES FOR HIRE OF GRAB TO MASTERS, OWNERS OR AGENTS OF VESSEL

Sl. No.	Particulars	Rates per shift (In Rs.)
1	For 10 CBM Grab	3,135.28
2	For 7 CBM Grab	2,352.10
3	For 5 CBM Grab	1,567.64

Reasons / Justification for amendments

Rebate for wharf crane is removed and hence this is deleted.

Note

50% of the above respective rates is applicable for half shift basis

5.03. CHARGES FOR HIRE OF CRANES, FORK LIFT TRUCK AND OTHER MECHANICAL APPLIANCES FOR PURPOSE NOT SPECIFIED IN SCHEDULE 5.2. and 5.2.1.

Sl.No.	Particulars	Unit.	Rates per craft/ equipment / appliance (in Rs.)
1	Floating Crane.	-do-	2,591
2	Wharf Crane	-do-	-
	(a). Wharf Grab Cranes (20 Tonne)	-do-	5,611
	(b). Wharf Crane (6 tonnes)	-do-	5,354
	(c). Wharf Crane (10 tonnes)	-do-	5,807
4	Fire fighting equipment.	-	-
	(i). For salvage and other purposes.	Per hour or part thereof.	1,371
5	For stand by duties	-	-
	(a). Between 1800 hrs and 2200 hrs.	Entire period or part thereof.	601
	(b). Beyond 2200 hrs to 0600 hrs.	Per shift or part thereof.	1,200
6	Penalty for improper use of appliance.	Every occasion	342

Notes:

(1). In respect of use of the port machineries outside the port limits, a surcharge of 20 percent on the charges prescribed above shall be levied.

(2). When fire fighting units use foam, the actual cost of foam used in the operation shall be charged extra.

(3). (i). If the requisition of the equipment is not cancelled before 2 hours of the commencement of the shift, the charges for the full shift will be recovered.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(ii).On the Port's non-operating days, full charges for the period of requisition will be recovered if written notice of cancellation is not given during the working hours of the day prior to the date of requisition or when the equipment is not fully utilised as requisitioned.

(4).While computing the hire charges, the actual hours of work shall be totalled and rounded off to the next higher hour after completion of the end of the work. For

this purpose the time taken by the machinery to move from the yard to work spot and back to the yard will be included.

5.04.WAY LEAVE CHARGES:

Sl. No.	Particulars	Unit.	Rates(in Rs.)
1	Way leave charges for pipelines, overhead wires and underground cables.	Per Sq. mtr. per annum.	1.87
2	Way leave charges for the conveyor system owned by M/s.Tuticorin Thermal Power Station (TTPS)/NTPL/TCTPL, Operators of NCB III & IV in the port area on coal moved through conveyor.	Per Sq. mtr. per annum.	1.87
For underground cables, 50% of the applicable charges shall be levied.			

Notes:

(1).Areas chargeable under Way Leave Licence shall be arrived based on the following formulae:

(i).For a single pipe line:

Length of the pipe line multiplied by the Diameter (D) of pipe lines plus working space of 30 c.m (i.e) $A=L+(D+30 \text{ cms.})$

(ii). For more than one pipe:

Length of the pipeline multiplied by the actual distance (D) between the extreme sides of the outer most pipes plus working space of 30 c.ms. (i.e.) $A = L (D + 30 \text{ c.ms.})$

(iii). For pipe line over pedestal:

Length of the pipeline multiplied by the width (D) of the foundation of the pedestal plus working space of 30 c.ms. (i.e.) $A = L (D + 30 \text{ c.ms.})$

(iv).For overhead wires:

Length of the overhead line multiplied by the distance (D) between the extreme ends of the longest street on the pole plus working space of 60 c.ms. (i.e.) $A = L (D$

(v).For underground cables: Length of the cable multiplied by 15.c.ms. for each cable laid plus working space of 90 c.ms. (i.e.) for a single cable $A = L (15 \text{ c.ms.} + 90 \text{ c.ms.})$; for double cable $A = L (2 \times 15 \text{ c.ms.} + 90 \text{ c.ms.})$ and so on.

5.05.CHARGES FOR USE OF PORT'S PIPELINES TO TRANSPORT SHIPSTORES, BUNKER OIL, ETC., TO SHIPS.

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Charges for use of port's pipelines to transport shipstores, bunker oil, etc., to ships	Per KL.	16.45

5.06.RENTAL CHARGES FOR ROOMS FOR USE IN CONNECTION WITH SHIPPING OPERATION

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Rooms in the 1 floor of Transit sheds at I&II berths of VOC Wharves.	Per room per calendar month or part thereof	607.69
2	Rooms at the Coal Jetty I and II:		
	(i). Rooms of area 8.23 sq.mtr.	-do-	607.69
	(ii). Rooms of area 11.20 sq. mtr.	-do-	828.30
3	Room available at additional berths:		

Proposed SOR

(ii). On the Board holidays, full charges for the period of requisition will be recovered if written notice of cancellation is not given during the working hours of the day prior to the date of requisition or when the equipment is not fully utilised as requisitioned.

(4).While computing the hire charges, the actual hours of work shall be totalled and rounded off to the next higher hour after completion of the end of the

work. For this purpose the time taken by the machinery to move from the yard to work spot and back to the yard will be included.

5.04.WAY LEAVE CHARGES:

Deleted

Reasons / Justification for amendments

Brought under Lease Rent for regulation under Land Policy Guidelines.

5.05.CHARGES FOR USE OF PORT'S PIPELINES TO TRANSPORT SHIPSTORES, BUNKER OIL, ETC., TO SHIPS.

Deleted

No Port pipelines are available in Oil Jetty and hence deleted.

5.06.RENTAL CHARGES FOR ROOMS FOR USE IN CONNECTION WITH SHIPPING OPERATION

Deleted

As per revised Delegation of powers approved by the Government, the rates are to be regulated by Powers of Chairman vide SLNo. 43 of section 2 of Annexure -I to DOP.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR			Proposed SOR	Reasons / Justification for amendments
	(i). Each Measuring 30 sq mtr. in Southern Side Building	Per room per calendar month or part thereof	1,293.31	
	(ii). Each measuring 41 sq mtr. in the ground floor at the Northern Buildings.	-do-	1,723.98	

Notes:

(1).The charges prescribed above are inclusive of water charges.

(2). Electricity charges shall be levied on actual consumption based on the meter reading.

(3).The room will normally be allotted by the VOCPT on request in writing in the order of priorities of the dates of receipt of such requests by the parties concerned.

(4). The allotment of room is subject to cancellation by the authorised official of the VOCPT at any time without prior notice and without assigning any reason thereafter.

5.07.RENT FOR ALLOTMENT OF ROOM FOR STEAMER AGENTS WITHIN THE FORESHORE PREMISES

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Rent for allotment of Room for steamer agents within the foreshore premises. (Inclusive of Water	Per month per room	755.65

Notes:

(1).The charges prescribed above are inclusive of water charges.

(2). Electricity charges shall be levied on actual consumption based on the meter reading.

5.08.RENT FOR OCCUPATION OF COMPARTMENTS IN THE COAL MAZDOOR LINES IN THE PORT PREMISES.

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Rent for occupation of compartments by the coal	Per month or part thereof for each	124.19

Note:

The charges prescribed above are inclusive of water charges and electricity charges.

5.09.CHARGES FOR HIRE OF DRY DOCK TO THE OWNERS OF SAILING VESSELS AND TO OTHER GOVERNMENT DEPARTMENTS FOR DRY DOCKING THEIR VESSELS

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Dry dock services		
	(i). For docking the vessels.		
	(a). Sailing vessels	Each- do -	5,807.37
	(b). Floating Crafts.		7,294.88
2	For undocking the vessels	- do -	1,402.96
3	Daily hire charges for the Dry Dock		
	(i). For the first ten days.	Per day or part thereof	467.66
	(ii). From 11th day to 20th day.	- do -	693.55
	(iii). From 21st day and subsequent days.	- do -	935.31
4	Electricity Charges	- do -	15.85

Notes:

Advance Hire Charges

(i).	For I spell of 10 days.	7,484
(ii).	For II spell of 10 days	3,367
(iii).	For III spell of 10 days.	4,677

5.07.RENT FOR ALLOTMENT OF ROOM FOR STEAMER AGENTS WITHIN THE FORESHORE PREMISES

Deleted

As per revised Delegation of powers approved by the Government, the rates are to be regulated by Powers of Chairman vide SLNo. 43 of section 2 of Annexure -I to DOP.

5.08.RENT FOR OCCUPATION OF COMPARTMENTS IN THE COAL MAZDOOR LINES IN THE PORT PREMISES.

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Rent for occupation of compartments by the coal	Per month or part thereof for each	159.45

Note:

The charges prescribed above are inclusive of water charges and electricity charges.

5.09.CHARGES FOR HIRE OF DRY DOCK TO THE OWNERS OF SAILING VESSELS AND TO OTHER GOVERNMENT DEPARTMENTS FOR DRY DOCKING THEIR VESSELS

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Dry dock services		
	(i). For docking the vessels.		
	(a). Sailing vessels	Each- do -	7,456.08
	(b). Floating Crafts.		9,365.90
2	For undocking the	- do -	1,801.26
3	Daily hire charges for the Dry Dock		-
	(i). For the first ten days.	Per day or part thereof	600.43
	(ii). From 11th day to 20th day.	- do -	890.45
	(iii). From 21st day and subsequent days.	- do -	1,200.84
4	Electricity Charges	- do -	20.35

Notes:

Advance Hire Charges

(i).	For I spell of 10 days.	9,609
(ii).	For II spell of 10 days.	4,323
(iii).	For III spell of 10 days.	6,005

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(1). Daily hire charges shall be levied excluding the day of docking and undocking of the vessels.

(2).The charges prescribed above include the ship weight and pumping charges; but, do not include charges for the supply of fresh water, cranes and other facilities.

(3). (i). The dry dock in normal cases shall be given only for a period of ten days and owners/authorised agents of vessels in dry dock shall endeavour to complete all repair within 10 days period.

(ii). In no case shall the dry dock be kept occupied for more than 30 days.

(iii). When a vessel of an outside party is in the dry dock and the dry dock facility is urgently required for carrying out any emergency repair to the floating craft of the Port, the owner / authorised agents of vessel in the dry dock, shall vacate the same within seven days from the receipt of a notice to that effect.

(4).On allotment of dry dock the hire charges towards docking, undocking and daily hire charges etc., as stipulated above shall be paid in advance before the vessel can be placed in the dock. If the vessel is to remain in the dock beyond the initial period of ten days, then further hire charges for the second and third spells of 10 days respectively, shall be paid in advance, as the case may be.

(5). In the event of the vessel not being ready to be docked, or not using the dock on the day notified for the admission of the vessel into the dock, cancellation charges equivalent to the advance paid in respect of any vessel as per provision prescribed in note (4) will be charged.

(6). (i).Prior to the time regulated for the admission of any vessel into the dock, the necessary arrangements must be carried out by the hirer on board the vessel in consultation with the authorised official of the VOCPT.

(ii).If on inspection, it is found that necessary arrangements have not been duly carried out, the vessel may be refused admission into the dock. In such case all expenses incurred by the Port in respect of the docking of such vessel, shall be borne by the owners/authorised agents of the vessel and shall be adjusted against the advance paid.

(7). The bill for the use of dry dock will be furnished to the hirer, after undocking of the vessels, who shall pay the balance charges, if any, due to this Port.

(8) The VOCPT or its employees shall not be liable for delay caused to or any damages suffered by a vessel whilst docking or undocking during its stay in the dry dock.

(9).Vessels of the following dimensions can only be dry docked.

Particulars	Feet	Metre
Length	120	36.58
Breadth	29	8.84
Draft	6	1.83

(10). Vessels having a draft of 5 feet 6 inches and above can be docked and undocked only at full tides. In case after completion of repairs, a vessel is held up in the dry dock for want of sufficient tide, such delays shall be to the account of the owner and he shall pay hire charges at the rates applicable till the vessel is undocked.

(11). The hirer shall also make good the cost of any damage, repairs or loss to the dock, its appurtenances, plant, gear tackle, etc, caused by the vessel arising directly or indirectly in the course of the hire.

(12).The hirer of dry dock shall make his own arrangement for watchman duty for the vessels, etc., round the clock.

(13). (i). The owners of the vessel shall make their own arrangements to carry out repairs to their vessels at their cost.

(ii).The facilities of the port's workshop shall be given on payment of prescribed charges only when spare capacity is available in the port workshop for taking up repairs.

(14). Whenever a vessel is docked or undocked outside normal working hours of port's workshop, the over-time charges if any payable to the departmental staff shall be borne by the hirers of the dry dock in addition to the usual charges.

(15). Fire protective measures are to be arranged by the hirers at their cost.

(16). The hirer should agree to indemnify the port against all claims for compensation by or on behalf of any workmen (Coolies or Labourers as the case may be) employed by him in connection with the work under execution in the premises of dry dock, for injury or death by an accident under the Indian Workmen's Compensation Act of 1923 and that the decision of the Commissioner of Workmen's Compensation with respect to the amount of such indemnity will be accepted as final.

Proposed SOR

(1). Daily hire charges shall be levied excluding the day of docking and undocking of the vessels.

(2).The charges prescribed above include the ship weight and pumping charges; but, do not include charges for the supply of fresh water, cranes and other facilities.

(3). (i). The dry dock in normal cases shall be given only for a period of ten days and owners/authorised agents of vessels in dry dock shall endeavour to complete all repair within 10 days period.

(ii). In no case shall the dry dock be kept occupied for more than 30 days.

(iii). When a vessel of an outside party is in the dry dock and the dry dock facility is urgently required for carrying out any emergency repair to the floating craft of the Port, the owner / authorised agents of vessel in the dry dock, shall vacate the same within seven days from the receipt of a notice to that effect.

(4).On allotment of dry dock the hire charges towards docking, undocking and daily hire charges etc., as stipulated above shall be paid in advance before the vessel can be placed in the dock. If the vessel is to remain in the dock beyond the initial period of ten days, then further hire charges for the second and third spells of 10 days respectively, shall be paid in advance, as the case may be.

(5). In the event of the vessel not being ready to be docked, or not using the dock on the day notified for the admission of the vessel into the dock, cancellation charges equivalent to the advance paid in respect of any vessel as per provision prescribed in note (4) will be charged.

(6). (i).Prior to the time regulated for the admission of any vessel into the dock, the necessary arrangements must be carried out by the hirer on board the vessel in consultation with the authorised official of the VOCPT.

(ii).If on inspection, it is found that necessary arrangements have not been duly carried out, the vessel may be refused admission into the dock. In such case all expenses incurred by the Port in respect of the docking of such vessel, shall be borne by the owners/authorised agents of the vessel and shall be adjusted against the advance paid.

(7). The bill for the use of dry dock will be furnished to the hirer, after undocking of the vessels, who shall pay the balance charges, if any, due to this Port.

(8) The VOCPT or its employees shall not be liable for delay caused to or any damages suffered by a vessel whilst docking or undocking during its stay in the dry dock.

(9).Vessels of the following dimensions can only be dry docked.

Particulars	Feet	Metre
Length	120	36.58
Breadth	29	8.84
Draft	6	1.83

(10). Vessels having a draft of 5 feet 6 inches and above can be docked and undocked only at full tides. In case after completion of repairs, a vessel is held up in the dry dock for want of sufficient tide, such delays shall be to the account of the owner and he shall pay hire charges at the rates applicable till the vessel is undocked.

(11). The hirer shall also make good the cost of any damage, repairs or loss to the dock, its appurtenances, plant, gear tackle, etc, caused by the vessel arising directly or indirectly in the course of the hire.

(12).The hirer of dry dock shall make his own arrangement for watchman duty for the vessels, etc., round the clock.

(13). (i). The owners of the vessel shall make their own arrangements to carry out repairs to their vessels at their cost.

(ii).The facilities of the port's workshop shall be given on payment of prescribed charges only when spare capacity is available in the port workshop for taking up repairs.

(14). Whenever a vessel is docked or undocked outside normal working hours of port's workshop, the over-time charges if any payable to the departmental staff shall be borne by the hirers of the dry dock in addition to the usual charges.

(15). Fire protective measures are to be arranged by the hirers at their cost.

(16). The hirer should agree to indemnify the port against all claims for compensation by or on behalf of any workmen (Coolies or Labourers as the case may be) employed by him in connection with the work under execution in the premises of dry dock, for injury or death by an accident under the Indian Workmen's Compensation Act of 1923 and that the decision of the Commissioner of Workmen's Compensation with respect to the amount of such indemnity will be accepted as final.

Reasons / Justification for amendments

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

5.10.HIRE CHARGES FOR HIRE OF TOOLS AND PLANTS TO GOVERNMENT DEPARTMENTS

Sl. No.	Particulars	Unit	RATES	
			Monthly(in Rs.)	Daily(in Rs.)
1	200 ton Dumb Barge.	Each	40,405.83	2,018.58
2	100 ton Mud Pumps.	-do-	15,712.65	787.35
3	Welding Set (Portable).	-do-	3,101.84	155.89
4	Fire Service Trailer Pump.	-do-	3,367.37	171.74

Notes:

- (1). The tools and plant shall be hired out to other Government departments and private parties for services within the foreshore under special circumstances and when not required for port's use.
- (2). When the above plants are lent to private parties the hire charges shall be double the rates prescribed above.
- (3). The hirer charges shall be paid in advance. If, however, the period exceeds beyond a calendar month, the hire charges for each calendar month or part thereof shall be paid in advance.
- (4). The period of hire shall be reckoned with from the time the tools / plant leaves the stores till it is returned to the said stores.
- (5). All repairs (except due to fair wear and tear) during the periods of hire shall be borne by the hirer. The decision of the authorised official of the VOCPT shall be final as to what repairs should be borne by the hirer and by the VOCPT.
- (6). The hirer shall bear all charges connected with packing, handling in the stores, conveyance and other incidental expenses in connection with the despatch of the said tools and plant from the stores and return thereto including freight charges, if any, and also erecting and dismantling charges. If during the period of hire it is found necessary to send the said tools and plant to the port's workshop and or other outside workshop for repairs, all conveyance and incidental charges to and fro shall be borne by the hirer.

5.11.LICENCE FEES

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Cooper Licence		
	(i). For basket carriers	Each calendar year or part thereof for each	46.55
	(ii). For basket and casks	-do-	46.55
	(iii). For issue of duplicate licence when the original is defaced as to be illegible or is lost.	Each occasion	23.79
2	Penalty for non-renewal of Licence.	Each	23.79

Notes:

- (1). Failure to apply for renewal of the licence one month before the expiry thereof may entail cancellation of the licence or levy of a penalty per licence in addition to the usual licence fee.
- (2). Refund for unexpired period of licence will not be allowed.

5.12.CHARGES FOR ISSUE OF PHOTO PERMITS

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	For issue of fresh photo permit	Each.	46.55
2	For the renewal of photo permit.	-do-	46.55
3	For issue of a duplicate	-do-	62.07
4	Penalty for non renewal of permit, and issue of duplicate permit to employees	-do-	23.79

Notes:

- (1).(i).The employees of the port shall be issued fresh permit at the time of appointment free of charge and the same shall also renewed every three years thereafter free of charge.
- (ii). In case the permit issued free of charge to the employee of the VOCPT is lost or defaced, duplicate permit may be issued on payment of charges as prescribed in the schedule.
- (2). The charges once paid as per this schedule shall not be refunded in any case eventhough claim is received for the refund prior to the preparation and issue of fresh or duplicate permits or prior to the renewal of the permits by the Port.

Proposed SOR

5.10.HIRE CHARGES FOR HIRE OF TOOLS AND PLANTS TO GOVERNMENT DEPARTMENTS

Deleted

Reasons / Justification for amendments

Equipments are not available with the Port and hence deleted. In future if required, the same will be regulated by Delegated powers vide SLNo.64 of section 4 of Annexure –I to DOP.

5.11.LICENCE FEES

Deleted

Services not existing and hence deleted.

5.12.CHARGES FOR ISSUE OF PHOTO PERMITS

Deleted

1. The charges is mainly for providing access control system as per ISPS code
2. This is not a service provided by port either to cargo on other ancillary activities

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

Proposed SOR

Reasons / Justification for amendments

5.13.CHARGES FOR THE ISSUE OF TEMPORARY PASSES.

Sl. No.	Particulars	Unit	Rates(in Rs.)
1	Charges for the issue of temporary passes for admission to the Harbour. (Either at Zone A or Zone B)	Per head	15.83

Notes:

(1). The payment of the charge will not automatically entitle to get a pass.

(2). Temporary passes issued to distinguished persons, officials and others visiting the port shall be exempted from the levy of this charge.

(3).The validity of Daily Pass is 24 Hours from the time of entry.

(4).The temporary entry permit beyond 24 hours will be issued @ `50/- per permit for 15 days and `100/- for period beyond 15 days and up to 30 days and the maximum period of temporary entry permit is restricted to 30 days.

5.14. CHARGES FOR TAKING PHOTOGRAPHS OR SHOOTING OF FILMS IN THE HARBOUR PREMISES

Sl. No	Particulars	Unit	Rates (in Rs.)	
			DAY	NIGHT
1	Shooting of film by film making company or private parties (Inside Green Gate)	Per calendar day or part thereof	33,104.00	49,656.00
2	Shooting of film by film making company or private parties (Outside Green Gate)	Per calendar day or part thereof	26,897.00	40,345.00
3	For still photographs of export/import cargoes.	- do -		830.00
4	Taking videography related to operational activities.	- do -		3,310.00
5	Taking photography related	- do -		415.00
6	Taking photographs of the parties or of the crew on board, the ships and in case not covered in case (1) to	Each time each party		105.00

Notes:

(1). (i).The charges prescribed above shall be paid in advance and no refund of such payment shall be allowed for any failure/ cancellation of the programme.

(ii). If the cancellation of programme is at the instance of the Port the charges paid shall be refunded, subject to claim in time.

(2). The hire charges for any craft and/or appliance of the Port, if any, that are supplied and used by the film making company or by those taking photographs shall

be levied as per the rates prescribed in the Scale of Rates in addition to charges payable under this schedule.

5.15.1. FEES FOR SALVAGE OF GOODS

Sl. No.	Particulars	Advalorem Rate in %	Minimum charges(in Rs.)
1	Less than Rs.10,000.	-	2,035.00
2	Rs.10,000 and more but less than Rs.20,000.	12.00	2,596.00
3	Rs.20,000 and more but less than Rs.50,000.	7.00	3,528.00
4	Rs.50,000 and more.	5.00	4,882.00

5.15.2. FEES FOR SERVICES OF DIVERS

5.13.CHARGES FOR THE ISSUE OF TEMPORARY PASSES.

Deleted

5.14. CHARGES FOR TAKING PHOTOGRAPHS OR SHOOTING OF FILMS IN THE HARBOUR PREMISES

Sl. No	Particulars	Unit	Rates (in Rs.)	
			DAY (6.00 am to 6.00 pm)	NIGHT (6.00 pm to 6.00 am)
1	Shooting of film by film making company or private parties (Inside Green Gate)	Per calendar day or part thereof	42,502.23	63,753.34
2	Shooting of film by film making company or private parties (Outside Green Gate)	Per calendar day or part thereof	34,533.06	51,798.95
3	For still photographs of export/import cargoes.	- do -		1,065.64
4	Taking videography related to operational activities.	- do -		4,249.71
5	Taking photography	- do -		532.82
6	Taking photographs of the parties or of the crew on board, the ships and in case not covered in	Each time each party		134.81

Notes:

(1). (i).The charges prescribed above shall be paid in advance and no refund of such payment shall be allowed for any failure/ cancellation of the programme.

(ii). If the cancellation of programme is at the instance of the Port the charges paid shall be refunded, subject to claim in time.

(2). The hire charges for any craft and/or appliance of the Port, if any, that are supplied and used by the film making company or by those taking photographs shall be levied as per the rates prescribed in the Scale of Rates in addition to charges payable under this schedule.

5.15.1. FEES FOR SALVAGE OF GOODS

Deleted

5.15.2. FEES FOR SERVICES OF DIVERS

1. The charges is mainly for providing access control system as per ISPS code

2. This is not a service provided by port either to cargo on other ancillary activities

Timing for day and night prescribed

Services not provided by Port and hence deleted.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR				Proposed SOR	Reasons / Justification for amendments
Sl. No.	Particulars	Unit	Rates		
			Up to a maximum of 4 hours(in Rs.)	Above 4 hours(in Rs.)	
1	Weekdays.	Per hour	1013.81(subject to a minimum of Rs.1,964.52.00)	1,582.79	Services not provided by Port and hence deleted.
2	Sundays and port's non operating days.	Per hour	1,496.52(subject to a minimum of Rs.2,993.84)	2,244.87	

General notes relating to schedule 5.15.1. and 5.15.2.

(1).The charges include the cost of ordinary diver's charges but are exclusive of any special charges which may be necessary in certain cases, such as the use of tugs, barges or other craft which will be charged at actual cost or at the rates prescribed in the Scale of Rates, as the case may be. In case of goods liable to damage by water, the advalorem percentage prescribed above shall be recovered on the sale value or Customs valuation, as the case may be.

(2).The diver's charges shall be levied in all cases of diving work carried out on special requisitions for the services, of the Port Diver irrespective of the results of search or examinations by the divers. Where a search is undertaken for recovery of goods lost over board and such goods are recovered, charges as per salvage shall be levied.

(3).When a diving boat is towed by a launch, the towage charges shall be levied extra.

5.16.LICENCE FEE FOR ENTRY OF VEHICLES / EQUIPMENT:

Sl. No.	Particulars	Unit	Rates (in Rs.)	
			Entry into Check Post I and II (excluding inside the Security Wall) Zone A and B	Entry into Check Post I and II (including inside the Security Wall) Zone A and B
1	(a). Hand Carts-Per day	Each	10.35	10.35
	(b). Hand Carts- Per	Each	103.45	124.14
2	(a). Animal Carts-Per day	Each	10.35	10.35
	(b). Animal Carts-Per annum	Each	206.9	248.28
3	Passenger Carriers – Per	Each	20.69	31.04
4	(a). Carrier of goods- Per day	Each	20.69	31.04
	(b). Carrier of goods - Per annum	Each	2,379.35	2,979.36
5	(a). Private Cargo Handling Equipment - Per day	Each	165.52	206.9
	(b). Private Cargo Handling Equipment -Per month	Each	2,482.80	3,103.50
	(c). Private Cargo Handling Equipment - Per half year	Each	11,896.75	14,865.77
	(d). Private Cargo Handling Equipment -Per	Each	22,355.55	27,941.85
6	Issue of duplicate licence	Each	82.76	103.45
7	Issue of duplicate licence against 4 and 5	Each	124.14	155.18
8	All light vehicles viz. two wheelers, three wheelers, cars, vans etc. per Annum	Each	-----	20.69

Notes:

(1). Hand craft and Animal carts shall be required to pay the licence fee only for entry into the Security Wall in Zone A and Zone B.

(2).The following vehicles will be exempted from the payment of licence fee:

(i).Vehicles belonging to

(a).V.O. Chidambaranar Port Trust and other Major port trusts and

(b).Tuticorin Thermal Power Project.

The above vehicles should obtain general or specific permission from the concerned head of the department of the port trust or the Traffic Manager of the port trust.

(ii).Regular route buses and school buses.

Deleted

Deleted

5.16.LICENCE FEE FOR ENTRY OF VEHICLES / EQUIPMENT:

1. The charges is mainly for providing access control system as per ISPS code
2. This is not a service provided by port either to cargo on other ancillary activities

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

(iii).All vehicles carrying household goods to and from residence of the Harbour colony and other residences located inside the check gates.

(i).Licences issued for a day shall be called temporary licence.

(ii).The payment of licence fee will not automatically entitle the owner of a vehicle / equipment for entering the zones.

(iii).No refund is permissible for the charges once paid and of the unexpired period of licence.

(iv).Whenever damage to the port's property is caused by any vehicle / equipment plying within the port premises, the owner of the vehicle / equipment shall accept liability thereof and pay the damages resulting there from and the port reserves the right to suspend the operation of the licence issued or the issue of the licence to the owner or agent of the vehicle / equipment until such damage is made good.

(v).The port reserves the right to refuse a licence or cancel a licence issued without assigning any reasons.

(4).10% of actual cost is fixed as a penalty for late submission of application for renewal of Licence.

(5).The rates in respect of S1.No.5 will be applicable for all other heavy duty equipment(s) not specified in the Schedule. Also the rates will be applicable for engaging private grabs.

(6).The Unit "Day" for Licence Fee the daily pass means 24 Hours from the time of entry.

5.17.PASSENGER TOLL AND CHARGES FOR VARIOUS TYPES OF VEHICLES ACCOMPANYING PASSENGERS

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Passenger Toll.		
	(i). For II and III class	Each	41.38
	(ii). For Deluxe cabin and I class.		72.42
2	Charges for vehicles accompanying passengers.		
	(i). Motorcycles, scooters, - do -		62.07
	(ii). Motor cars, - do -		424.15
	(iii). Motor vehicles like tourist car, vans on wheels, - do -		713.81
	(iv). Motor vehicles like - do -		1,127.61

Notes:

(1).The passenger toll shall be levied on all deck and cabin passengers disembarking and embarking at the Port.

(2).Defence personnel other than civil staff moving on duty disembarking and embarking at the port shall be exempted from the payment of the passenger toll.

5.18.ISSUE OF DUPLICATE COPY OF BILLS AND RECEIPTS, ETC.

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Issue of duplicate copy of bills and receipts etc.,	Each	103.45

5.19.CHARGES FOR HIRE OF WOODEN LOGS TO SAILING VESSELS.

Sl. No.	Particulars	Unit	Rates Rounded (in Rs.)
1	Charges for hire of wooden	Per day	93.10

5.20.CHARGES FOR USE OF HARBOUR MOBILE CRANES INSTALLED BY THE PRIVATE OPERATORS:

(f). For Dry Bulk Cargo

Average daily	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
9500-10499	32.81	19.69
10500-11499	34.75	20.85
11500-12499	36.68	22.01

Proposed SOR

Reasons / Justification for amendments

5.17.PASSENGER TOLL AND CHARGES FOR VARIOUS TYPES OF VEHICLES ACCOMPANYING PASSENGERS

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Passenger Toll Domestic	Each	92.98
2	Passenger Toll Foreign	Each	\$1.30

Rates simplified. Notes not relevant and hence deleted.

5.18.ISSUE OF DUPLICATE COPY OF BILLS AND RECEIPTS, ETC.

Sl. No.	Particulars	Unit	Rates (in Rs.)
1	Issue of duplicate copy of bills and receipts etc.,	Each	132.82

5.19.CHARGES FOR HIRE OF WOODEN LOGS TO SAILING VESSELS.

Deleted

Services not provided by the Port and hence deleted.

5.20.CHARGES FOR USE OF HARBOUR MOBILE CRANES INSTALLED BY THE PRIVATE OPERATORS:

Deleted

The HMC services are provided under PPP mode by M/s Imcola Crane Company Ltd under upfront tariff. Hence the rates are not required.

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

12500	38.62	23.17
12501-	40.53	24.33
13501-	42.49	25.49
14500		
14501 --	44.42	26.65

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes and for the 2nd thousand tonnes the rate was enhanced to 110% of the base rate. The rate for third thousand tonnes was arrived by enhancing the base rate by 115%. The same methodology shall also be adopted to calculate the rate beyond 15500 tonnes. Likewise, ceiling rates for performance below 9500 tonnes shall be calculated by reducing the base rate accordingly.

(II).For Break-bulk cargo:

(A).Steel and Bagged Cargo

Average daily crane performance (in Metric tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
5000-5999	76.46	45.88
6000 --	80.48	48.29
6001-7000	84.51	50.7

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 7000 tonnes. Likewise, ceiling rates for performance below 5000 tonnes shall be calculated by reducing the base rate accordingly.

(B).Others

Average daily crane performance (in Metric tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
2750-3749	122.4	73.44
3750 --	128.85	77.31
3751-4750	135.29	81.18

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 4750 tonnes. Likewise, ceiling rates for performance below 2750 tonnes shall be calculated by reducing the base rate accordingly.

Notes:

(i).The formula for calculation of average berth-day out put is as follows:

Total Quantity loaded / unloaded by the HMC

----- X 24 hours

Total time taken from vessel commencement to completion

(ii).According to the average berth-day output for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire

charge will be chosen for recovery from port users for the full quantity of cargo loaded / discharged.

(iii).If one HMC works with another HMC or ELL crane/s, the Berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the HMC's load meter.

(iv).In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by HMC will be determined taking into account

cargo loaded / discharged prior to break-down divided by crane working hours and multiplied by 24.

(v).In case of stoppages of operation of HMC for more than two hours at a stretch for reasons not attributable to the HMC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of HMC for less than 2 hours will not be taken into consideration for the above purpose. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading / unloading operations during working of HMC are required to be certified by the Stevedore of the vessel in the daily vessel performance report.

Proposed SOR

Reasons / Justification for amendments

Comparison of existing SOR and conditionalities vis -a-vis proposed tariff and conditionalities

Existing SOR

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

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

5.21. CHARGES FOR RECOVERY OF OVERHEAD EXPENSES FOR SUPPLY OF ELECTRICITY BY PORT

Sl. No.	Particulars	Rates(in Rs.)
1	Charges for recovery of overhead expenses for electricity supply of electricity by port consumed	1.52 per unit of

Chapter - VI

V.O.CHIDAMBARANAR PORT TRUST CARGO HANDLING DIVISION LEVY

6.1 LEVY FOR SUPPLY OF LABOUR FROM V.O.CHIDAMBARANAR PORT TRUST CARO HANDLING DIVISON (VOCPT CHD) FOR CARGO HANDLING OPERATIONS

(Rate in Rs. Per MT)

S.No.	Description	Foreign vessel	Coastal Vessel
1	All cargoes other than Coal at Coal Jetty-II and Salt*	72.00	72.00 (FOR THERMAL Coal) 43.20*(Cargo other than thermal coal)
2	Coal at Jetty-II	52.77	52.77
3	Salt	86.40	51.84
4	For Containter stuffing and destuffing operations	72.00	72
5	C&F Operations at Transit Shed and Warehouse etc.,	41.75	41.75
6	For Zone-B*	41.75	25.05*

Note: (1). * Concessional rate for coastal cargo prescribed at Sl. Nos.1 and 6 above will be applicable for coastal cargo other than coal used for thermal power plants, crude including POL, iron ore and iron ore pellets.
(2). The per tonne levy prescribed in schedule 6.1. is a consolidated rate and no separate worked wages shall be levied for actual deployment of labour from CHD.

Proposed SOR

Reasons / Justification for amendments

5.21. CHARGES FOR RECOVERY OF OVERHEAD EXPENSES FOR SUPPLY OF ELECTRICITY BY PORT

Sl. No.	Particulars	Rates(in Rs.)
1	Charges for recovery of overhead expenses for supply of electricity by port electricity consumed	1.95 per unit of

Chapter - VI

V.O.CHIDAMBARANAR PORT TRUST CARGO HANDLING DIVISION LEVY

6.1 LEVY FOR SUPPLY OF LABOUR FROM V.O.CHIDAMBARANAR PORT TRUST CARO HANDLING DIVISON (VOCPT CHD) FOR CARGO HANDLING OPERATIONS

Rates are reduced to reduce the cost of import and export through the Port.

(Rate in Rs. Per MT)

S.No.	Description	Foreign vessel	Coastal Vessel
1	All cargoes other than Coal at Coal Jetty-II and Salt*	30.00	30.00 (FOR THERMAL Coal) 18.00*(Cargo other than thermal coal)
2	Coal at Jetty-II	30.00	30.00
3	Salt	30.00	18.00
4	For Containter stuffing and destuffing operations	30.00	30.00
5	C&F Operations at Transit Shed and Warehouse etc.,	30.00	30.00
6	For Zone-B*	30.00	18.00 *

Note: (1). * Concessional rate for coastal cargo prescribed at Sl. Nos.1 and 6 above will be applicable for coastal cargo other than coal used for thermal power plants, crude including POL, iron ore and iron ore pellets.

Form - 6**Performance Standards**

Sl. No.	Performance Parameters	Proposed performance standards
(1).	Cargo Related Services	
(a)	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	
(i)	Over all output per ship berth day (in MT)	10,456
(b)	Average moves per hour (in TEUs) in respect of Containers	-
(2)	Vessel Related Services	
(a)	Average Turnaround Time of Vessels (in days)	3.73
(b)	Average Pre-Berthing Time of Vessels (in hours)	10.8
(3)	Any other parameters found relevant by the Port	-