

**VIZAG SEAPORT PRIVATE LIMITED**

**SCALE OF RATES**

**SECTION - 1**

**1.1. Definitions - General**

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

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

**1.2. General Terms & Conditions**

- (1). Status of a vessel as borne out by its certification issued by the Customs or Director General of Shipping is the relevant factor for deciding whether the vessel is 'foreign-going' or 'coastal'. Foreign going vessels permitted to undertake coastal voyages and the cargo/container carried by them will also qualify for the concession in respect of such permissible voyages.
- (2).
  - (i). A foreign-going vessel of Indian Flag having a General Trading License can convert to Coastal run on the basis of a Customs Conversion Order.
  - (ii). A foreign-going vessel of Foreign Flag can convert to coastal run on the basis of Coastal Voyage License issued by the Director General of Shipping.
  - (iii). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
  - (iv). In case of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign-going rates shall be chargeable by the discharge ports.
  - (v). For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (3). Berth hire charges shall be levied on ship owners / steamer agents. Wherever rates have been denominated in US dollar terms, the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector Banks as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.

- (4). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the VSPL for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (5). No refund shall be made if the amount refundable is less than `100/-. This limit shall also be applied for supplementary claims for under charges.
- (6). For the purpose of calculating the dues, the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
- (7). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 be taken as 0.5 unit and fractions of 0.5 and above be treated as one unit, except where otherwise specified.
- (8). Interest on delayed payments / refunds
  - (i). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 15.85%.
  - (ii). Likewise, the VSPL shall pay penal interest @ 15.85% per annum on delayed refunds.
  - (iii). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the VSPL. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and/or where payment of charges in advance is prescribed in this Scale of Rates.
  - (iv). The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
- (9). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (10). All goods landed within the limits of the VSPL shall be assessed on import application and the fees shall be paid before the goods are removed.
- (11). All goods intended for shipment shall be assessed on export application and the fees shall be paid before the goods are shipped.
- (12).
  - (i). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
  - (ii). The cargo related charges for all coastal cargo, other than thermal coal, POL including crude oil, Iron Ore and iron pellets, should not exceed 60% of the normal cargo related charges.
  - (iii). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.
  - (iv). Cargo from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concession charges relevant for its coastal voyage. In other words, cargo from / to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for concession.

- (13). System of classification of vessel for levy of Vessel Related Charges (VRC)
- (i). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
  - (ii). A foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping and Custom Conversion order.
- (14). Criteria for levy of vessel related charges (VRC) at Concessional Coastal rate and foreign rate
- (i). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
  - (ii). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
  - (iii). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (15). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
- (i). Foreign going Indian vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:-
    - (a). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
    - (b). Not Converted\* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.  
\*The Central Board of Excise & Customs - Circular No 15/2002-Cus dated 25th February 2002 allows carriage of coastal cargo from one Indian Port to another Indian Port in India, in Indian flag foreign going vessels without any Custom Conversion.
  - (ii). In case of Foreign flag vessels converted to coastal run on the basis of a License for Specified period or voyage issued by the Director General of Shipping and a Custom Conversion Order, the coastal cargo/ container loaded from Indian Port and destined from any other Indian Port should be levied at the rate applicable for coastal cargo / container.
- (16). In case of damages to crafts, berths, fenders, bollards and other shore equipments, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the VSPL immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the VSPL whichever is higher. The VSPL shall refund the cost of damage received from the insurance company on admittance of its claim to the hirer from whom the cost of damage of the equipment was recovered, along with interest as applicable.
- (17). Users will not be required to pay charges beyond a reasonable level attributable to the VSPL.

- (18). In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges may be levied for cargo and vessels related services as well as special discount may be offered in port charges for the services rendered after regular hours.

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

## SECTION - 2

### VESSEL RELATED CHARGES

#### 2.1 BERTH HIRE

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

DESCRIPTION	Rate per GRT per hour or part thereof	
	Foreign-going vessel (in US \$)	Coastal vessel (in `)
Berth EQ 8 & EQ 9	0.0083 subject to a minimum of US\$ 166/-	0.2182 subject to a minimum of `4,363/-

#### General Notes relating to Berth hire

- (1). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.
- (2). The period of berth hire shall be calculated from the time mooring in the berth is completed.
- (3). No berth hire charges shall be payable for the period when loading/unloading operations cannot be carried out due to non-availability or break down of plant equipment or any other reasons including power failure attributable to VSPL.
- (4).
  - (i). There shall be a time limit beyond which berth hire shall not apply. The berth hire shall cease to apply 4 hrs after the time of vessel signalling its readiness to sail.
  - (ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal condition or on account of inclement weather or due to absence of night navigation facilities.
  - (iii). The Master/Agent of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather condition.
  - (iv). There shall be a penal berth hire equal to one day's berth hire charge for a false signal.

"False signal" would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for unberthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signalling readiness when a ship is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions".

(5). Ousting Priority/Priority berth Hire:

- (i). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 100% of the berth hire calculated for the total period of actual stay at the berth, whichever is higher, shall be levied.
- (ii). For "priority berthing" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 75% of the berth hire, calculated for the total period of actual stay at the berth whichever is higher, shall be levied.
- (iii). Where a working berth is already vacant for want of a vessel and a vessel having priority / ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (unreadiness of documents/lack of cargo/lack of ullage/hatch cleaning/ receivers or shippers not willing to work), it is not treated as priority berthing and in such cases no priority berthing charges will be levied.
- (iv). The fee for according priority/ousting priority as indicated above shall be charged from all the vessels except the following categories:
  - (a). Vessels carrying cargo on account of Ministry of Defence.
  - (b). Defence vessels coming on goodwill visits.
  - (c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
  - (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping
  - (e). Coastal vessels which will be accorded priority berthing shall not be liable to pay priority berthing charges.

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

**2.1.2. Penal Berth Hire Charges**

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

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

(a). Any vessel which requires "securing"	10 hrs
(b). Food Grains vessels requiring fumigation and Inerting	10 hrs
(c). In all other cases	7 hrs
- (ii). The berth occupancy for each vessel for the purpose of levy of penal berth hire charges shall be subject to the following conditions:
  - (a). For deciding the period of stay of a vessel, number of shifts lost due to labour stoppage of work and labour holiday shall be excluded.

- (b). The shift in which the vessel is berthed shall not be deciding the vessels stay at berth since normally vessels are berthed in the middle of shift resulting in engagement of less number of hooks.
- (c). In case of new cargoes, average performance of three consignments shall be fixed as "NORM" tentatively which will be reviewed after six months for further refinement.
- (d). Any stoppage of work for reasons attributable to VSPL shall be excluded.
- (iii). (a). In case of supply of bunkers and or water through barges, the vessel shall be permitted to stay at berth without attracting penal berth hire for 8 hours.
- (b). In case of supply of water, the vessel shall be permitted to stay at berth without attracting penal berth hire for 12 hours from the time of placement of barge alongside the vessel.
- (c). Vessels taking water / bunker through sources other than barge will be permitted to stay for 8 hours from the time of completion of loading / unloading the cargo without attracting penal berth hire.

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

Sl. No.	Particulars	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in `)
1.	Up to 6 hours	Per GRT	0.016	0.42
2.	Above 6 hrs. and upto 12 hours	- do -	0.032	0.84
3.	Above 12 hrs. but upto 18 hours.	- do -	0.064	1.67
4.	Above 18 hrs. per day or part there of	- do -	0.080	2.09

**2.1.4. Commodity wise per vessel hook per shift output rates**

For Exports			For Imports	
Sl. No.	Nomenclature	Per hook per shift output (in tonnes)	Nomenclature	Per hook per shift output (in tonnes)
1.	Containers (boxes)	20	Containers (boxes)	22
2.	Ferro Silicon	102	Ferro Silicon	262
3.	General Cargo	82	General cargo	86
4.	Iron & Steel	180	Iron & Steel	108
5.	Iron Ore & Pellets (manual loading)	598	Iron Ore (manual unloading)	560
6.	Maize	61	Maize (bulk)	234
7.	Sugar	94	Sugar in bags	82
8.	Wheat (bags)	91	Wheat (in bulk)	134
9.	Rice (bags)	81	Rice	62
10.	Rice (Bulk)	80	Rock Phosphate	281
11.	Aluminium Billets	98	Ammonium Nitrate	347
12.	Aluminium Ingots	110	Ammonium Sulphate	210
13.	C.P. Coke	346	Bauxite Bags	233
14.	Cement	102	Bentonite	254
15.	Charge Chrome	404	Bulgar wheat bags	62
16.	Chick Peas	219	Carbon Anodes	229
17.	Chrome Ore	188	Chrome Ore	206
18.	Coal tar (Bags)	192	Coal tar pitch	77

Sl. No.	Nomenclature	Per hook per shift output (in tonnes)	Nomenclature	Per hook per shift output (in tonnes)
19.	Coffee (Bags)	67	Coking Coal (a) Discharged by vessels with self discharging gear	622
20.	Dry Yeast	62	(b) All types of coal discharged by non-self discharging vessels	360
21.	Feldspar	317	CSB in bags	74
22.	Fenugreek	99	DAP Bulk	262
23.	Ferro Chrome (Bulk)	341	DBM in bags	242
24.	Ferro Chrome Bags	226	DBM in Bulk	220
25.	Ferro Manganese	99	Dolomite	405
26.	Granite Blocks	199	Coal / Coke (parcel of below 20000)	234
27.	Ilmenite Sand	333	Coal / Coke (parcel of above 20000)	361
28.	Kenaf	40	Lime Stone	372
29.	Manganese Ore	310	Mono Ammonium Phosphate	210
30.	Pet Coke (Bags)	83	MOP	267
31.	Pig Iron	458	Oil Pailes	57
32.	Quarzite	117	Paper bundle	212
33.	Silicon Manganese Ore (Bags)	200	Petroleum Coke	401
34.	Silicon Manganese Ore (Bulk)	538	Steam coal	578
35.	Soya extracts	172	Wood pulp	236
36.	Thermal Coal	665	Sulphur	278
37.	Vegetables	53	Timber logs	114
			Urea	283

**Notes:**

- (1). The total number of hooks worked shall be reckoned to compute the per hook per shift productivity.
- (2). The following two cases shall be deemed as non-performance / poor performance of the vessel:
  - (a). If a vessel works with less number of hooks for reasons such as lack of / insufficient cargo, improper stowage, failure of ship's gear and lack of clearance arrangements;
  - (b). If the actual hook output in the shifts following the shift in which the vessel is berthed does not conform to the norms prescribed for that commodity.

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

Item No.	Description	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in )
1.	Supply of fresh water to vessels at Shore.	Per 1000 Ltrs. or part thereof	3.241 subject to a minimum charge of \$ 16.205	`84.65 subject to a minimum charge of `423.25
2.	Supply of fresh water to vessels by Boat at Quay Walls,	Per 1000 Ltrs. or part thereof	4.182 subject to a minimum charge of \$	`109.20 subject to a minimum charge of

Item No.	Description	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in `)
	Jetties and Moorings.		20.912	`546.00

### SECTION - 3

#### CARGO RELATED CHARGES

##### 3.1. WHARFAGE:

Item No.	Nomenclature	Unit	Rate (in `)	
			Other than coastal cargo	Coastal cargo
1.	All types of Coal (other than thermal coal), Coke and Coal tar pitch	Tonne	39.00	23.40
2.	Alumina (bulk),	Tonne	45.00	27.00
3.	Aluminium, Alumina Sow Ingots, Alumina Billetts and Alumina products	Tonne	33.00	19.80
4.	Asphalt/bitumen, Barytes and Feldspar, Cement clinker (including cement)	Tonne	21.30	12.80
5.	Manganese Ore	Tonne	21.30	12.80
6.	Blast furnace slag, Bentonite, Dolomite chips, Fly Ash and River sand	Tonne	19.50	11.70
7.	Calcined petroleum coke	Tonne	45.00	27.00
8.	Caustic Soda	Per K.L.	39.25	23.55
9.	Cereals, food grains, Pulses and Sugar	Tonne	24.70	14.80
10.	Charge chrome, Ferro Manganese, Ferro Silicon Silicon Manganese, High carbon Ferrochrome, and other ores.	Tonne	57.00	34.20
11.	Chemicals	Tonnes	61.65	37.00
12.	Edible Oils	K.L.	17.95	10.80
13.	Electrical goods (in %)	Ad valorem	0.30%	0.18%
14.	Fertilizers (including MOP)	Tonne	41.25	24.75
15.	Granite Blocks & Marbles	Tonne	55.50	33.30
16.	Gypsum	Tonnes	44.85	26.90
17.	Ilemenite sand	Tonne	14.60	8.75
18.	Iron Ore	Tonne	24.70	24.70
19.	Iron Ore Pellets	Tonne	25.80	25.80
20.	Limestone	Tonne	36.00	21.60
21.	Liquid Ammonia, Molten Sulphur, Rock phosphate and Sulphur	Tonne	33.65	20.20
22.	Machinery	Ad valorem	0.16%	0.09%
23.	Molasses	K.L.	39.25	23.55
24.	All types of Oil Extractions like Soya, Rape seed etc.,	Tonne	13.45	8.10
25.	Pig iron	Tonne	42.60	25.55
26.	R.R. materials:	Tonne	37.00	22.20
27.	Steel Products (including scrap) – all varieties	Tonne	49.30	29.60
28.	Styrene Monomar	Tonne	61.65	37.00
29.	Thermal Coal	Tonne	21.30	21.30
30.	Timber Logs & Wood items	Cu. M	24.70	14.80
31.	Unenumerated goods having FOB/CIF value upto and inclusion of `1000/- per tonne.	Tonne	10.00	6.00
32.	Unenumerated goods having value more than `1000/- per tonne.	Tonne	40.00	24.00



**Notes:**

- (1). Before classifying any cargo as 'un-enumerated goods' the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the Schedule given above.
- (2). Wharfage charges are leviable on goods entering the docks even if they are not shipped. However, for the excess cargo brought into docks for shipment but not shipped, no wharfage will be levied if the cargo is removed within 24 hours of shipment
- (3). Charges on packages containing articles of a miscellaneous character shall be levied at the rate applicable to the individual articles.
- (4). Advalorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the bill of coastal goods. Customs bills of entry/shipping bill/bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of Lading/invoice etc.

**3.2. WHARFAGE CHARGES FOR SPECIFIED CASES**

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

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

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

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

**3.4. CHARGES ON TRANSHIPMENT CARGOES**

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

**Notes:**

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

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

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

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

**Notes:**

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

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

(i). **Exports**

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

(ii). **Imports**

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

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

(iii). **Transshipment Cargo**

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

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

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

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

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

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

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

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

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

The first 45 days shall be reckoned with as follows:

- (a). First 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days; and,
- (b). First 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

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

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

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

#### 3.6.1 Free Period:

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

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

Description	Unit	Rate (in `)
For the first fortnight after the expiry of free period	Per Tonne or part thereof per fortnight	`6/-
Second fortnight and thereafter		`9/-

#### Notes:

- (1). Storage beyond 30 up to 45 days shall attract penal storage charges @ `3/- per ton per day in addition to the second fortnight storage charges. Beyond 45 days storage charges shall be `24/- per ton per day.

### 3. 7. Stevedoring charges:

Commodities	Rate in ` Per Ton	
	Other than coastal cargo	Coastal cargo
<b>Dry Bulk:</b>		
Fertilisers & FRM	44.85	26.90
Pet coke, Calcined Pet Coke and Met Coke	25.00	15.00
Iron ore	25.00	25.00
Coking Coal	23.00	13.80
Cement Clinker	40.00	24.00
Feldspar	20.00	12.00
Thermal Coal	25.80	25.80
Steam Coal	25.80	15.50
Illuminated Sand	22.45	13.50
Lime Stone	25.00	15.00
Gypsum	25.00	15.00
Food Grain	39.25	23.55
Slag	22.45	13.50

Scrap	33.65	20.20
Raw Sugar	24.65	14.80
Unenumerated goods / cargo	40.00	24.00
<b>Break-Bulk:</b>		
Steel	44.85	26.90
Pig Iron	28.05	16.85
Timber Logs	95.30	57.20
Granite	60.00	36.00
Others	39.25	23.55

**Note:**

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

**3.8. Charges for shore operations:**

(Rate in ` per tonne or part thereof)

Other than Coastal cargo	Coastal cargo
65.00	39.00

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

**SECTION - 4**

**CHARGES FOR DEPLOYMENT OF EQUIPMENT**

**4.1. 104 Tonne Harbour Mobile Crane:**

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

**Notes:**

- (1). Concessional tariff prescribed for coastal cargo will not be applicable for thermal coal, POL including crude oil, iron ore and iron ore pellets.
- (2). This charge prescribed cover only the charges for working of the cranes. Slings and unslings and moving the loads within the reach of the crane shall be the responsibility of the hirer.

**4.2. Charges for hire of Gantry unloader:**

Description	Rate in ` per tonne or part thereof
Charges for hire of Gantry unloader	26.30

**4.3. Dust suppression system charges:**

Item No.	Description	Unit	Rate per tonne or part thereof (in `)
Pollution control charges for water sprinkling			
1.	For Dry Bulk	Per Tonne or part thereof	2.00
2.	For Break Bulk	Per Tonne or part thereof	0.50

**4.4. Weighment Charges:**

Item No.	Description	Unit	Rate per tonne or part thereof (in `)
1.	80 Tonne Electronic Road Weigh bridge	Per Tonne	3.00
2.	120 Tonne Electronic In Motion Weigh bridge	Per Tonne	5.00

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

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

Item No.	Description	Rate per tonne or part thereof (in `)
1.	Discharge of cargo with 104 MT Harbour Mobile Cranes	64.00
2.	1200 TPH Mobile Hoppers – 2 Nos. with belt feeders and telescopic spout for truck loading.	9.75
3.	Conveyor and stackers – 2 Nos. for stacking @ 1600 TPH	42.75
4.	Reclaiming and wagon loading @ 1050 TPH	28.50
5.	Inmotion Electronic weighment	5.00
6.	Sampling system	2.00
7.	Other services – leveling, labeling and photographing	7.50
	<b>Total:</b>	<b>159.50</b>

**Note:** Integrated terminal services covering all the items of services specified in 4.5 above shall be provided at a composite rate of `140.00.

**4.6. Tarpaulin coverage charges:**

Description	Rate per tonne or part thereof
All cargoes handled except cargoes delivered from hook point	`5.00

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

**SECTION - 5**

**CHARGES FOR OTHER SERVICES**

**5.1. Visitor Entry Pass:**

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

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

Per Entry	`75
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**5.3. Photography:**

(i).	Film Shooting and Photography	`5000 per day
(ii).	Taking Photographs of Goods Imp/Exp	`5000 per day
(iii).	Taking Photographs of Crews and Others	`5000 per day
(iv).	Videography (related to operational activities)	`2500 per day

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