

CHAPTER - III

CARGO RELATED CHARGES

SCALE 1 - Schedule of wharfage charges

| Item no. | Nomenclature | Unit | Rate (in Rs.) | Revised Rate for Coastal Vessel (in Rs.) |
|----------|---|---------------------|---------------|--|
| 1. | Acids of all kinds : | 1 Tonne | 63.80 | 38.30 |
| 2. | Animals, birds and reptiles alive (per animal) | Each | 28.60 | 17.20 |
| 3. | Asbestos, Cement, Clinker lime and limestone and Product. | 1 Tonne | 28.60 | 17.20 |
| 4. | Baggage and personal effects not accompanying bonafied passengers and seamen | Per Package | 71.40 | 42.80 |
| 5. | Bricks and tiles - ordinary | 100 or part thereof | 5.70 | 3.40 |
| 6. | Cereals and pulses of all kinds | 1 Tonne | 28.60 | 17.20 |
| 7 | Chemicals of all sorts including Carbon black and gas of all kinds except medicines, chemical manures - Not in Bulk | Ad valorem | 0.65% | 0.39% |
| 7-A | Chemicals of all sorts including Carbon black and gas of all kinds except medicines, chemical manures - in Bulk | 1 Tonne | 96.80 | 58.10 |
| 8. | Thermal Coal | 1 Tonne | 23.00 | 23.00 |
| 8-A | Coal other than thermal coal, coke of all kinds and charcoal of all kinds | 1 Tonne | 23.00 | 13.80 |
| 9. | Common Salt | 1 Tonne | 17.20 | 10.30 |
| 10. | Conveyance - Various types, parts and accessories:- | | | |
| | a) Powered two wheeled vehicles | Each | 285.60 | 171.30 |
| | b) Jute, Hemp and their manufactures Auto Rickshaws and other three wheeled vehicles including their chassis on wheels | Each | 713.90 | 428.30 |
| | c) (i). Motor cars, Jeeps, Van and Tourist Caravans loaded or unloaded by the RORO system | Ad valorem | 0.33% | 0.20% |
| | (ii). Motor cars, Jeeps, Vans and Tourist Caravans loaded or unloaded other than by RORO system | Each | 2855.60 | 1713.40 |
| | d) (i). Motor vehicles like buses, dumpers, lorries, tractors, trucks, chassis & trawlers - without load - By RORO system | Ad valorem | 0.33% | 0.20% |
| | (ii). Motor vehicles like buses, dumpers, lorries, tractors, trucks, chassis & trawlers - load - By RORO system | Ad valorem | 0.43% | 0.26% |
| | e) Motor vehicles like buses, dumpers, | Each | 5711.20 | 3426.70 |

| | | | | |
|------|--|--------------|----------|----------|
| | lorries, tractors, trucks, & trawlers - Other than RORO system | | | |
| | f) Chassis of vehicles in item No.(e) above on wheels | Each | 2855.60 | 1713.40 |
| | g) Railway coaches and wagons | Each | 14278.00 | 8566.80 |
| | h) Locomotives | Each | 21417.00 | 12850.20 |
| | i) Vehicles not specified above and parts and accessories of conveyances, tubes and all earth moving equipments like Excavators, Pay loaders Bulldozers, Dozers, Poclainers, FLTs, TLTs, Reach Stackers etc. excluding rubbers tyres and tubes | Ad valorem | 0.43% | 0.26% |
| 11 | Cotton - Raw, Jute, Hemp and their manufactures | 1 Tonne | 85.70 | 51.40 |
| 12. | Drugs, medicines and medical stores and appliances | Ad valorem | 0.14% | 0.08% |
| 13. | Fish,fresh-dried-salted-others, Fish maws, Shrimps and prawn-fresh-dried-salted - others, Frog legs and other similar items Fresh and processed | 1 Tonne | 27.20 | 16.30 |
| 14. | Hides and Skins-Clippings and Cuttings-Tanned and Untanned | 1 Tonne | 28.60 | 17.20 |
| 15 | Iron and steel materials including Galvanized Steel, Pig iron and ingots, Tin plates, Lead material of all types | 1 Tonne | 42.90 | 25.70 |
| 15-A | Alloy steel, Stainless Steel and Metals not otherwise specified - Ingots and products | 1 Tonne | 71.40 | 42.80 |
| 16. | Leather, Leather goods including footwear of all kinds | Ad valorem | 0.14% | 0.08% |
| 17. | Machinery of all kinds including Electrical, Electronic goods, wires, cable and parts & accessories thereof | Ad valorem | 0.22% | 0.13% |
| 18. | Manure of all kinds-Fertilisers-Fertiliser Raw Materials, Rock phosphate, MOP, SOP and sulphur etc. | 1 Tonne | 28.60 | 17.20 |
| 19. | Metal scrap of all kinds | 1Tonne | 28.60 | 17.20 |
| 20. | Metals-Precious-Silver, Gold and Platinum | Ad valorem | 3.22% | 1.93% |
| 21. | Molasses in bulk | 1,000 Litres | 34.30 | 20.60 |
| 22. | Oil-Animal or Vegetables - Not in Bulk | Ad valorem | 0.65% | 0.39% |
| 22-A | Oil-Animal or Vegetables - In Bulk | 1 Tonne | 55.00 | 33.00 |
| 23. | Oil-Dangerous-Mineral-Crude-in bulk | 1 Tonne | 36.30 | 36.30 |
| 24. | Oil-POL Products in liquid including Kerosene, Lubricating oil and Lube base stock in bulk other than Crude Note: Wharfage @ Rs.10/- for 1000 litres shall be leviable on the cargo of CPCL Wharfage for cargo handled by CPCL is covered by a separate agreement. (TAMP/36/2005 Dt.09.07.07) | 1,000 Litres | 36.30 | 36.30 |
| 25 | Oil-Heavy petroleum, i.e. petroleum products having flash point above 65 °C (149 °F)- in bulk | 1,000 Litres | 32.70 | 32.70 |

| | | | | |
|------|---|---------------|-------|-------|
| 25-A | Oil-Heavy Petroleum, i.e.petroleum products having flash point above 65 °C (149 °F) - Not in bulk | 1 Cubic Metre | 53.20 | 53.20 |
| 25-B | Oil-Lubricating including Lube-base-stock-Not in bulk | 1 Cubic Metre | 55.70 | 55.70 |
| 26 | Ores and minerals of all kinds including sized kerb stones / cobble stones for Export | 1 Tonne | 16.50 | 16.50 |
| 26-A | Ores and minerals of all kinds in bulk for imports | 1 Tonne | 28.60 | 28.60 |
| 27. | Paper of all kinds | 1 Tonne | 42.90 | 25.70 |
| 28. | Provisions, groceries, oilman stores including sugar, condiments, food and flour of all kinds, fruits & vegetables including coconuts, onions, spices and garlic other than cereals & pulses of all kinds | 1 Tonne | 35.80 | 21.50 |
| 29. | Rubber, Raw | Ad valorem | 0.43% | 0.26% |
| 29-A | Rubber - Manufactured | Ad valorem | 0.14% | 0.08% |
| 30. | Stones-Sculptural, engraved slabs, dressed | 1 Tonne | 49.90 | 30.00 |
| 31. | Stores - Naval and Military including arms, ammunitions and explosives of all kinds, Tank and Tank parts | 1 Tonne | 85.70 | 51.40 |
| 32. | Textiles and yarn of all kinds and all manufactures thereof | Ad valorem | 0.14% | 0.08% |
| 33. | Timber (in logs) | 1 Cubic Metre | 25.30 | 15.20 |
| 34. | Timber of all kinds other than in logs including plywood, wood pulp and Boards. | 1 Tonne | 42.90 | 25.70 |
| 35. | Tobacco - raw, leaf and manufactured | Ad valorem | 0.14% | 0.08% |
| 36 | Items not otherwise specified - in Bulk | 1 Tonne | 47.10 | 28.20 |
| 36-A | Items not otherwise specified - Other than Bulk | Ad valorem | 0.57% | 0.34% |

N.A. – NOT APPLICABLE (TAMP/36/2005 Dt.09.07.2007)

Notes:

- (1). Import cargo covered by Oversight Delivery Order (ODO) and all Bulk cargoes (Import/Export) are not taken charge by the CHPT.
- (2). In respect of palletised cargo on the export side the unit of pallets used for palletisation shall be excluded for reckoning the unit for purposes of recovery of (a) Wharfage, and (b) Demurrage and crantage, if any.
- (3). (i). Ad valorem Levy:- The percentage rate of 'Ad valorem' unit shall be as follows :
 - (a). Goods imported:- The percentage levy shall be on C.I.F. value as assessed by Customs for import goods.
 - (b). Goods exported:- The percentage levy shall be on F.O.B. value as assessed by Customs for export goods.
 - (c). Coastal goods:- The value to be taken for Ad valorem levy shall be as given in the Coastal Bill of Lading / Invoice.

- (ii). In case of the goods not otherwise specified, where the value of the cargo could not be assessed, the wharfage shall be collected on weight under Item 36 & 36-A.
- (4). In cases, where unit of wharfage has to be assessed on ad valorem basis, the value of the cargo to be reckoned with shall be rounded off to the next higher rupees.
- (5). Before classifying any cargo under 'goods not otherwise specified, 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.
- (6). Wharfage at 66.67% of the rates prescribed in the schedule shall be levied for oil fuel shipped for bunkers.
- (7). In respect of Iron Ore including Pellets, other ores, all types of Coal and Coke, shredded scrap, fertilizer of all forms and if any other new Dry Bulk cargo creating pollution, handled in Bulk in the inner harbour, a Pollution Levy @ Rs5/- per MT shall be collected in addition to normal wharfage charges as specified under Scale-1. In case of new Dry Bulk cargoes, as regards creation of pollution, the decision of Board of Chennai Port Trust shall be final.
- (8). In case of cargo for other ports landed from vessel in distress and reshipped without having left the CHPT's premises, wharfage shall be levied only once on landing.
- (9). In case cargo loaded into a vessel and subsequently unloaded due to various reasons, no wharfage shall be levied if the cargo is reshipped in the same vessel without leaving the port's premises. Wharfage shall, however, be levied again if the cargo is reshipped in another vessel.

SCALE - 2 - Wharfage on Transshipment goods

| Item No. | Category | Rate |
|----------|---|---|
| 1. | Cargo of other ports landed and reshipped / transshipped. | Rs.65.67 per tonne |
| 2. | Cargo, other than mineral oil in bulk, of other ports transshipped direct from ship to ship. | Rs.34.32 per tonne |
| 3. | Cargo manifested for 'local' and subsequently amended at Chennai for 'transshipment'. | Wharfage rate as prescribed in Scale 1 both on landing and on shipment. |
| 4. (a). | Oil, mineral in bulk, transshipped direct from ship to ship. | 50% of Wharfage rate as prescribed in Scale 1 on the transhipped units. |
| (b). | Oil pumped from the vessel to the terminal tanks of oil companies and then pumped to vessels for shipment to another Port in India. | 100% of Wharfage as per Scale 1 only on the Oil discharged and 'NIL' at the time of export. |
| (c). | Indigenous products / oil pumped into the Terminal Tank of oil companies from the hinter land, when shipped later / for shipment to other countries | 100% of Wharfage as per Scale 1 at the time of export from this Port on the quantity shipped. |

Note:- It is the responsibility of the Steamer Agents to shift transshipment cargo for shipment when the on carrier vessel is berthed at a berth different from the one where the transshipment cargo is landed and lying.

SCALE - 3 - GOODS FREE OF WHARFAGE

| Item No. | Classification for purposes of this Scale |
|----------|---|
| 1. | Goods imported by rail and sent out by rail or road, which have been stored in any space, open or covered licensed on monthly or annual basis. |
| 2. | Goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust account. |
| 3. | Fodder accompanying livestock and not manifested as cargo. |
| 4. | Sweeping collected from the Board's premises. |
| 5. | Survey rejections. |
| 6. | Goods belonging to the oil installations passing through the CHPT's premises in railway wagons without being unloaded. |
| 7. | Rail-borne goods missent to the harbour or rejected by the consignee. |
| 8. | Cargo/Containers (Empty or Loaded) not manifested for transshipment but merely transferred from one hatch to another of the same vessel without being landed on the quay or on the barge/lighter. |
| 9. | Bonafide ships' fittings, ships' stores, unmanifested dunnage and provisions for the use of ships other than bunkers. |
| 10. | Bonafide passengers' and seamen's baggage and personal effects accompanying them. |
| 11. | Mail in bags or packets, manifested or unmanifested. |
| 12. | Personal baggage, horses and carriages accompanying the Defence Personnel, other than Civil Staff moving on duty embarking or disembarking and animals meant for providing food. |

SCALE 4 - CHARGES FOR HANDLING IRON ORE THROUGH MECHANISED ORE HANDLING PLANT

| Item No. | Description | Unit | Rates (in Rs.) |
|----------|--|---------------------------|----------------|
| 1 | Iron Ore shipped through mechanical ore handling system at Bharathi Dock | per tonne or part thereof | 85.00 |
| 2. | Charges for cleaning the ore handling system for receiving and shipment of iron ore fines/calibrated iron ore. | per tonne or part thereof | 2.00 |
| 3. | Pollution Levy | per tonne or part thereof | 5.00 |
| 4. | Special Port Charges including Haulage | per tonne or part thereof | 15.00 |

Notes :

- (1). The rate specified at item (1) is inclusive of all operations from the time of tipping the iron ore from the wagon by the wagon tippler to putting it into the holds of the vessel, cleaning the system, cleaning the spillages, dust and trimming operations of the Ship if any required and Wagon damages, but exclusive of all the Railway Operations connected with the movement of iron ore for which charges are leviable as per the Scale of Rates.

- (2). A rebate of 40% in item (1) and (2) at Rs.34.80 per tonne shall be given for the quantity of Iron Ore manually unloaded from Wagons at the Royapuram Railway Yard or any place and intercarted to the mechanical ore handling plant through trucks for shipment at the cost of exporters.
- (3). This rebate will be allowed only when the wagon tippler and stacker can not be spared by the Port for reasons like maintenance, overhaul and repairs or non-availability of these equipment because of being hired by another party.

SCALE 5 - Wharfage on containers and containerised cargo.
Charges against masters, owners or agents of vessels or importers or shippers for services rendered to containers and containerised cargo passing through the port.

| Item No. | Classification | Rate per Container (in Rs.) | | |
|--------------|---|--|--|-------------------------|
| | | Upto 20 feet in length | Above 20 feet and Upto 40 feet in length | Above 40 feet in length |
| 1.(i). | Wharfage on cargo containerised in ONE FCL CONTAINER (Import or Export) | 500 | 750 | 1,000 |
| (ii). (a) | Wharfage on cargo containerised in ONE LCL CONTAINER (Import or Export) in cases when no destuffing / stuffing is done inside the port premises | 500 | 750 | 1,000 |
| (ii). (b) | Wharfage on cargo containerised in ONE LCL CONTAINER in cases when the cargo is destuffed / stuffed for delivery / shipment inside the port premises. | Wharfage as per classification under Scale 1 in Chapter-III. | | |
| (iii). | Wharfage on container BOX ONLY (Import or Export) | 40 | 60 | 80 |

SCALE 6 - CHARGES FOR CONTAINER STORAGE

| Sl. No. | Particulars | Rate per container per day or part thereof (in US\$) | | |
|-----------|--------------------------------------|--|----------------------------------|---------------------|
| | | Upto 20' in Length | Above 20' and upto 40' in length | Above 40' in Length |
| 1. | Import - FCL, LCL & Empty | | | |
| | First 3 days | Free | Free | Free |
| | 4 - 15 days | 2.50 | 5.00 | 7.50 |
| | 16 - 30 days | 5.00 | 10.00 | 15.00 |
| | Beyond 30 days | 10.00 | 20.00 | 30.00 |
| 2. | Export - FCL, LCL & Empty | | | |
| | First 7 days | Free | Free | Free |

| | | | | |
|-----------|---|-------|-------|-------|
| | 8 - 15 days | 2.50 | 5.00 | 7.50 |
| | 16 - 30 days | 5.00 | 10.00 | 15.00 |
| | Beyond 30 days | 10.00 | 20.00 | 30.00 |
| 3. | ICD - Import & Export - Loaded & Empty | | | |
| | First 15 days | Free | Free | Free |
| | 16 - 30 days | 2.50 | 5.00 | 7.50 |
| | 31 - 45 days | 5.00 | 10.00 | 15.00 |
| | Thereafter | 10.00 | 20.00 | 30.00 |
| 4. | Transshipment - Loaded & Empty | | | |
| | First 30 days | Free | Free | Free |
| | 31 - 45 days | 2.50 | 5.00 | 7.50 |
| | 46 - 60 days | 5.00 | 10.00 | 15.00 |
| | Thereafter | 10.00 | 20.00 | 30.00 |
| 5. | Shut out - Loaded & Empty | | | |
| | First 15 days | 2.50 | 5.00 | 7.50 |
| | 16 - 30 days | 5.00 | 10.00 | 15.00 |
| | Thereafter | 10.00 | 20.00 | 30.00 |
| 6. | Change of status to local delivery | | | |
| | First 3 days | Free | Free | Free |
| | 4 - 15 days | 2.50 | 5.00 | 7.50 |
| | 16 - 30 days | 5.00 | 10.00 | 15.00 |
| | Beyond 30 days | 10.00 | 20.00 | 30.00 |

Notes:

- (1). Storage period for a container shall be reckoned with from the day following the day of landing upto the day of loading / delivery / removal of container.
- (2). For purposes of calculation of free time, Customs notified holidays and port's non working days shall be excluded.
- (3). Transshipment containers whose status is subsequently changed to local FCL/LCL/ICD shall lose the concessional storage charges. The storage charges for such containers shall be recovered at par with the relevant import containers storage tariff.
- (4). Normal import containers subsequently changing the mode to either LCL or ICD containers will enjoy the free period applicable to local FCL Containers.
- (5). Total storage period for a shut out container shall be calculated from the day following the day when the container has become shut out till the day of shipment / delivery.
- (6). The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of 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 destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
- (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Customs Order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Lines/consignee from the port premises to the Customs bonded area and in that case the storage charges shall cease to apply from the date of such removal.

SCALE - 7

Special Port Service Charges on Rail borne goods passing through the Port other than Iron Ore handled at MOHP

| Classification for purpose of this Scale | Unit | Charge payable |
|---|---------------------------|----------------|
| Railborne goods passing through the Port other than Iron Ore handled at MOHP, both inwards and outwards | Per tonne or part thereof | Rs.7.50 |

Notes:

The above charge does not include the charges payable on the railborne goods towards Haulage, demurrage, etc.

The above charges are not applicable to rail borne containerised goods.

SCALE - 8

Charges for hire of Mobile cranes and fork lift trucks for landing, shipment and delivery

| Item No. | Classification for purposes of this Scale | Unit | Rate per hoist (in Rs.) | Coastal Rates (in Rs.) |
|----------|--|---------------------------|-------------------------|------------------------|
| (i) | Upto 1 tonne per package | per tonne or part thereof | 46.32 | 27.79 |
| | Over 1 Tonne and upto 5 Tonnes per package | -do- | 79.92 | 47.95 |
| | Over 5 Tonnes and upto 10 Tonnes per package | -do- | 142.80 | 85.68 |
| | Over 10 Tonnes and upto 15 Tonnes per package | -do- | 210.00 | 126.00 |
| | Over 15 Tonnes and upto 30 Tonnes per Package | -do- | 279.00 | 167.40 |
| (ii) | Items on which wharfage is quoted 'per each' in Scale-1 of Chapter III | 25% of the wharfage | | |

Notes:

- (1). The charges specified under the sliding scale above shall be subject to a minimum of Rs.64.80/- per consignment.
- (2). No charge shall be levied for the goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust Account.
- (3).
 - (a) In case of direct delivery / shipment from the ship's own derricks or Port's wharf crane, no crange charges shall be levied for stacking and delivery / off loading and feeding to the hatch.
 - (b) In case of delivery / shipment directly from hook point without stacking / routing through the Transit Area, one crange charge for delivery / shipment shall be recovered in the event of supply of Port's equipment.
 - (c) In case of normal delivery / shipment routed through Transit Area, two crange charge for stacking and delivery / off loading and feeding to the hatch shall be levied when Port's crane is used.
- (4). The Private cranes shall be allowed on the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates.

SCALE - 9**Charges for hire of wharf cranes for landing and shipment**

Cranes over and above one wharf crane that is included in Berth Hire shall be provided on requisition on payment of following charges.

| Item No. | Category | Charge payable per Crane requisitioned by each applicant and supplied | |
|----------|---|--|--|
| | | Foreign-going Vessel | Coastal Vessel |
| 1 | Upto 10 tonne capacity | Rs.3822.00 per shift subject to a minimum of Rs.1974.00 per half of a shift or part thereof. | Rs.2293.20 per shift subject to a minimum of Rs.1184.40 per half of a shift or part thereof. |
| 2 | Over 10 tonnes but not exceeding 15 tonnes capacity | Rs.8400 per shift subject to a minimum of Rs.4200.00 per half of a shift or part thereof. | Rs.5040.00 per shift subject to a minimum of Rs.2520.00 per half of a shift or part thereof. |

Note:

1. Any plant or equipment lifted on or lifted off aiding the process of landing from or landing of cargo into the vessels shall not be charged separately provided the charge has been recovered as part of the Berth Hire Charges in the case of first crane or separately hired in the case of additional wharf cranes.
2. However, for work unrelated to cargo handling operations carried out using wharf cranes, necessary charges shall continue to be recovered on per shift / half shift basis as per the Scale of Rates.

SCALE - 10
Charges for hire of Mobile cranes and fork lift trucks for purposes other than landing, shipment and delivery

| Item Number and Description | Unit | Charges payable |
|---|--|---|
| 1. Upto 5 tonnes capacity | Per crane or Fork Lift Truck per shift | Rs.3,276 subject to a minimum of Rs.1638.00 per half shift. |
| 2. Over 5 tonnes but not exceeding 10 Tonnes capacity | Per crane or Fork Lift Truck per shift | Rs.4,368 subject to a minimum of Rs.2184.00 per half shift. |
| 3. Over 10 tonnes but not exceeding 15 tonne | Per crane or Fork Lift Truck per shift | Rs.9,954.00 subject to a minimum of Rs.4998.00 per half shift. |
| 4. Over 15 tonnes and upto 30 tonnes | Per crane or Fork Lift Truck per shift | Rs.14490.00 subject to a minimum of Rs.7,266.00 per half shift. |

General notes for Scale 9 and 10 above:

- (1). Grab Hire Charges according to the grab capacity as prescribed else where in the Scale of Rates shall be collected in addition to charges recovered under Scale 1, Chapter III of Scale of Rates.
- (2). If cancellation order is not received before the commencement of the shift charges for one shift shall be levied where requisition is for one and more shift and charges for half a shift shall be levied where requisition is for half a shift.
- (3). Supply of cranes/fork lift trucks normally hired out by the CHPT is not guaranteed. They will be supplied only if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the cranes/fork lift trucks or breakdown of any sort or any demurrage which may occur or result from non-supply or delay in supply or by the use or due to failure of the cranes/fork lift trucks at any stage during the period of its supply on hire. The hirer is liable for any damage caused to the Cranes/Fork Lift Trucks during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life arising directly or indirectly from the use of the cranes/fork lift trucks during the period of hire to any property belonging to the CHPT including the cranes/fork lift trucks under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repair and damage cost to the port equipment shall be recovered by the Port trust. When the repair is made through a contractor, the actual amount paid to the contractor plus 20% overhead charge shall be collected from the party who caused the damage. While the repair is made departmentally, the direct cost, indirect charges and 20% overhead thereon (direct cost and indirect cost) shall be collected from the party. When the party has fully damaged the equipment, the value as ascertained by an Independent Loss assessor / Valuer appointed by the Trust shall be recovered from the party including the cost of such survey or valuation.

- (4). Whenever the CHPT's Cranes are used in carrying out the repairs by the CHPT of the plants, machinery, floating crafts, etc., of outside parties, charges leviable shall be reckoned on hourly basis for the actual number of hours involved (per hour or part

thereof) i.e., the charges for the above services shall be reckoned with at one - eighth of the shift rates prescribed in the scale above for each hour or part thereof of the actual services involved.

SCALE - 11

Charges against masters, owners or agents of vessels or importers or shippers for the use of 50 tonne crane at SQ 1 and floating crane

I. 50 Tonne Crane at SQ 1 :

| Weight of each package | Rate per tonne or part thereof (in Rs.) | Coastal rate per tonne or part thereof (in Rs.) |
|--|---|---|
| Upto 10 tonnes | 374.40 | 224.64 |
| Over 10 tonnes and but not exceeding 15 tonnes | 421.20 | 252.72 |
| Over 15 tonnes but not exceeding 30 tonnes | 558.00 | 334.80 |
| Over 30 tonnes but not exceeding 50 tonnes | 882.00 | 529.20 |

Notes:

- (1). Except when hired for delivery, a minimum charge of Rs.3715.20 per requisition will be levied for the use of crane.
- (2). When the crane is requisitioned but not utilised, a charge of Rs.3715.20 will be levied, unless 4 hours clear notice is given during the CHPT's ordinary working hours cancelling the requisition.
- (3). Only one lift at a time shall be slung for discharge or loading; but when two or more lifts made up into one sling are discharged or loaded by the crane, then the crantage charges are recoverable at the rate applicable to the total weight of such lift.
- (4). Whenever packages weighing above 30 tonnes are landed or shipped or directly delivered or directly loaded by Ship's own derricks at SQ 1 only without the use of the CHPT's 50 Tonne crane, charges shall be recovered at 50% of the rates as specified above excepting for export of granites stones".

This charge shall not however be levied in the following cases:-

- (a). In cases where the heavy lift is discharged by derricks into or loaded by derricks from barges, subject to the barge being released or loaded by the use of the CHPT's heavy lift cranes on payment of the normal heavy lift crane charges as per Scale above.
- (b). In cases where the heavy lift cranes though requisitioned for landing or shipment of package weighing above 30 tonnes, but could not be spared by the CHPT for reasons like maintenance, overhaul repairs, non-availability of the cranes because of being hired by another party etc., as certified by the CHPT or the official authorized by it, and when the heavy lifts have to be landed or shipped necessarily by the use of the ship's own derricks.
- (c). In case of containers either empty or loaded with cargo landed or shipped by the use of the Ship's own derricks / private cranes.

- (5). (a). In cases of 'normal delivery', charges shall be recovered for the actual services rendered.
- (b). In case of 'direct delivery' by Port's 50 Tonne crane, crantage charges shall be recovered from Steamer Agents for landing.
- (6). The Private cranes shall be allowed on the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates.

II. 150 tonne Floating Crane

| Weight of each package | Rate per tonne or part thereof (in Rs.) | Coastal rate per tonne or part thereof (in Rs.) |
|--|---|---|
| Upto 30 tonnes | 1002.00 | 601.20 |
| Over 30 tonnes, but not exceeding 60 tonnes | 1670.00 | 1002.00 |
| Over 60 tonnes, but not exceeding 100 tonnes | 2338.00 | 1402.80 |
| Over 100 tonnes | 3257.00 | 1954.20 |

Notes:

- (1). Except when hired for delivery, a minimum charge of Rs.2322/- per requisition will be levied for the use of crane.
- (2). When the crane is requisitioned but not utilised, a charge of Rs.2322/- will be levied, unless 4 hours clear notice is given during the CHPT's ordinary working hours cancelling the requisition.
- (3). Only one lift at a time shall be slung for discharge or loading; but when two or more lifts made up into one sling are discharged or loaded by the crane, then the crantage charges are recoverable at the rate applicable to the total weight of such lift.
- (4). Whenever packages weighing above 30 tonnes are landed or shipped or directly delivered or directly loaded by Ship's own derricks without the use of the 150 Tonne F.C., charges shall be recovered at 50% of the rates as specified above excepting granites stones for Export".

This charge shall not however be levied in the following cases:-

- (a). In cases where the heavy lift is discharged by derricks into or loaded by derricks from barges, subject to the barge being released or loaded by the use of the CHPT's heavy lift cranes on payment of the normal heavy lift crane charges as per Scale above.
- (b). In cases where the heavy lift cranes though requisitioned for landing or shipment of package weighing above 30 tonnes, but could not be spared by the CHPT for reasons like maintenance, overhaul repairs, non-availability of the cranes because of being hired by another party etc., as certified by the CHPT's Chief Mechanical Engineer, CHPT and when the heavy lifts have to be landed or shipped necessarily by the use of the ship's own derricks.

- (c). In case of Containers either empty or stuffed with cargo landed or shipped by the use of the ship's own derricks / private cranes.
- (5). (a). In cases of 'normal delivery', charges shall be recovered for the actual `services rendered.
- (b). In case of 'direct delivery' by Port's floating crane, crantage charges shall be recovered from Steamer Agents for landing.
- (6). The Private cranes shall be allowed at the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates. The parties shall be allowed to bring their own equipment if those equipments are not available with the port trusts. If the equipments are available with the Port Trust and not made available to the party due to its break down planned maintenance or having been hired to other party, the 10% charge specified above shall not be collected.
- (7) For working of 150 Ton FC during the 2nd and 3rd shifts on any working day and during any shift on a Sunday or a CHPT Holiday, a fee of Rs10000/-- per shift or part thereof shall be levied. This fee will be in addition to the crantage charges as per Scale-11 above or as per Scale-6 (Category-I) of Chapter-VI.

General note applicable for 50 tonne crane and 150 tonne floating crane.

- (1). Loads heavier than the Safe Working Load shall not be put on the equipment hired out or on the auxiliary hooks provided to the equipment.
- (2). The hirer shall be liable for the damages, if any, as specified under note (6) below, which will include as well the compensation, if any, payable by the Port under its rules, regulations, practices, or any settlement or otherwise for injury or loss of life sustained by any employee or any other person as also medical expenses, if any, incurred due to the accident.
- (3). (a). The crantage charge on packages discharged from or loaded into a ship by the Floating Crane shall cover the use of the crane for moving the package from the ship to shore or shore to ship, as the case may be.
- (b). When barges are supplied for conveyance or heavy lift packages lifted by the floating Crane between the ship and the shore, no charges will be levied towards hire of the barges.
- (4). If the crane hired by the Steamer Agents power may be delegated by it who may refuse to work the crane, if in his opinion, the safe and proper precautions are not being taken.
- (6). Supply of cranes normally hired out by the CHPT is not guaranteed. They will be supplied only, if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the crane or breakdown of any sort or any demurrage which may occur or result from non-supply or delay in supply or by the use or due to failure of the cranes at any stage, during the period of its supply on hire. The hirer is liable for any damage caused to the cranes during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life, arising directly or indirectly from the

use of the crane during the period of hire to any property belonging to the CHPT including the crane under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the CHPT. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repair and damage cost to the port equipment shall be recovered by the Port. When the repair is made through a contractor, the actual amount paid to the contractor plus 20% overhead charge shall be collected from the party who caused the damage. While the repair is made departmentally, the direct cost, indirect charges and 20% overhead thereon (direct cost and indirect cost) shall be collected from the party. When the party has fully damaged the equipment, the value as ascertained by an Independent Loss assessor / Valuer appointed by the Trust shall be recovered from the party including the cost of such survey or valuation.

- (7). The cranes hired shall not be used by the hirer for purposes other than that for which application was made, except in cases of direct loading or unloading as specified in condition (4) above.