



Cochin Port Trust

AN ISO 9001 : 2008 PORT

SCALE OF RATES

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Tariff Authority for Major Ports

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New Delhi, 10 June 2013

NOTIFICATION

In exercise of the powers conferred by Sections 48, 49 and 50 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby disposes of the proposal received from the Cochin Port Trust for general revision of its Scale of Rates as in the Order appended hereto.

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Member (Finance)

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COCHIN PORT TRUST

Scale of Rates

CHAPTER - I

1.1. Definitions - General

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

- (i). **“Coastal vessel”** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the competent authority.
- (ii). **“Cold move”** shall mean movement of vessel without power of the engine of the vessel.
- (iii). **“Day”** shall mean the period of 24 hours starting from 06.00 hrs. of a day and ending at 06.00 hrs. on the following day.
- (iv). **“Demurrage”** shall mean charges payable for storage of cargo in transit area within port premises beyond free period, as specified in the scale of rates, and shall not apply for cargo stored at areas licensed to Port users for such purpose.
- (v). **“Full Container Load” (FCL)** shall mean a container containing cargo belonging to one importer / exporter.
- (vi). **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- (vii). **“Free period”** shall mean the period during which cargo/container shall be allowed storage free of demurrage charges/ground rent and this period shall be exclusive of Customs notified holidays and Port’s non-operating days.
- (viii). **“Hazardous Container”** shall mean a container containing hazardous goods as classified under International Maritime Organization (IMO).
- (ix). **“Hazardous cargo”** shall mean cargo classified as hazardous goods under International Maritime Organization (IMO).
- (x). **“Inland water barge”** shall mean barge, which plies only in inland waterways.
- (xi). **“Inner Harbour”** shall mean dredged area and deep-water channels navigated by sea going vessels between eastern end of outer approach channel buoys to Mattancherry Bridge in the Mattancherry channel and to Venduruthy Bridge in the Ernakulam Channel.
- (xii). **“Less than a Container Load” (LCL)** shall mean a container containing cargo belonging to more than one importer / exporter.
- (xiii). **“Month”** shall mean 30 consecutive calendar days including holidays.
- (xiv). **“Outer Anchorage”** shall mean area west of Vypin and Fort Kochi not within the navigational outer channel but within Cochin Port limits.
- (xv). **“Over dimensional container”** shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.
- (xvi). **“Power driven vessel”** shall mean any vessel other than a sailing vessel.

- (xvii). **“Reefer Container”** shall mean a refrigerated container used for carriage of perishable goods with provision for receiving electrical supply to maintain the desired temperature.
- (xviii). **“Single Buoy Mooring (SBM) or Single Point Mooring (SPM)”** are loading buoys anchored offshore and serve as a mooring point for tankers to (off) load gas and/or fluid products.
- (xix). **“Sailing vessel”** shall mean a vessel propelled solely by wind power.
- (xx). **“Shifting”** shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage / mooring or vice versa within the port limits.
- (xxi). **“Ship To Ship (STS)”** operation shall mean transfer of bulk liquid / gas cargo from one vessel to another vessel(s) at a designated place within the notified jurisdiction of Cochin Port for destination to other port(s).
- (xxii). **“Shut out cargo / container”** shall mean any cargo / container brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.
- (xxiii). **“Transshipment”** of cargo / container shall mean any cargo / container landed at Cochin and subsequently shipped through another vessel to other ports.
- (xxiv). **“Vessel Completion Date (VCD)”** means the date on which import operation of the vessel is fully completed.

1.2. General Terms & Conditions

- (i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as ‘coastal’ or ‘foreign-going’ for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii).
 - (a). 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.
 - (b). A foreign going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.
 - (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (d). In cases 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.
 - (e). For dedicated Indian coastal vessels having a Coastal Licence from the Director General of Shipping, no other document will be required to be entitled to Coastal rates.
- (iii).
 - (a). Port dues shall be applicable as coastal or foreign going as per the status of the vessel at the time of entry into the port.
 - (b). If the status of the vessel is changed during its stay in the port, then 50% of the pilotage fee for inward and outward leg of the vessel depending upon the status of the vessel at each leg will be levied.
 - (c). Berth hire for the period in which the vessel changes its status will be charged on the basis of the status of the vessel at the beginning of the relevant block.

- (iv). (a). Vessel related charges shall be levied on ship owners / steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector Banks as may be specified from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
- (b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the market buying rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into the port in case of export containers.
- (v). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels into the Port limit in cases of vessels staying in the port for more than thirty days. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (vi). **Penal interest on delayed payments / refunds:**
- (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest per annum will be 16.45% from the day on which the penal interest starts accruing.
- (b). Like wise, the port shall pay penal interest on delayed refunds. The rate of interest per annum will be 16.45% from the day on which the penal interest starts accruing.
- (c). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port Trust. This provision shall, however, not apply to the cases where payment is to be made before availing the services / use of Port Trust's properties as stipulated in the MPT Act 1963 and / or where payment of charges in advance is prescribed as a condition in the Scale of Rates.
- (d). The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all documents required from the user, whichever is later.
- (vii). The minimum charge recovered in any one application / bill shall be ₹100/- (Rupees One Hundred only).
- (viii). No claim for refund shall be entertained unless the amount refundable is ₹100/- or more. Likewise, port shall not raise any supplementary or under charge bills, if the amount due to the port is less than ₹100/-.
- (ix). Vessels carrying simultaneously break-bulk cargo and containers entering the port for simultaneous loading / unloading of containers as well as break bulk cargo, shall be treated as break bulk vessels for the purpose of levy of Port Dues, Pilotage and Berth Hire Charges. The status of the vessel will be determined based on the first visit of the vessel on a particular month for the purpose of levy of port dues.
- (x). A ship will be considered as a scrap vessel from the date it is sold to breakers. Provided that the ship actually undergoes scrap in Cochin Port itself, dues shall be leviable at rates specified.
- (a). When such a vessel occupies any berth, charges at coastal rates will be levied.
- (b). The hire charges for bed of backwaters away from the dredged channels used by ships undergoing scrapping in Cochin shall be 25% of the normal berth hire applicable for coastal vessel provided they utilise their own mooring.

- (xi). (a). A sailing vessel shifting from any jetty / berth at Willingdon Island / Fort Cochin Wharf to a stream or berth or vice versa shall be liable to pay the fees chargeable for the stream or wharf berth as the case may be.
- (b). Sailing vessels will be allowed to be shifted in the inner harbour only undertow, which should be arranged by the owners at their cost, and with the prior written permission of the Deputy Conservator.
- (xii). (a). The cost of damage caused to the equipment or any other property shall be recovered from the user in addition to the penalty.
- (b). Cochin Port Trust shall not be responsible to the user or any person for any loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of requisition. The user shall indemnify the port trust administration against all loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of requisition, to any property belonging to the port including the equipment, or to any other persons or property. The liability of the user shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the port. The user shall also indemnify the port for all liabilities under the Workmen's Compensation Act.
- (xiii). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. Cochin Port Trust may, if it so desires, charge lower rates and / or allow higher rebates and discounts.
- (b). Cochin Port Trust may also, if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
- (c). Provided that Cochin Port Trust should notify the public such lower rates and / or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (xiv). (a). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other foreign vessels.
- (b). The cargo / container related charges for all coastal cargo / containers, other than Thermal Coal, POL (including crude oil), iron ore and iron ore pellets should not exceed 60% of the normal cargo / container related charges.
- (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 cargo from foreign port lands at Cochin Port for subsequent transshipment to an Indian port on coastal voyages, 50% of the transshipment rate prescribed for foreign-going and 50% of that prescribed for coastal leg shall be levied.
- (e). The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupees.
- (xv). User will not be required to pay charges for delays beyond a reasonable level attributable to the COPT.

CHAPTER – II

VESSEL RELATED CHARGES

2.1.1. Schedule of Port Dues.

Sl. No.	Type of vessel	Rate per GRT		Frequency of payment in respect of same vessel	
		Coastal vessel (in ₹)	Foreign-going vessel (in US \$)	Coastal Vessel	Foreign-going vessel
1.	Tanker (Crude oil & POL Vessels calling at Port Oil Berths)	10.08	0.377	The due is payable once in 30 days	The due is payable on each entry into the port.
2.	Crude Oil Tanker at SBM & STS	10.08	0.377		
3.	Container Vessels	9.59	0.358		
4.	Other Bulk, Break Bulk & Passengers	7.69	0.287		

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

Sl. No.	Description	Concession/Exemption
1.	Vessels entering the port in ballast and not carrying passengers	25%
2.	Vessels entering the port but does not discharge or take in any cargo or passengers therein (with the exception of such un-shipment and reshipment as may be necessary for purpose of repairs)	50%
3.	(i). Any pleasure yacht	100%
	(ii). Any vessel of war belonging to any Foreign Prince or State but not running for commercial purpose	
	(iii). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage	
	(iv). Vessels of war flying the white ensign belonging to or in the service of the Republic of India but not running on commercial purpose	
	(v). Any non-commercial vessel belonging to or in the service of Central Government, State Government or Union Territories	
	(vi). Defence vessels	
	(vii). Inland Water Barges carrying cargo to and from the Port.	
	(viii). Sea going vessels below 15 tons	

Notes:

- For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.
- Whenever mother vessels carrying lash barges, discharge the barges at the outer anchorage and sail out from there without entering the inner harbour will not attract port dues. In such cases, port dues will be collected from the lash barges entering the inner harbour based on their GRT.
 - In cases where the mother vessels enter the inner harbour and attract port dues, then the port dues will not be leviable on the lash barges.
- 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.

2.2. Pilotage Fees

2.2.1. Schedule of Pilotage fees

Sl. No.	Vessel Size (GRT)	Rate per GRT					
		Vessels at SBM & STS		Container Vessels		Other vessels	
		Coastal vessel (in ₹)	Foreign - going vessel (in US \$)	Coastal vessel (in ₹)	Foreign - going vessel (in US \$)	Coastal vessel (in ₹)	Foreign - going vessel (in US \$)
(i).	Upto 30000	11.69	0.4259	20.85	0.7790	21.49	0.8033
(ii).	30001 to 60000			₹625500 plus ₹16.67 per GRT over 30000 GRT	US \$ 23370 plus US \$ 0.6231 per GRT over 30000 GRT	₹644700 plus ₹17.19 per GRT over 30000 GRT	US \$ 24099 plus US \$ 0.6426 per GRT over 30000 GRT
(iii).	60001 and above			₹1125600 plus ₹14.59 per GRT over 60000 GRT	US \$ 42063 plus US \$ 0.5453 per GRT over 60000 GRT	₹1160400 plus ₹15.05 per GRT over 60000 GRT	US \$ 43377 plus US \$ 0.5622 per GRT over 60000 GRT

2.2.2. Schedule of Miscellaneous Pilotage fees

1. Pilotage fee for sailing vessels / Barges

Sl. No.	Particulars	Unit	Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
(i).	Below 200 GRT	Each way per vessel	640.64	23.94
(ii).	200 GRT and above	Each way per vessel	949.70	35.49

2. Detention Charges

Sl. No.	Particulars	Unit	Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
(i).	For detention of a pilot for more than 30 minutes beyond the time for which the requisition is made	Per hour or part thereof	3746.40	140

3. Cancellation Charges

Sl. No.	Particulars	Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
(i).	For the cancellation of the requisition for a service of a pilot with less than 2 hrs. notice to the Dy. Conservator.	5619.60	210

4. Pilotage fees for dredgers

Sl. No.	Particulars	Per 8 hour or part thereof (₹)
(i).	Dredgers other than for port dredging	11200

2.2.3. Schedule of Shifting Charges

Sl. No.	Vessel Size (GRT)	Rate per GRT					
		Vessels at SBM & STS		Container Vessels		Other vessels	
		Coastal vessel (in ₹)	Foreign - going vessel (in US \$)	Coastal vessel (in ₹)	Foreign - going vessel (in US \$)	Coastal vessel (in ₹)	Foreign - going vessel (in US \$)
(i).	Upto 30000	2.9225	0.10647	5.21	0.19474	5.38	0.2008
(ii).	30001 to 60000			₹156300 plus ₹4.17 per GRT over 30000 GRT	US \$ 5842.5 plus US \$ 0.1558 per GRT over 30000 GRT	₹161400 plus ₹4.30 per GRT over 30000 GRT	US \$ 6024 plus US \$ 0.1606 per GRT over 30000 GRT
(iii).	60001 and above			₹281400 plus ₹3.65 per GRT over 60000 GRT	US \$ 10516.5 plus US \$ 0.1363 per GRT over 60000 GRT	₹290400 plus ₹3.77 per GRT over 60000 GRT	US \$ 10842 plus US \$ 0.1406 per GRT over 60000 GRT

2.2.3. (i). Shifting fee for Sailing Vessels / Barges

Sl. No.	Particulars	Unit	Coastal vessel (in ₹)	Foreign-going vessel (in US \$)
(i).	Below 200 GRT	Each way per vessel	350	12.75
(ii).	200 GRT and above	Each way per vessel	420	15.31

Notes:

1. Pilotage fee is a composite fee and shall include one inward and one outward movement with services of port's pilot, with required number of tugs / launches of adequate capacity and shifting(s) of vessels for 'port convenience'. Shifting at the request of vessels will attract separate shifting charges.
2. In case of requisition for the cancellation of the services of the pilot due to power failure or due to break down of port's equipment, within 2 hours before the scheduled time of sailing of the vessel, no cancellation charges will be levied based on a certificate issued to this effect by the concerned officer duly authorised by the port. Likewise, charges for detention of pilot will also not be levied in case the delay is for reasons directly attributable to Port.
3. Every vessel, not under own power, including dumb barges will be charged 50% extra pilotage fee.
4. No charges shall be levied for shifting of a vessel for port convenience.
 - (a). "Port convenience" is defined to mean the following:
 - (i). If a working cargo vessel at berth or any vessel at mooring is shifted / in-berthed for undertaking dredging work / hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting made to reposition such shifted vessel shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (ii). If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels, which are exempted from bearing shifting charges, such shifting shall be treated "SHIFTING FOR PORT CONVENIENCE".

- (iii). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (iv). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent-berth due to length restrictions, such shifting shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (v). Whenever a vessel is shifted from berths to accommodate classified defence cargo vessel or any vessel carrying hazardous cargo, which needs adjacent-berth to be kept vacant for safety reasons, such shifting and the shifting made to reposition such shifted vessel shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (vi). Container vessels shifted from Container Berths in order to accommodate classified defence cargo in containers and shifted back to container berth after sailing of the defence classified container vessel shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (vii). Bulk / break bulk cargo vessel shifted from one berth to another berth in order to accommodate storage of cargo or shifted due to break down of Port's equipment engaged by the vessel, stacking of cargo at berth frontage due to limitations in load bearing capacity and also due to space constraints shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
- (b). Whenever a vessel is shifted from berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority or the shifting is treated as for PORT CONVENIENCE when the priority vessel is exempted from payment of such charges. This benefit will, however, not be applicable in the following cases:
- (i). Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - (ii). Vessels using the berth exclusively for over side loading / discharge.
 - (iii). Vessels which are idling at berth without doing any cargo handling operations.

5. In case the vessel is moved to Cochin Oil Terminal (COT) or any other berth of the Port and from there it sails out, it should be treated as a fresh entry / exit and the Pilotage as per the existing Scale of Rates of the COPT shall be charged.

2.2.4 Charges for hire of Floating craft

Sl. No.	Category	Unit	Rate (₹)
1.	Pilot Launch and other launches	Per hour or part thereof	490
2.	Mooring Tug	Per tug per hour or part thereof	18620
3.	L & T Poclain & Barge Vijaya	Per hour or part thereof	2100
4.	Speed Boat - twin screw	Per hour or part thereof	13500
5.	Speed Boat - single screw	Per hour or part thereof	6000

2.2.5 Charges for the use of Port's Dry Dock

Sl. No.	Particulars	Rate per day or part thereof	
		Coastal vessel (in ₹)	Foreign -going vessel (in US \$)
1.	Docking & undocking the vessel including 1st day hire, assisting docking & undocking excluding Tugs, Mooring boats, Pilotage etc. and cleaning of dry dock.	90000	3279.76
2.	Dry dock hire from 2nd day to 10th day (both days inclusive) per day or part thereof.	45000	1639.88
3.	Dry dock hire from 11th day to 20th day (both days inclusive) per day or part thereof.	90000	3279.76
4.	Dry dock hire from 21st day or part thereof.	112500	4099.70
5.	Arranging blocks.	45000	1639.88
6.	Slipway per day or part thereof.	3000	-

Notes:

- An amount of ₹1500/- per day or part thereof will be charged for providing fire line.
- For connecting & disconnecting shore supply, ₹5000/- will be charged per vessel. Electricity and fresh water shall be supplied as per availability and will be charged as per the scheduled rates applicable.
- ₹2000/- per day or part thereof will be charged for tying the vessel at Dolphin.
- Removing & refitting blocks in way of repairs will be charged @ ₹2000/- per set of block.
- The hirer should do the cleaning of dry dock at his cost except for the first day.
- Facilities available at dry dock viz. staging, sea water, toilet-bathrooms, etc. will be provided free of charges only during the vessels stay inside the dry dock subject to availability of the same. The Dry Dock cranes will be charged on hourly basis subject to their availability. For provision of dry dock cranes during the day shift, a hire charge @ ₹1750/- per hour or part thereof shall be levied. If used beyond day shift, i.e. after 1600 hours, then the charges shall be double the day shift charges.
- Hire period shall be counted from 0000 hours of the calendar date on which flooding operation starts and for docking till 2400 hours of the calendar date on which dewatering of the dock after undocking ceases.
- Removing of garbage from dry dock will be done by the hirer.
- The minimum charges payable shall be for a period of 2 calendar days and fraction of subsequent day shall be counted as one day.
- Any damages to the dry dock during the docking/undocking operation and also during its stay inside/alongside dry dock will be responsibility of the hirer and the cost of damage/loss will be recovered from the hirer. The COPT shall not accept any responsibility/liability whatsoever for any detention of the vessel using the dry dock on account of any reasons.
- The port will not be responsible for any damage/loss to the craft/crew of the craft that dry docked/berthed alongside.
- For docking/undocking of vessel on Sunday/Holidays, an additional charge equivalent to 50% of the rates prescribed at Sl.No.1 of this Schedule shall be levied.
- 50% of the prescribed charges at Sl.No.1 this Schedule shall be levied in case the

requisition for docking or undocking operations is cancelled by the hirer. These extra charges for cancellation of operation will not be levied if prior notice in writing is furnished to the dock-in-charge not later than 1400 hours on 2 days previous to the day fixed for operation.

14. If services of tug, launch, etc. are utilized as a requirement of the dry dock during docking/undocking operation, the same will be charged as per Scale of rates.
15. While submitting the requisition for the dry dock, the hirer must furnish all the required details of the vessel, along with the expected period of stay in the dry dock indicating dates.

2.3. Berth Hire Charges

2.3.1. Schedule of berth hire charges.

Sl. No.	Name of berths	Rate per GRT per hour	
		Coastal Vessel (in ₹)	Foreign- going Vessel (in US\$)
1	Q1 to Q9	0.1538	0.00485
2	COT, NTB, STB & SCB	0.1237	0.00389
3	Q10, BTP & NCB	0.1743	0.00549
4	Container berth at ICTT	0.1743	0.00549

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

Sl. No.	Classification	Rate per GRT per hour or part thereof			
		Coastal vessel (in ₹)		Foreign -going vessel (in US \$)	
1.	Inland Waterways Barges	0.1807		-	
2.	Lash Barges:				
	(i). Berth hire for occupying any berth	0.1807		0.00676	
	(ii). Fleeting charges when barges wait at fleeting areas	0.0585		0.00221	
3.	Floating Crafts/ bodies:				
	(i). If occupies port berths	0.1807		0.00676	
	(ii). If does not occupy port berths but remain in port water area	0.0585		0.00221	
		Rate per vessel per hour or part thereof			
4.	Any other vessels:	Sailing vessel / Pleasure yachts		Fishing vessels and trawlers	
		Coastal (in ₹)	Foreign - going (in US \$)	Coastal (in ₹)	Foreign - going (in US\$)
	(i). Occupying any berth	23.50	0.8784	37.64	1.4053
	(ii). Occupying a low Wharf Berth / Fort Cochin wharf berth / jetty at Willingdon Island or other shallow water area for anchoring with their own gear anywhere within port limits.	11.77	0.4394	18.78	0.70213
	(iii). Pleasure yachts: For occupying Pathemari anchorage at Fort Cochin wharf or anchorage in the stream under its own moorings.	11.77	0.4394	-	-
5.	Any vessel anchoring with their own gear anywhere in the dredged area and deep-water channels navigated by sea going vessels.	23.50	0.8784	23.50	0.8784

Note:

In case GRT of floating crafts / bodies / barges is not available, the rate prescribed will be applicable (at per tonne per hour basis) with reference to their capacity in tonnes.

2.3.3. Charges for Hired Tugs

Particulars	Rate per tug hour or part thereof	
	Coastal Vessel (in ₹)	Foreign-going Vessel (in US \$)
Tug charges for SPM, STS or any other operations	16645	606.56

Notes:

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

India Gateway Terminal Private Limited (IGTPL).

9. Low wharf, Muraf Jetty and Fort Cochin Jetty are declared as fleeting areas for lash barges.

2.4. Supply of fresh water to vessels

Sl. No.	Description	Coastal vessel (in ₹)		Foreign-going vessel (in US \$)	
		Rate (per 1000 Lts.)	Minimum charge	Rate (per 1000 Lts.)	Minimum charge
1.	Supply through Barges:				
	(i). At inner harbour	262.22	6556.20	9.80	245.00
	(ii). At outer harbour	1049.02	26224.80	39.20	980.00
2.	Water supply through shore	149.87	3746.40	5.60	140.00

2.5. Charges for use of Barge Jetties.

Sl. No.	Description	Unit	Rate in ₹
1.	At Q 10 Area	Per jetty per month or part thereof	167020
2.	Near SCB	- do -	176400

2.6. Security Charges for vessels

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

CHAPTER – III
CARGO RELATED CHARGES

3.1. Schedule of wharfage for bulk and break bulk cargo

Sl. No.	Description of commodity	Unit	Rate in ₹	
			Coastal	Foreign
1.	Cashew, nuts and fruits	MT	30.00	50.00
2.	(i). Thermal Coal	MT	56.00	56.00
	(ii). Coal other than Thermal Coal, coke, wood charcoal, firewood	"	33.60	56.00
3.	Coir, coir products, jute, jute products	MT	40.30	67.20
4.	Construction and building materials			
	(i). Sand, stones, Granite, Marble	MT	31.20	52.00
	(ii). Cement, Clinker, Clay, Chalk	"	43.70	72.80
5.	Cotton, cotton waste, twist yarn, wool, clothes & Cotton piece goods	CUM	29.40	49.00
6.	Defence goods	MT	130.55	217.55
7.	Fertiliser - raw material & finished - at Q10 Berth			
	(i). Sulphur	MT	37.20	62.00
	(ii). Rock phosphate	"	34.20	57.00
	(iii). Finished fertilisers	"	34.20	57.00
	Fertiliser - raw material & finished at other Berths			
	(i). Sulphur	MT	52.10	86.80
	(ii). Rock phosphate	"	47.90	79.80
	(iii). Finished fertilisers	"	47.90	79.80
8.	Food grains, oilseeds, cereals, pulses, bran of all kinds	MT	36.95	61.60
9.	Fuel for Ship's bunkers	MT	24.00	40.00
10.	Liquid cargo, acids			
	(i). Crude oil - at Port Berth	MT	65.00	65.00
	(ii). Crude oil - SBM	MT	25.00	25.00
	(iii). POL products - at Port Berth	MT	65.00	65.00
	(iv). POL products and other liquids - STS	MT	25.00	25.00
	(v). Liquid ammonia	MT	71.40	119.00
	(vi). Phosphoric acid	MT	65.50	109.20
	(vii). Molasses, edible oils & other liquids	MT	54.60	91.00
11.	Metals and Metal products	MT	67.20	112.00
12.	Metal Scrap	MT	54.00	90.00
13.	Minerals and ores	MT	43.70	72.80
14.	Motor vehicles except Motorcycles			
	(i). By RO-RO system	Per vehicle	900.00	1500.00
	(ii). Other than by RO-RO system	Per vehicle	1800.00	3000.00
15.	Motor Cycles	Per vehicle	300.00	500.00
16.	Oil cakes & fodder	MT	47.05	78.40
17.	Paper, paper products and newsprint	CuM	31.20	52.00
18.	Salt	MT	8.40	14.00
19.	Ship stores, provisions	MT	30.00	50.00
20.	Soda Ash	MT	15.00	25.00
21.	Sugar, Raw Sugar	MT	37.20	62.00
22.	Sludge, Oily waste	MT	54.00	90.00
23.	Unaccompanied personal baggage	CuM	47.05	78.40
24.	Wood, timber and products			
	(i). Timber logs	Cu M	20.40	34.00
	(ii). Wood, bamboo, wood products	MT	47.05	78.40
	(iii). Wood Pulp	MT	34.45	57.40
25.	Any item other than those specified above.	MT	60.00	100.00

Notes:

1. "Wharfage" shall mean the basic dues recoverable on all cargo/ container landed or shipped or transshipped within the port limits or passing through the declared landing stage of the port, whether portage was provided by the port or not.
2. Assessment of cargo shall be done on the basis of the description of the cargo as given in the bill of entry / coastal bill of lading in case of import cargo and shipping bill in the case of export cargo, that best fits the item description covered under the schedule.
3. (a). For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
(b). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
4. Before classifying any cargo under unspecified category in the wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in those schedules.
5. Wharfage dues shall be collected at the rates specified in the schedule on the basis of:
 - (a). Vessel's draft survey certificate / Vessel's Manifested Quantity in case of dry bulk cargo;
 - (b). Vessel's ullage certificate quantity / Vessel's Manifested Quantity in case of liquid bulk;
 - (c). Bill of Entry / shipping bill quantity in all other cases.
 - (d). In case of coastal cargo, if Bill of Entry or Shipping Bill is not available, Cochin Port Trust shall decide the documents to be relied upon.
6. Goods free of wharfage:
 - (a). Cargo consigned to or by the Cochin Port Trust.
 - (b). Import cargo delivered through Inland Water Barges.
 - (c). Motor vehicles such as chassis / trailers with or without prime movers, trucks etc. used for transportation of cargo / containers through Inland Water Barges handled by RORO system or other than by RORO system.
 - (d). Bonafide passengers' and seamen's baggage and personal effects accompanying them.
 - (e). Bonafide ship's fittings of the same vessel.
 - (f). Sweepings collected on shore.
 - (g). Pallets used for the export of palletised cargo from the wharves.
 - (h). Half wharfage is payable in respect of the above items from 6 (b) to 6 (h) provided their handling is undertaken by Cochin Port Trust.
7. Cargo transshipped alongside berths, reshipment or shut out cargo shall be assessed for each handling @ 75% of the wharfage applicable to that cargo.
8. Cargo transshipped other than at alongside berths shall be considered as single handling and shall be assessed at 50% of the wharfage for the cargo handled in such manner. However this condition shall not apply to STS operations.
9. Port shall not arrange for the portage at wharf for the following cargo and the owners shall make their own arrangements for handling them at their expense and risk:
 - (a). Fertiliser and fertiliser raw material handled at Q 10 berth.
 - (b). Goods free of wharfage except 6 (a).
 - (c). Any cargo handled through pipelines.

3.2. Demurrage Charges

3.2.1. Free Period

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

Notes:

- Free Period**
 - Free period shall be exclusive of Customs notified holidays and port's non-operating days.
 - Free period for import cargo shall be reckoned from the day following the Vessel Completion Date (VCD).
 - Free period for export, transshipment and shut out cargo shall commence from the actual date of admission of the cargo into the port premises.
 - In case of salvaged goods, free period shall commence from the date on which the goods are salvaged.
- If operational area is licensed to users, storage charges on containers / demurrage on cargo stored therein shall not be levied again.

3.2.2. Schedule of Demurrage charges

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

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

Notes:

- Demurrage on both import and export cargo shall not accrue for the period when the port is not in a position to deliver / ship cargo when requested by the user.
- Demurrage leviable on other consignments lying at the particular berth or adjacent berth / berths which cannot be cleared during the period when the adjacent berth / berths is / are kept vacant on account of the nature of cargo to be handled at a particular berth or for any other reason, shall be borne by the respective consignee of the cargo requiring such safeguard.

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

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

storage area. Such allotment shall be vessel wise and license fees shall be recovered at the rates specified below:-

Particulars	₹ per sq. m. per week or part thereof from the date of allotment	
	Covered Storage	Open Storage
Up to 4 weeks	12.50	10.00
5th to 8th Weeks	18.75	15.00
9th Week onwards	25.00	20.00

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

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

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

Note:

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

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

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

Notes:

- Free period excludes Customs Holiday and ports non-working days.
- Free period shall commence from the day of completion of unloading.
- These rates shall not apply to Yellow Peas and Raw Sugar, which will be regulated as per the applicable rates in ports prior to 25 August 2009.
- The schedule for demurrage charge / storage charges (license fee) for pulses and sugar prescribed above will not apply to Nepal bound cargo. The Nepal bound cargo will be regulated as per the rates otherwise applicable in the Scale of Rates.

CHAPTER – IV

HIRE CHARGES FOR PORT EQUIPMENT

4.1. Charges for light duty forklift trucks.

(in ₹)

SI. No.	For subsequent Operations	Unit	Coastal	Foreign
1.	For cargo handling or any other operations inside the wharf premises	Per forklift truck per hour or part thereof	352.80	588

4.2. Requisition cancellation charges.

SI. No.	Particulars	Unit	Rate (₹)
1.	On working days	Per equipment per requisition	490
2.	On Sundays and Holidays	" " "	2940

4.3. Charges for Floating crane & Oil Skimmer.

SI. No.	Category	Unit	Rate (₹)
1.	Floating Crane F.C. Periyar :		
	Fixed charges	Per hour or part thereof	2000
	Lifting charges :		
	Up to 30 ton	Per tonne	600
	30 - 60	or	800
60 - 90	part thereof	1200	
Above 90		1500	
2.	Oil Skimmer M.V. Venad :		
	Fixed charges	Per hour or part thereof	1000
	Lifting charges	Per ton or part thereof	300

4.4. Charges for use of Port's Fender Pontoons

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

Notes:

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

CHAPTER – V

CONTAINER RELATED CHARGES

5.1.1. Wharfage for Containers

Sl. No.	Type of containers	Unit	Rate in ₹			
			20'		40'	
			Coastal	Foreign	Coastal	Foreign
1.	Empty	Per Container	123.48	205.80	185.22	308.70
2.	Laden	"	588.00	980.00	882.00	1470.00
3.	Hazardous/explosives	"	Rate 25% more than normal containers			

5.1.2. Lift on / Lift off charges for containers

(Rate in ₹)

Sl. No.	Type	Coastal			Foreign		
		20'	40'	Above 40'	20'	40'	Above 40'
1.	Laden	342.14	513.22	684.29	570.24	855.36	1140.48
2.	Empty	106.92	160.38	213.84	178.20	267.30	356.40

5.1.3. Reefer charges for containers:

Particulars	Rate	Coastal (₹)			Foreign (US \$)		
		20'	40'	Above 40'	20'	40'	Above 40'
Electricity supply & monitoring charges	per 4 hours or part thereof	138.40	207.58	276.80	3.18	4.76	6.35

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

Rate per container for 20', 40' and above 40'	₹400
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Note:

Ground Rent will be levied for containers availing storage from the day following the date of grounding, at the rates prescribed at schedule 5.1.5 without allowing the free period prescribed therein."

5.1.5. Ground Rent on Containers

Sl. No.	Period of occupation	Rate per container per day or part thereof					
		20'		40'		Above 40'	
		Coastal (in ₹)	Foreign going (in US \$)	Coastal (in ₹)	Foreign going (in US \$)	Coastal (in ₹)	Foreign going (in US \$)
1.	Empty Containers						
	(i). First 3 days	Free	Free	Free	Free	Free	Free
	(ii). 4th day to 10th day	133.80	3.00	267.60	6.00	401.40	9.00
	(iii). 11th day to 15th day	267.60	6.00	535.20	12.00	802.80	18.00
	(iv). Thereafter	535.20	12.00	1070.40	24.00	1605.60	36.00
2.	Loaded Containers						
	(i). First 7 days	Free	Free	Free	Free	Free	Free
	(ii). 8th day to 15th day	133.80	3.00	267.60	6.00	401.40	9.00
	(iii). 16th day to 30th day	267.60	6.00	535.20	12.00	802.80	18.00
	(iv). Thereafter	535.20	12.00	1070.40	24.00	1605.60	36.00

3.	Hazardous Containers						
	(i). First 7 days	Free	Free	Free	Free	Free	Free
	(ii). 8th day to 15th day	167.25	3.75	334.50	7.50	501.75	11.25
	(iii). 16th day to 30th day	334.50	7.50	669.00	15.00	1003.50	22.50
	(iv). Thereafter	669.00	15.00	1338.00	30.00	2007.00	45.00
4.	Transshipment						
	Empty Container						
	(i). First 15 days	Free	Free	Free	Free	Free	Free
	(ii). 16th day to 30th day	267.60	6	535.20	12	802.80	18
	(iii). Thereafter	401.40	9	802.80	18	1204.20	27
	Laden Container						
	(i). First 30 days	Free	Free	Free	Free	Free	Free
	(ii). 31st day to 45th day	267.60	6	535.20	12	802.80	18
	(iii). Thereafter	401.40	9	802.80	18	1204.20	27

Notes:

1. **Free Period.**
 - (i). For the purpose of calculation of free period Customs holidays and port non-working days shall be excluded.
 - (ii). The free period for import containers will commence from the day after the day of landing of the last container from the vessel.
 - (iii). The free period for export containers will commence from the time the container enters the port.
2. In case of export container, the levy of ground rent shall cease when the nominated vessel commences loading.
- 5.2. **Container / Cargo Related Charges at the CFS and other Stuffing/ De-stuffing Facilities at the port**

5.2.1. Stuffing and De-stuffing charges at CFS and other Port Facilities

Sl. No.	Description	Rate per container (₹)	
		20'	40' and above
1	For half a container load	1380	2250
2	For full container load	2760	4500

Notes:

1. A container, which is stuffed or de-stuffed, 50% or less of its normal capacity, is treated as half a container.
2. In the event of stuffing/de-stuffing of cargo necessitated for topping up of the container, examination, accounting or proper stacking, and such stuffing/de-stuffing results in 50% or less than 50% of the cargo being stuffed/de-stuffed, only 50% of the stuffing/de-stuffing charges will be collected in such cases.

5.2.2. Storage Charges on Containers (FCL/LCL, Loaded or Empty) at CFS and other Stuffing / De-stuffing facilities at the port

Sl. No.	Period of occupation	Rate per container per day or part thereof					
		20'		40'		Above 40'	
		Coastal (in ₹)	Foreign going (in US \$)	Coastal (in ₹)	Foreign going (in US \$)	Coastal (in ₹)	Foreign going (in US \$)
1	First 3 days	Free	Free	Free	Free	Free	Free
2	4th to 15th day	138	3.00	276	6.00	414	9.00
3	16th to 30th day	276	6.00	552	12.00	828	18.00
4	Thereafter	552	12.00	1104	24.00	1656	36.00

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

Sl. No.	Period of occupation	Rate per ton or part thereof per day or part thereof	
		Covered space (₹)	Open space (₹)
1	First 3 days	Free	Free
2	4th to 15th day	12	10
3	16th to 30th day	20	14
4	Thereafter	40	24

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

Sl. No.	Period of occupation	Rate per ton or part thereof per day or part thereof	
		Covered space (₹)	Open space (₹)
1	First 5 days	Free	Free
2	6th to 15th day	12	10
3	16th to 30th day	20	14
4	Thereafter	40	24

5.2.5. Storage Charges on Personal Effects/ Unaccompanied Baggage De-stuffed from Containers

Sl. No.	Period of occupation	Unit	(Rate in ₹)
1	First 3 days	per MT or part thereof per day or part thereof	Free
2	4 th to 15 th day		50
3	16 th to 30 th day		80
4	Thereafter		150

Notes:

- Free period shall exclude Customs notified holidays and Port non-operating days.
- The free days for containers shall be counted from the date of placement of the container for stuffing or de-stuffing in the CFS.
- The free days for import cargo and personal effects de-stuffed from the containers shall commence from the day following the date of de-stuffing, and for export cargo the free period shall commence from the date of admittance of cargo into the CFS for stuffing.
- Free period shall exclude any delay on the part of the port to stuff or de-stuff the container, as certified by the concerned officer authorised by the COPT.

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

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

Note:

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

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

- (i). The consignee can issue a letter of abandonment at any time.
- (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent / MLO can also issue abandonment letter subject to the condition that,
 - (a). the line shall resume custody of container along with cargo and either take back it or remove it from the Port premises; and
 - (b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
- (iii). The container Agent / MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for de-stuffing the cargo.
- (iv). Where the container is seized / confiscated by the Custom Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized / confiscated containers should be removed by the line / consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

Note:

The existing conditions prescribed in Schedule 5.3. relating to levy of storage charge on abandoned FCL container will apply to containers handled at the CFS and other Stuffing/ De-stuffing facilities at the port.

CHAPTER – VI

MISCELLANEOUS CHARGES

6.1. Charges for use of Port's Fire equipment

Sl. No.	Description	Unit	Rate per equipment (₹)
1.	Fire tender or fire pump	Per hour or part thereof	490

6.2. Charges for issue of wharf entry permits to authorised visitors

Sl. No.	Type of Pass	Category of people	Validity	Fee
1.	Daily Wharf Entry Permit	Any one time customer	One day	₹10 per person for one day
2.	Weekly wharf entry permit	All category of port users	Two to seven days	₹20 per person
3.	Temporary Dock Entry Permit - I (Laminated Photo Card)	All category of port users	Seven days to one month	₹50 per person
4.	Temporary Dock Entry Permit - II (Laminated Photo Card)	CHA, SA, EXIM, Surveyors, Ship Chandlers, Govt. Agencies, C&F agents, Ship repairers, fumigators, palletizing agents etc.	More than one month up to three months	₹100 per person
5.	Dock Entry Permit for wharf entry alone. (Bio-metric card)	CHA, SA, Stevedores, EXIM, Surveyors, Ship Chandlers, truck/ equipment operators, Govt Agencies, C&F agents, Ship repairers, fumigators, palletizing agents, workers from KHWWB etc.	More than three months upto one year	₹300 per year + ₹200 one time cost for biometric card
6.	Dock Entry Permit with Transaction Permission* (Bio-metric card with hollogram)	Authorized signatories of CHA	Three years	₹900 for wharf entry + ₹100 for transaction license + ₹200 one time cost for biometric card
7.	School/College students group upto 50 members (plain paper pass)	Institutional students	One visit	₹100 per group
8.	Boat crew (Laminated Photo Card)	Boat crew of Govt/ private boats and barges	One year	₹100 per person
9.	Duplicate biometric card in the event of loss			₹1000
10.	Duplicate biometric card in the event of damage			₹200

Note: A biometric card will be issued separately @ ₹200 per card irrespective of the valid period.

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

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

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

(Rate in ₹)

Sl. No.	Description	Within transit shed or open transit accommodation	From transit shed or open transit accommodation to other sheds or warehouses or to open storage area
In the case of goods on which Wharfage is charged on the basis of:			
1.	Per ton / Per cum:	196	588
2.	Per each item:		
	Motor car	147	294
	Motor cycle with or without side car, cycle & other carriages	98	147

Notes:

1. After the expiry of the free storage period, the goods are liable to be removed at the discretion of the port, which shall attract the charges as per the schedule.
2. Baggage or personal effects not accompanying passengers or seamen if landed at Ernakulam wharf shall be removed direct to overflow shed or baggage hall at Ernakulam wharf and removal charge at ₹200 (Rupees two hundred only) per cubic metre shall be recovered.
3. Removal charges leviable on other consignments lying at the particular berth or adjacent berth / berths which cannot be cleared during the period when the adjacent berth / berths is / are kept vacant on account of the nature of cargo to be handled at the particular berth, or any other reason shall be borne by the respective consignee of the cargo requiring such a safeguard.

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

Sl. No.	Description	Unit	Rate (in ₹)
1.	For use of port's berth, jetties, pipelines, pumping facilities for operation of transferring P.O.L products (other than landing and shipping).	Rate per ton or part thereof	19.60
2.	Exchange PIT facilities for transferring POL products from one installation to another through pipelines at Tanker Berths.	-do-	9.80

6.6. Charges for Erecting Hoardings.

Sl. No.	Description	Unit	Rate in ₹
1.	Single sided hoardings per sq. mtr.	per year or part thereof	5000
2.	Double sided hoardings	"	10000
3.	Neon boards	"	2500

Notes:

1. The charges for one year should be paid in advance as security deposit over and above the normal charges, irrespective of the location of hoardings within the port limits.
2. The permission for the hoardings will be renewable annually and the rent will be payable in advance. The Port may, however, require at any time, on three months notice that the hoardings should be removed if the land is required for other purposes. In such cases proportionate charges will be refunded.
3. The grant of permission for putting up hoarding will not confer on the applicant / user any title or right in respect of the land.

4. If the hoarding is not removed on the expiry of the period of permission, the Port shall be entitled to remove such hoardings and sell them by public auction. The Port shall also have the right to recover the cost of such removal and other incidental expenses from the deposit amount or the sale proceeds of such materials used for the hoarding.

6.7. Passenger launches

Sl. No.	Description	Unit	Rate in ₹
1.	Passenger launches	Per launch per day or part thereof	2000

6.8. Penalty charges for VCN cancellation

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

6.9. Taking photographs or shooting films in the port premises

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

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

Sl. No.	Description	Rate per month or part thereof (in ₹)
Old Bunks		
1.	Measuring 2.5 M x 2.5 M	525.00
2.	Measuring 2.5 M x 1.5 M	420.00
3.	Measuring 3.0 M x 2.5 M	1157.80
New Bunks		
4.	T - Bunks 3 M x 1.5 M	1030.40
5.	C - Bunks 2.5 M x 1.5 M	858.20

Note:

New bunks are those bunks existing between the EDC building and Ernakulam Wharf gate, Western Side of Rubber Board building & southern side of Portage Office.

6.11. License fees for jetties, piers etc.

Sl. No.	Description	Unit	Rate in ₹
1.	Jetties & piers	Rate per unit per annum	1120
2.	Slipway	-do-	980
3.	Boatpen	-do-	469
4.	Inspection fees	Each Jetty / slipway from Each applicant	546

6.12. Vehicle parking fee inside Port premises

(Rate in ₹)

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

6.13. Toll Charges**(Rate in ₹)**

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

CHAPTER - VII

ESTATE RENTALS

7.1. Lease of Port land at various locations

Sl. No.	Location	Land with water frontage for berth & back up	Commercial/ office (other than warehouse) purposes	Warehouse purposes	Special Residential Purpose
Rate in ₹ per hectare per annum					
1	Willingdon Island	2667600	2223000	1778400	1667250
	" - Landing cone of Naval airport	-	1444950	-	-
2	Vallarpadam	3734640	3112200	2489760	2334150
	" " - SEZ Area	4294836	3579030	2863224	-
3	Puthuvypeen	2578680	2148900	1719120	-
	" " - SEZ Area	2965482	2471235	1976988	-
4	Palluruthy - DLD	-	-	-	1733940
	" - Water front	-	-	-	2098863
5	Fort Kochi - Hotel	-	2371200	-	1896960
	" " - Laurel Club	-	1185600	-	-
	" " - Customs	2845440	-	-	-
	" " - Wharf	2845440	-	-	-
6	Bolghatty	-	3112200	2489760	2334150
7	Ernakulam				
	" " - GIDA Land	-	3408600	2726880	2556450
	" " - Pachalam	-	3408600	-	2726880
	" " - Thevara	-	2667600	2134080	2000700

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

7.2. The License fee for the covered & open area licensed for a period up to 11 months at areas other than that specified under transit area vide Section 3.2.3 of the SOR.

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

7.3. Charges for Office Accommodation

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

7.4. Rent for fumigatorium for storage of export cargo : ₹3 per sq. meter per day or part thereof

7.5. Way leave charges for laying pipelines through ports land : ₹360 per sq. meter per annum for the area occupied by pipeline.

Note to Section 7.5 above: For the purpose of way leave charges, the area occupied by single pipelines should be calculated based on the diameter and length of those pipelines. In case of multi-layer pipeline stacks, the physical area occupied by the multilayer pipeline stacks should be considered and the respective users should be billed for pro-rata area on the basis of the diameter and length of their pipelines passing through that area. With respect to the area shared with road, rails, jetties, etc., the respective users should be billed pro-rata for 50% of concerned area assuming that they do not have exclusive possession of land and what they have is only 'Right of Way'. As far as underground pipes are concerned if the users establish that the possession of surface area above the underground cross-country pipelines is not physically with them, the area occupied by such pipelines should be counted 50% of the product of diameter and length, for the purpose of levy of way leave charges.

General Notes to Chapter VII Estate Rentals:

- (1) All the base rates mentioned above are subject to an automatic annual escalation of 2%.
- (2) All the conditions governing lease rentals shall be in line with the government guidelines.
