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Part III—Section 2

Statutory Notifications and Orders issued by Heads of Departments.

NOTIFICATIONS BY HEADS OF DEPARTMENTS, ETC.

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NOTIFICATIONS BY HEADS OF DEPARTMENTS, ETC.

CHENNAI PORT AUTHORITY

Revision of Scale of Rates of Chennai Port Authority

(No.SOR/General Revision/2026/F, Dt. 01.06.2026)

No. SRO C-18/2026.

In exercise of powers conferred under sub-section (1) of Section 27 of The Major Port Authorities Act, 2021 (1 of 2021), the Board of Chennai Port Authority vide B.R. No.31 dt. 27.05.2026 has approved the revised Scale of Rates along with Performance Standards. As required under clause 4.7 of the Tariff Policy 2021, the Board of Chennai Port Authority hereby notifies its revised Scale of Rates along with Performance Standards for information of all concerned. As per the clause 2.9 of the Tariff Policy 2021, the Scale of Rates along with Performance Standards shall come into force after expiry of 30 days from the date of notification and shall be in force for a period of 3 years, subject to annual indexation as mentioned in clause 2.8 of the Tariff Policy 2021.

Chennai - 600 001,
5th June 2026.

MALLA SRINIVASA RAO,
Financial Adviser and Chief Accounts Officer,
Chennai Port Authority.

CHENNAI PORT AUTHORITY

Scale of Rates

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CHAPTER – I

Definitions and General Terms & Conditions

1.1 Definitions – General

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

(i) **"Anchorage"** shall mean the area outside the breakwater within the Port limit.

(ii) **"Back to Town cargo/ container"** shall mean a cargo/ container entering the Port for export for a vessel voyage but unable to be exported for some reason and removed from the Port on customs order.

(iii) **"Ballast"** shall mean solid or liquid material placed in the holds of a ship or more often in the ballast tanks, positioned in the compartments right at the bottom and in rare cases on the sides for stabilization and make ship seaworthy in all respects. This may consist of liquid material commonly water.

(iv) **"Barge"** shall mean a flat bottomed vessel whether self-propelled or not and registered as Barge by the Competent Authority.

(v) **"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 Director General of Shipping / Competent Authority.

(vi) **"Container"** means any freight container complying with all relevant prevailing ISO standards designed to facilitate the carriage and transport of cargo by one or more modes and capable of being handled as a unit with devices permitting ready handling and with unique identification numbers and markings.

(vii) **"Crew"** shall mean personnel employed for operation or serving on a vessel other than passengers as a part of performing the functions of manning;

(viii) **"Cruise Vessel"** shall mean any vessel other than pleasure yachts carrying passengers for an ocean trip taken for purpose of tourism or pleasure calling at ports.

(ix) **"Cold Move"** shall mean movement of vessel without power of the engine of the vessel.

(x) **"Day"** shall mean the period of 24 hours starting from 6.00 a.m. of a day and ending at 6.00 a.m. on the following day.

(xi) **"Demurrage"** shall mean charges payable for storage of cargo/ container within the Port premises beyond the free period specified in the Scale of Rates and shall not include the cargo / container stored at the areas licensed to Port users for storage purposes.

(xii) **"Foreign-going vessel"** shall mean any vessel other than coastal vessel and Inland Vessel.

(xiii) **"Free period"** shall mean the period during which cargo or container shall be allowed storage free of Demurrage Charges or Storage Charges, as the case may be, and this period shall be exclusive of Customs notified holidays and Closed holidays declared by the Port. Sundays shall not be excluded for the purpose of calculation of free period unless it falls on Customs notified holidays and / or closed holidays declared by the Port.

(xiv) **"Full Container Load" (FCL)** shall mean a container containing cargo belonging to one importer / exporter.

(xv) **"Goods"** includes livestock and every kind of movable property.

(xvi) **"GRT"** means Gross Registered Tonnage / Gross Tonnage of vessel as per the Ship's Registry or the International Tonnage Certificate issued by the competent authorities or a declaration from defense Authorities in respect of war ships/ Naval ships.

(xvii) **"Hazardous Container"** shall mean a container containing hazardous goods as classified in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO) including empty container with residual content of hazardous material.

(xviii) **"Hazardous Cargo"** shall mean any cargo as is defined in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO).

(xix) **"Hazardous Chemicals"** shall mean and include the chemicals referred under Schedule-I, Schedule-II and Schedule-III of Manufacture, Storage and Import of Hazardous Chemicals Rules, 1989 framed under Environment (Protection) Act, 1986 and Rules, as applicable from time to time and shall also include cargo /chemicals declared as dangerous in the International Maritime Dangerous Goods (IMDG) Code.

(xx) **"Inland Vessel"** shall mean any mechanically propelled inland vessel or non-mechanically propelled inland vessel which is registered and plying in inland waters, but does not include-

(a). a fishing vessel registered under the Merchant Shipping Act, 1958 (44 of 1958) or the Marine Products Export Development Authority Act, 1972 (13 of 1972); and

(b). any vessel that are specified as not to be inland vessels by notification by the Central Government.

(xxi) **"Less than a Container Load" (LCL)** shall mean a container containing cargo belonging to more than one importer / exporter.

(xxii) **"M.T."** shall mean Metric Tonne.

(xxiii) **"Major Port or Major Port Authority"** shall mean the Major Port as defined in Section (2) sub-section (1) sub-clause (M) of the Indian Ports Act, 2025.

(xxiv) **"Master"**, in relation to any vessel or any aircraft making use of any Major Port, means any person having for the time being the charge or control of such vessel or such aircraft, as the case may be, except a pilot, harbour master and dock master of the Major Port.

(xxv) **"Month"** shall mean the calendar month.

(xxvi) **"Over dimensional container"** shall mean a container beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also included damaged containers and other types which require special devices.

(xxvii) **"Ousting Priority"** – When a working vessel at berth is removed (ousted) from the berth and shifted to stream / another berth / mooring / anchorage for accommodating another cargo / container / cruise vessel, such movement shall be treated as "ousting priority" berthing.

(xxviii) **"Pleasure Yacht"** shall means a ship howsoever propelled which is exclusively used for pleasure cruises and does not carry any passengers on a commercial basis.

(xxix) **"Port"** shall mean Chennai Port Authority (ChPA), unless the context otherwise specifies.

(xxx) **"Port Limits"** in relation to a Major Port, means the limits of such Major Port as may be determined by the Central Government by way of notification from time to time as defined at clause No.2 (1) (y) of Major Port Authorities Act, 2021.

(xxxi) **"Priority berthing"** if a vessel having a priority for a given berth arrives, she will be berthed ahead of other vessel waiting for that berth once the berth falls vacant.

(xxxii) **"Reefer Container"** shall mean a refrigerated container used for carriage of perishable goods or goods needing a desired temperature to be maintained with provision for electrical supply to maintain the desired temperature.

(xxxiii) **"Roll On/ Roll Off (RO/ RO) Vessel"** shall mean a method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes and also refers to any specialised vessels designed to carry Ro/ Ro cargo.

(xxxiv) **"Sailing vessel"** shall means any primitive or traditionally built wooden vessel not primarily propelled provided with sufficient sail area for navigation under sails alone, whether or not fitted with mechanical means of propulsion but does not include a pleasure craft.

(xxxv) **"Segregated ballast"** shall mean the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast.

(xxxvi) **"Shift"** shall mean the duration of 8 hours constituting 3 shifts in a day as given below:

06 am to 02 pm;
02 pm to 10 pm;
10 pm to 06 am;

(xxxvii) **“Shifting”** shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage / mooring or vice versa or within the berth by shifting of the mooring ropes or turnaround at the same berth within the port limits.

(xxxviii) **“Shut out Cargo / Container”** shall mean any cargo / container brought into the port for shipment for a particular vessel but not shipped by the designated vessel and is lying in the port premises for being re-shipped on another vessel on customs order.

(xxxix) **“TEU”** shall mean Twenty Feet Equivalent Unit of container and **"FEU"** shall mean Forty Feet Equivalent Unit.

(xl) **“Transhipment Cargo / Container”** shall mean any container / cargo landed at the Port and subsequently shipped through another vessel to other destined Port.

(xli) **“Vessel”** includes anything made for the conveyance by water of human being or of goods or for any other purpose.

(xlii) **“Vessel Completion Date” (VCD)** means the day on which the cargo / bunker operation of the vessel is fully completed, whichever is later.

(xliii) **“Warping”** shall mean movement of vessel (other than shifting) by means of her mooring ropes without shifting of the ropes to facilitate operations.

(xliv) **“Wharf”** includes any wall or stage and any part of the land or foreshore that may be used for loading or unloading goods, or for the embarkation or disembarkation of passengers and any wall enclosing or adjoining the same.

(xlv) **“Wharfage”** shall mean the basic due recoverable on all cargo/container landed or shipped or transhipped within the port limits and approaches or passing through the port, whether porteraged was provided by the port or not.

Note:

Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the Major Port Authorities Act, 2021, the Merchant Shipping Act, 1958 and the Indian Ports Act, 2025 as amended from time to time.

1.2 General Terms & Conditions

(i) Status of vessel: The status of the vessel as borne out by its certification by the Customs or the Directorate General of Shipping, shall be the deciding factor for its classification as ‘coastal’ or ‘foreign-going’ for the purpose of levying vessel related charges. The nature of cargo or its origin will not be of any relevance for this purpose.

(ii) A. System of classification of vessel for levy of Vessel Related Charges (VRC):

(a) A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port will not require any, further custom conversion, so long as it moves on the Indian Coast.

(b) A foreign going vessel of foreign flag can convert to coastal run on the basis of a License for Specified period or voyage issued by the Director General of Shipping and a custom conversion order.

B. Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate:

(a) In cases of such conversion coastal rates shall be chargeable by the load port from the time the ‘converted vessel’ starts loading coastal goods.

(b) In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

(c) For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

C. Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate:

(a) Foreign going Indian Vessel having General Trading License issued for “worldwide and coastal” operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:

(i) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.

(ii) Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

* The Central Board of Excise and Customs Circular no.15/2002- Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.

(b) In case of a Foreign flag vessel converted to coastal run on the basis of a License for Specified period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

(iii) Concessional coastal tariff for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh in terms of Notification No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.

(a) Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any Port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11.05.2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

(b) Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11.05.2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

(iv) (a) All US dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in US dollar terms into its equivalent Indian Rupees at the Reference rate notified by the Reserve Bank of India and in case of non-availability of RBI Reference rate, at the market buying rate notified by State Bank of India.

(b) The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of US dollar denominated charges on containers, the day of entry of the vessel into the port limit in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.

(c) A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for more than 30 days. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

(d) The vessels shall pay the port dues on entering into the port limits at the rate applicable on the date of entering into port limit.

(v) (a) Vessel related charges shall be levied on Shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms, the charges shall be recovered in Indian rupees after conversion of US currency to its equivalent Indian rupees as prescribed at clause No. (iv) (a).

(b) Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees as prescribed at clause No. (iv) (a).

(vi) All the charges prescribed in the Scale of Rates are exclusive of taxes except Schedule 6.6 – Charges for Harbour Entry Permit. Applicable taxes, if any, shall be charged

(vii) Users shall pay all port charges in advance before availing services / use of port facilities.

(viii) Users shall not be required to pay charges for delays beyond a reasonable level attributable to the port.

(ix) Interest on delayed payments / refunds:

(a) The user shall pay penal interest at the rate of 15% per annum (simple interest) on delayed payments, subject to minimum of Rs. 100/-. Likewise, Port shall pay penal interest on delayed refunds at the rate of 15% per annum (simple interest).

(b) The delay in payments by user will be counted beyond 10 days after the date of raising the bills. This provision will not apply to the case where payment is to be made before availing of the services/ use of port properties as prescribed in the SOR.

(c) 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 the documents required from the user, whichever is later.

(x) All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

(xi) No person shall be entitled to a refund of an overcharges made by a port unless his claim to the refund has been preferred in writing by him or on his behalf to the port within six months from the date of raising bill duly supported by all relevant documents and original invoice. Provided that a Port may of its own motion remit overcharges made in its bills at any time.

(xii) (a) When Port Authority notices that any charge leviable has been short-levied or erroneously refunded, it may issue a notice to the person who is liable to pay such charge or to whom the refund has erroneously been made, allowing him to represent within 30 days from the date of receipt of the notice.

(b) The Port may, after considering the representation, if any, made by the person to whom notice is issued as at (a) above, determine the amount due from such person and thereupon such person shall pay the amount so determined.

(xiii) No refund/recovery shall be made if the amount involved is less than Rs.100/- for all refunds/supplementary claims. This, however, shall not apply for the provisional Deposits collected for the services in advance.

(xiv) (a) The Unit of Measurement for calculation of the port charges are as follows:

i. One unit by weight means 1 Metric Tonne (M.T.) equivalent to 1,000 kilograms.

ii. One unit by volume means 1 Cubic Meter (Cu.m.).

iii. One unit by volume of liquid means 1 Kilolitre (K.L.) equivalent to 1,000 litres.

(b) In calculating the gross weight or measurement by volume or capacity of any individual item, any fractions shall be treated as one unit.

(xv) (a) The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for foreign vessels.

(b) The cargo/ container related charges for all coastal cargo/ containers, other than thermal coal and POL including crude oil, iron ore and iron ore pellets should not exceed 60% of the corresponding charges for normal cargo/container related charges.

(c) For the purpose of this concession, cargo / container from a foreign port which reaches an Indian Port ‘A’ for subsequent transshipment to Indian Port ‘B’ will also qualify in so far as the charges relevant for its coastal voyage.

(xvi) The minimum charges recovered in any one application shall be Rs.500/- except Harbour Entry Permits and Royalty on stevedoring / shorehandling.

(xvii) (a) Wharfage on Import cargo shall be paid at the rate prevailing on the date of berthing of the vessels by the port.

(b) Wharfage on Export cargo shall be paid at the rate prevailing on the last date of admittance by the port or date of commencement of loading operations on the designated vessel whichever is higher.

(xviii) (a) The port shall not be responsible to the user or any person for any loss or damage or injury to life arising directly or indirectly from the operations carried out inside the Port. The user shall indemnify the Port against all loss or damage to any property belonging to the port or any other persons including the equipment and/or injury to life of any persons, arising directly or indirectly from the operations inside the Port. 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.

(b) In case of damages to port assets or properties partly or wholly, the user shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the final claim by the Port. In case of total loss, the user shall deposit the book value or market value of the port assets or properties, whichever is higher. If the damage cost is not paid within the time stipulated, the same will be adjusted from any dues payable to the user concerned.

(xix) (a) The rates prescribed in the Scale of Rates are ceiling levels subject to annual indexation. The Port may, if it so desires, charge lower rates than the notified rates and/or allow higher rebates and discounts or increase the prescribed free period.

(b) The port may, 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 level.

(xx) **Annual Indexation:**

(a) The SOR is valid for 3 years from the effective date of implementation of the SOR, subject to automatic annual indexation in the tariff at 60% of the Wholesale Price Index (WPI) to be annually announced by the Indian Port Association (IPA) or any other Competent Authority decided by the Government.

(b) The Port would, be entitled to indexation in tariff at 100% of variation in WPI communicated by the IPA or any other Competent Authority decided by the Government instead of 60% variation in WPI, from the second year of tariff fixation on achievement of performance standards committed by the Major Port Authority.

(c) The next annual indexation in SOR will be from 1st May 2027 and thereon.

(d) Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1st May of the relevant year to 30th April of the following year.

(xxi) (a) As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo- Bangladesh Coastal Shipping Agreement, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.

(b) Port and other charges

(i) Port dues to be levied by the Port on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.

(ii) The Port shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services at par with those charged from the coastal vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.

[The clauses (xxi) (b) (i) & (ii) above are subject to the provisions of the Standard Operating Procedure (SOP) of Agreement on Coastal Shipping between the Govt. of the Peoples Republic of Bangladesh and the Govt. of the Republic of India.]

(xxii) The rates prescribed in this SOR are applicable only to the services provided by the Port. The services offered by any other authorized service provider are not governed by the rates and conditions prescribed in this SOR, unless tariff for such authorized service provider is specifically prescribed in this SOR.

(xxiii) Any directions of the Ministry of Ports, Shipping and Waterways, Government of India by way of Circular / Guidelines / Notification from time to time shall prevail over the provisions mentioned in this SOR.

- - - End of Chapter – I - - -

CHAPTER – II

VESSEL RELATED CHARGES

2.1 Port Dues

2.1.1 Schedule of Port Dues

Sl. No.	Type of vessel	Rate Per GRT for each entry	
		Coastal vessel (in Rs)	Foreign vessel (in US $)
1	Tankers	13.3452	0.5045
2	Container vessels	8.8261	0.3337
3	RoRo vessels	11.0099	0.4163
4	Bulk / Break Bulk vessels	10.1941	0.3855
5	Non-Cargo Vessels calling for repair purposes*	8.8261	0.3337
6	Vessels not covered under Sl.No.1 to 5 above	12.2331	0.4625

Refer Port Website: www.chennaiport.gov.in for Trade Notices/Circulars on concessional rates, as applicable.

Notes:

(1) "Reduced Gross Registered Tonnage" as per the International Tonnage Certificate will be reckoned with for levy of Port Dues in case of tankers with segregated ballast tank.

(2) In case a vessel remains in the Port for more than 30 days, the port dues shall be payable once in thirty days from the day of entry until the vessel leaves the port.

(3) Tankers carrying other than POL and Crude Oil will be eligible for a concession of 15% on Port dues.

(4) Port dues being an entry fee is to be realized as per the status of the vessel at the time of the entry.

(5) Any vessel entering the Port limit from outside shall be treated as fresh entry.

(6) Port dues shall levied only once for entry of a vessel, irrespective of any change of her Name/ Agent(s)/ Owner(s), during the stay in the port.

*Shifting Charges / Ousting charges will be levied in case the vessel has to vacate the berth to prioritize cargo vessels.

2.1.2 Concession / Exemption in Port Dues

Sl. No.	Description	Concession / Exemption
1	Vessels entering the port in ballast and not carrying passengers or cargo on board.	25%
2	Vessels entering the port only for receiving provisions/stores or fresh water and / or spares.	50%
3	Vessels entering the port only for receiving bunkers and / or crew change or to disembark any sick crew member either at anchorage or at berth.	75%

Sl. No.	Description	Concession / Exemption
4	(i) Pleasure yachts	100%
	(ii) Vessels, after sailing out, compelled to re-enter by stress of weather or any damage to the vessel	
	(iii) Any Defence vessel belonging to India or any foreign country	
	(iv) Fishing vessels & Small crafts	
	(v) Vessels belonging to other Major Ports except private ports	

2.2 Pilotage Fees

2.2.1 Schedule of Pilotage Fees

Sl. No.	Vessel size (GRT)	Rate per GRT											
		Coastal (in Rs.)						Foreign (in US $)					
		Tankers	Container vessels	RoRo vessels	Bulk / Break bulk vessels	Non-Cargo Vessels calling for repair purposes	Vessels not covered under col.3 to 7	Tankers	Container vessels	RoRo vessels	Bulk / Break bulk vessels	Non-Cargo Vessels calling for repair purposes	Vessels not covered under col.9 to 13
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Upto 10,000	17.6117	11.6479	14.5296	13.4533	11.6479	16.1439	0.6664	0.4409	0.5499	0.5094	0.4409	0.6110
2	10,001 to15,000	20.2079	13.3650	16.6715	15.4367	13.3650	18.5239	0.7640	0.5054	0.6305	0.5838	0.5054	0.7007
3	15,001 to 30,000	23.2672	15.3883	19.1954	17.7736	15.3883	21.3281	0.8799	0.5819	0.7260	0.6721	0.5819	0.8066
4	30,001 to 60,000	33.0237	21.8411	27.2445	25.2265	21.8411	30.2716	1.2502	0.8269	1.0315	0.9550	0.8269	1.1461
5	60,001 & above	38.2328	25.2862	31.5420	29.2056	25.2862	35.0467	1.4472	0.9571	1.1939	1.1054	0.9571	1.3265
Min. charges per vessel		32,289						1,222					

Refer Port Website: www.chennaiport.gov.in for Trade Notices/Circulars on concessional rates, as applicable.

2.2.2 Schedule of Shifting Charges

Description	Shifting charges
For each shifting	50% of the Pilotage Fee prescribed in Schedule 2.2.1.

Notes to Schedule 2.2.1. and 2.2.2.:

(1) Pilotage fee is a composite fee and shall include one inward and one outward movement. However, in case of vessels availing only one movement (either Inward or Outward), 50% of the charges prescribed in the Schedule 2.2.1 will be levied.

(2) Shifting charges as per Schedule 2.2.2 above shall be levied for movement of a vessel from one berth to another berth within the port limits or turning around of a vessel within the same berth at the request of the user or for other than 'Port Convenience'.

(3) Shifting of a vessel to anchorage and re-entry at the request of the user or for other than Port Convenience or due to bad weather, shall be considered as a pilotage operation and will attract additional pilotage charges at the rates prescribed in Schedule 2.2.1 above.

(4) No charges shall be levied for the shifting of the vessel for 'Port Convenience' and it shall be defined as mentioned below:

(i) If a working cargo vessel at berth or any vessel at mooring is shifted / un-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 by the Port.

(ii) If any vessel is shifted to accommodate any other vessel for the convenience of port operations.

(iii) Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths due to the Draft and LOA restrictions.

(iv) Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent-berth due to length restrictions.

(v) Whenever a vessel is shifted from berth to accommodate another vessel carrying hazardous cargo which needs adjacent-berth to be kept vacant for safety reasons.

(vi) 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.

(vii) Shifting Charges / Ousting Charges will be levied on the vessels not meant for cargo purposes if they have to vacate the berth to prioritize cargo vessels.

(5) For shifting / pilotage of any vessel for the convenience of / benefit of another vessel, on request by the User, the vessel benefited is liable to pay the shifting / pilotage charges for shifting and repositioning of the vessel shifted.

(6) Pilotage will not be compulsory in case of vessels upto 200 GRT. Such vessels may, however seek Pilot services, if they so desire on payment of fees as specified in Schedule 2.2.1 above.

(7) Pilotage will not be compulsory for the crafts licensed under the Chennai Port Harbour Craft rules.

(8) Tankers carrying other than POL and Crude Oil will be eligible for a concession of 15% on Pilotage Fee (Schedule 2.2.1) and Shifting charges (Schedule 2.2.2)

(9) For vessels on cold move during pilotage/shifting operations, cold move charges will be applicable as prescribed in Schedule 2.2.3.

2.2.3 Pilotage Fee for Cold Move Operations

Sl. No.	Description	Pilotage Fee
1	For both Inward and Outward movements	2 times of charges as per Schedule 2.2.1 above
2	For only one movement (either Inward or Outward)	1.5 times of charges as per Schedule 2.2.1 above
3	For Shifting	2 times of charges as per Schedule 2.2.2 above

Notes:

During the course of movement, if a vessel fails to offer its full power for a duration exceeding 5 minutes, it shall be considered as cold move.

2.2.4 Charges for hire of Tugs / Launches / Other Floating Crafts

Sl. No.	Description	Unit	Rate per unit per hour or part thereof	
			Coastal (in Rs.)	Foreign (in US $)
1	Oil Recovery vessel (ORV)	Per vessel	29,108	1,103
2	Tugs	Per tug	39,354	1,491
3	Launches	Per launch	3,980	151
4	Bollard Pull test charges	Per vessel	33,053	721

Notes:

(1). Minimum hours for hire of Tug / launches at Sr. No. 1,2, & 3 above shall be 2 hrs.

(2). Time is calculated for ORV / Tugs and Launches from the time they have left the station, then the rate prescribed above shall be levied.

(3). No cancellation charges shall be levied if the booking for tugs/ Launches/ floating crafts is cancelled for the reasons attributable to port.

2.2.5 Schedule of Miscellaneous charges

2.2.5.1 Charges for detention of Master Pilot / Pilots:

If the vessel is not able to move within 30 minutes of Master Pilot / Pilot boarding, then the detention charges shall apply from the time the Pilot boards the vessel.

Sl. No.	Description	Unit	Rate per unit	
			Coastal (in Rs)	Foreign (in US $)
1	Pilot Detention charges	Per hour or part thereof	2,980	113

2.2.5.2 Pilot Cancellation charges:

Sl. No.	Description	Unit	Rate per unit	
			Coastal (in Rs)	Foreign (in US $)
1	Cancellation received less than 2 hrs. before Pilot booked time	Per cancellation	5,958	225

2.3 Berth Hire Charges

2.3.1 Schedule of Berth Hire Charges

Sl. No.	Type of Vessel	Rate per GRT per hour or part thereof	
		Coastal vessel (in Rs)	Foreign vessel (in US $)
1	Very Large Crude Carrier (VLCC) - Tankers	0.2076	0.0080
2	Tankers	0.1887	0.0072
3	Container vessels	0.1249	0.0048
4	RoRo vessels	0.1557	0.0060
5	Bulk / Break Bulk vessels	0.1442	0.0056

Sl. No.	Type of Vessel	Rate per GRT per hour or part thereof	
		Coastal vessel (in Rs)	Foreign vessel (in US $)
6	Non-Cargo Vessels calling for repair purposes	0.1249	0.0048
7	Vessels not covered under Sl. No.1 to 6 above	0.1729	0.0067
	Minimum Charges per vessel	Rs. 24,256/-	US$ 909.62

Refer Port Website: www.chennaiport.gov.in for Trade Notices/Circulars on concessional rates, as applicable.

2.3.2 Additional Berth Hire Charges

Description	Rate per GRT per hour or part thereof	
	Coastal (in Rs)	Foreign (in US $)
Vessels not calling for Pilot within 4 hours after completion of discharge or loading operations including lashing / unlashing operations or pipeline flushing through shorelines or bunkering operations calculated from the time of completion of discharge / loading / flushing till the time vessels vacate the Berth	2 times berth hire charges (normal berth hire charges plus one additional berth hire charges) shall be levied.	2 times berth hire charges (normal berth hire charges plus one additional berth hire charges) shall be levied.
Vessels at any berth on Additional Berth Hire charges shall vacate the berth when port requires the berth for any other vessel or for any other purpose failing which such vessel shall attract additional berth hire from the time of issuance of a notice to this effect by Chennai Port Authority or its authorized officials.	5 times berth hire charges (normal berth hire charges plus 4 additional berth hire charges) shall be levied.	5 times berth hire charges (normal berth hire charges plus 4 additional berth hire charges) shall be levied.
The charges in Schedule 2.3.2 will not be applicable in case of: (a) Vessel waiting for tide for safe sailing (b) Strike by the Port employees (c) Break down of port equipment		

Notes:

(1). (a) The period for the purpose of levy of Berth Hire shall be reckoned from the time the vessel occupies (First Line Ashore) the berth till she vacates (Last Line castoff) the berth.

(b) The cargo completion time shall include lashing / unlashing / welding operations, pipeline (Chickson / Manifold) disconnection, fumigation, bunkering etc. and shall be reckoned as mentioned in Statement of Facts (SOF).

(2) (a) Berth Hire Charge shall not be levied after expiry of 4 hours from the time of the vessel signalling its readiness to sail. In case the ship is forced to wait for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities after calling for pilot, the Berth Hire Charges shall be continued to be levied beyond 4 hours.

(b) A penalty equivalent to Berth Hire Charges for 24 hours shall be levied for a "**False Signal**" by a vessel.

"**False Signal**" means a vessel signals its readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel.

(c) The Master/Agents of the vessel shall signal readiness to sail, only in accordance with favourable weather conditions and tidal movements.

(d) The pilot requisition submitted by the agents will be treated as the signal for the above clauses. The time mentioned in the pilot requisition shall be considered for the applicability of false signal charges.

(3) Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or any other competent authority, will be applicable:

(a) For providing "Priority Berthing" to any vessel, a fee equivalent to 75% of the Berth Hire Charges calculated for the total period of actual stay at the berth subject to a minimum of Berth Hire Charges for 24 hours shall be levied.

(b) For providing "Ousting Priority" to any vessel, a fee equivalent to 100% of the Berth Hire Charges calculated for the total period of actual stay at the berth subject to a minimum of Berth Hire Charges for 24 hours shall be levied. In addition, pilotage / shifting charges for 'shifting out' and 'shifting in' of the vessel shifted from berth shall be levied on the vessel enjoying ousting priority.

(c) The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:

(i) Coastal vessels which will be accorded priority berthing.

(ii) Vessels for which special exemption has been granted by the Ministry of Ports, Shipping & Waterways.

(4) In respect of Vessels coming under "Berth Reservation Scheme", the berth reservation charges shall be paid as per the scheme and direction issued by the Government from time to time.

(5) No Berth Hire will be charged for the period when the vessels idle at the Port's berths when operations cannot take place due to breakdown of the ChPA equipment or power failure or any other reasons attributable to Port. This provision will, however, not apply in the case of vessels idling at berths operated by the private operators licensed by the Port due to reasons not attributable to Port.

(6) If the vessel operations are stopped for more than 24 hours due to dispute between the Master of the Vessel and the Stevedoring Agents / C&F Agent / Importer / Exporter of the cargo, stowage problem, ship-crane repair, etc., Berth Hire Charges at twice the rate of normal Berth Hire Charges as per Schedule 2.3.1 above shall be payable for the period beyond 24 hours and till the operations are resumed.

(7) Tankers carrying other than POL and Crude Oil will be eligible for a concession of 15% on Berth Hire Charges.

2.3.3 Berth Hire Charges for Sailing Vessel / Bodies / Floating Crafts / any other vessel

Sl. No.	Description	Unit	Rate (in Rs.)
1	Vessels, other than Merchant vessels and not registered under Harbour Craft Rules of Chennai Port, berthed anywhere inside the Port except Timber Pond & Boat Basin	Per vessel per hour or part thereof	270
2	Vessels registered under Harbour Craft Rules of Chennai Port berthed anywhere in the port	Per vessel per day or part thereof	378
3	Pleasure yachts	Per yacht per calendar month or part thereof	6,668

Note:

The non-commercial powered crafts belonging to the Central Government or a State Government such as the launches of the Defence Service, the Customs, the Police and the Port Health Department that are plying and stationed at the port for their Departmental use, concerning the Port Operations will be exempted from the above Berth Hire Charges.

2.3.4 Anchorage Fee

Sl. No.	Description	Unit of Levy	Tankers		Other vessels	
			Coastal vessel (in Rs.)	Foreign vessel (in US $)	Coastal vessel (in Rs.)	Foreign vessel (in US $)
1	First 48 hours	Rate per GRT per hour or part thereof	Free	Free	Free	Free
2	Beyond 48 hours		0.01641	0.00064	0.03281	0.00126

Notes:

(1) The anchorage period shall commence from the time a vessel drops the anchor till the time it anchors away.

(2) Anchorage charges are applicable for all vessels anchored within the Port limits, except for defence & other Govt. vessels and vessels anchored for Port convenience.

(3) Whenever a vessel is ready for berthing in all aspects and waiting for berth, anchorage charges are not applicable from the time of readiness of the vessel for berthing.

2.3.5 Charges for Cruise Vessels:

Description		Unit of Levy	Rate (in US $)
Port charges (Fixed Rate)	for the first 12 hours of stay at berth	Per GRT	0.0850
	for the period exceeding 12 hours	Per GRT per hour	0.0175
Head Tax (Toll)		Per passenger	6.00

Notes:

(1). No other charges like berth hire, port dues, pilotage, passenger fee etc. will be levied.

(2). Volume Discounts to Cruise Ships shall be given as under:

Sl. No.	Number of calls per year	Rebate in Cruise tariff
1.	Upto 10 calls	Nil
2.	From 11 to 35 calls	10%
3.	From 36 to 70 calls	15%
4.	Above 70 calls	20%

(Approved by IPA vide F.No. CBM/Cruise/044/CruiseTariff/2025 dt.30.04.2026, extended upto 31st March 2027)

- - - End of Chapter – II - - -

CHAPTER – III

Cargo Related Charges

3.1 Wharfage

3.1.1 Wharfage on Cargo

Sl. No.	Particulars of commodities	Unit	Rate (in Rs)	
			Coastal	Foreign
(A)	**Liquid (in bulk)**			
1.	**Liquid through pipeline**			
(a).	Crude Oil	M.T.	94.27	94.27
(b).	**POL Products**			
(i).	Diesel Oil	M.T.	114.11	114.11
(ii).	Furnace Oil	M.T.	100.89	100.89
(iii).	Kerosene Oil	M.T.	120.73	120.73
(iv).	Aviation Turbine Fuel (ATF)	M.T.	120.73	120.73
(v).	Petrol	M.T.	133.96	133.96
(vi).	Lubricating Oil	M.T.	120.73	120.73
(vii).	Base Oil	M.T.	120.73	120.73
(viii).	Slop / Sludge Oil / Waste Oil	M.T.	86.03	86.03
(ix).	Naphtha	M.T.	127.35	127.35
(x).	Ship Bunkering Oil	M.T.	59.38	59.38
(xi).	Transformer Oil	M.T.	120.73	120.73
(xii).	Motor Spirit Oil (MSO)	M.T.	133.96	133.96
(xiii).	Other POL Products	M.T.	133.96	133.96
(c).	**Chemicals & Acids**			
(i).	Bitumen	M.T.	120.73	120.73
(ii).	Benzene	M.T.	125.69	209.48
(iii).	Phosphoric acid	M.T.	90.95	151.60
(iv).	Other acids of all kinds including Acids, Fatty Acids, Palm fatty acid etc.	M.T.	90.95	151.60
(v).	Other chemicals of all kinds including Ethylene Glycol; MEG (Mono-ethylene Glycol); Di-ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Palm Stearin; Mineral Oil; Tallow; Alcohol; Ether, Methalene Chloride, ISC Propylene Alcohol, Toluene, Carbon Black, Linear Alkaline, Orthoxylene, Other Petro Chemicals, Vinyl Chloride, Ethylene-di-chloride etc.	M.T.	125.69	209.48
(d).	**Edible Oil & other liquids**			
(i).	Palm Oil, Vegetable Oil & Fats etc.	M.T.	83.84	139.73
(ii).	Molasses	M.T.	37.71	62.84
(iii).	Crude Palm Oil	M.T.	83.84	139.73
(iv).	Crude Sunflower Seed Oil	M.T.	83.84	139.73
(v).	Palm Kernel Oil	M.T.	83.84	139.73

Sl. No.	Particulars of commodities	Unit	Rate (in Rs)	
			Coastal	Foreign
(vi).	RBT Palm Sterin	M.T.	83.84	139.73
(vii).	Soya Bean Oil	M.T.	83.84	139.73
(viii).	Used cooking oil not for human consumption	M.T.	83.84	139.73
(ix).	All other types of edible oil and seed extractions	M.T.	83.84	139.73
2.	**Liquid other than through pipeline**			
(a).	**POL Products**			
(i).	Ship Bunkering Oil	M.T.	59.38	59.38
(b).	**Chemicals & Acids**			
(i).	Bitumen	M.T.	120.73	120.73
(c).	**Edible Oil & other liquids**			
(i).	Palm Oil, Vegetable Oil & Fats etc.	M.T.	83.84	139.73
(ii).	Molasses	M.T.	37.71	62.84
(iii).	All types of oil extractions like soya, rape seed etc.	M.T.	83.84	139.73
(B)	**Dry Cargoes (Bulk)**			
(1)	**Cargo handled through Mechanical means**			
	ChPA is not handling any cargo through mechanical means			
(2)	**Cargo handled through non-mechanized**			
(i).	Finished Fertilizer i.e. Urea, Ammonium Sulphate, Potash, Di-Ammonium Phosphate (DAP), Murate of Potash (MoP), Boronated calcium nitrate, Mono ammonium phosphate, Nitrogen fertilizer, Potassium sulphate powder, Mono potassium phosphate etc.	M.T.	37.21	62.02
(ii).	Fertilizer raw material i.e. Sulphur, Rock Phosphate, etc.	M.T.	37.21	62.02
(iii).	Cement Clinker	M.T.	40.94	68.23
(iv).	Bulk Construction materials i.e. Blue Metal, Bricks, cement, Sand, Silica Sand, Slag, Stones (except Granite Blocks, Dressed marbles and slabs) & Tiles, Concrete slab, 12MM stone dust-construction materials etc.	M.T.	40.94	68.23
(v).	Dolomite	M.T.	37.21	62.02
(vi).	Iron Ore Pellets / Lumps	M.T.	74.43	74.43
(vii).	Bauxite	M.T.	37.21	62.02
(viii).	Limestone	M.T.	37.21	62.02
(ix).	Asphalt, Barytes, Feldspar, Chrome Ore, Charge chrome, Ferro Manganese, Ferro Silicon, Ferro slag, Silicon Manganese, High carbon Ferrochrome, Flourspar, Kerb stones and other ores			
	(a). Import	M.T.	37.21	62.02
	(b). Export	M.T.	25.80	43.00
(x).	Manganese Ore / Ferro Manganese Slag	M.T.	37.21	62.02
(xi).	Blast furnace slag, Bentonite, Dolomite chips, River sand and fly ash, Rocksand, Metal Sand, Granule, Jelly, Manufactured Sand (M.Sand)	M.T.	37.21	62.02

Sl. No.	Particulars of commodities	Unit	Rate (in Rs)	
			Coastal	Foreign
(xii).	Metal scrap including shredded scrap, Iron scrap and Heavy metal scrap	M.T.	48.37	80.63
(xiii).	Laterite	M.T.	37.21	62.02
(xiv).	Magnesite	M.T.	37.21	62.02
(xv).	All other Minerals	M.T.	37.21	62.02
(xvi).	Food grains, cereals, pulses, rice and oilseeds of all kinds	M.T.	37.21	62.02
(xvii).	Wood Bamboo, Plywood, Boards, Wood products, Wood chips and Wood pulp	M.T.	50.78	84.64
(xviii).	Mill Scale	M.T.	37.21	62.02
(xix).	Clay and Chalk in bulk	M.T.	37.21	62.02
(xx).	Cobble Stones	M.T.	37.21	62.02
(xxi).	Salt of all kinds	M.T.	21.22	35.37
(xxii).	Sugar of all kinds	M.T.	46.69	77.83
(xxiii).	Gypsum	M.T.	37.21	62.02
(xxiv).	Sodium Silicate	M.T.	61.19	101.99
(xxv).	All other dry bulk cargo	M.T.	61.19	101.99
(C)	**Break Bulk and General cargo other than Containers**			
(i).	Log, Timber, Veneer, Timber Logs	Cu.m	30.31	50.53
(ii).	Granite Blocks, Dressed Marbles and Slabs	Cu.m	241.87	403.11
(iii).	Cement and Cement Clinker bags	M.T.	40.94	68.23
(iv).	Asphalt, Barytes, Feldspar, Chrome Ore, Charge chrome, Ferro Manganese, Ferro Silicon, Ferro slag, Silicon Manganese, High carbon Ferrochrome, Flourspar, Kerb stones and other ores (in bags)			
	(i). Import	M.T.	37.21	62.02
	(ii). Export	M.T.	25.80	43.00
(v).	Food grains, cereals, pulses and oilseeds of all kinds in bags	M.T.	37.21	62.02
(vi).	Machineries and Equipment, if fitted with wheels and handled as assembled units, like Excavator, Motor Grader, Dumper Truck, Wheel Loader, Bull Dozer, Paver, Power Transformer, Concrete Mixer, etc. along with its own accessories	Ad valorem	0.2695% subject to maximum of Rs.95,092 per unit	0.4492% subject to maximum of Rs.1,58,487 per unit
(vii).	Machineries & Equipment other than mentioned in Sr. No. C (vi). above, including Electrical and Electronic goods, Wires, Cables, Parts, Tools & Accessories	Ad valorem	0.2695%	0.4492%
(viii).	Metal & Metal Products (Alloy / Non-alloy): Ingots & Billets, Sheets & Plates, Bars, Rods, Angles, Pipes, Rails, HR / CR Coils, Seamless carbon steel pipes, seamless alloy steel pipes, boiler tubes, etc. and not covered under Sl. No. C (vii). above	M.T.	74.41	124.03
(ix).	Aircraft	Each	1,29,026	2,15,043
(x).	Boats and Launches	Each	19,354	32,257
(xi).	Coir, Coir products and Jute & Jute products	M.T.	101.56	169.28

Sl. No.	Particulars of commodities	Unit	Rate (in Rs)	
			Coastal	Foreign
(xii).	Drilling Materials & Chemicals in bags	M.T.	125.68	209.48
(xiii).	Synthetic resin and wood pulp	M.T.	50.78	84.64
(xiv).	Asbestos	M.T.	40.94	68.23
(xv).	Fertiliser and raw material including Sulphur in bags	M.T.	37.21	62.02
(xvi).	Metals (Ferrous/ non- ferrous) (including plates, pig iron, steel pipes, Wire Rod Coils, other steel coils)	M.T.	74.41	124.03
(xvii).	Defense stores and Classified Defense cargo	M.T.	221.59	369.33
(xviii).	Coal Tar Pitch (in bags)	M.T.	101.56	169.28
(xix).	Railway Wagon & Coaches	Each	60,000	1,00,000
(xx).	Locomotives including accessories	Each	90,000	1,50,000
(xxi).	Other unspecified break bulk cargo (in bags)	M.T.	101.56	169.28
(xxii).	Other unspecified break bulk cargo	Ad valorem	0.2695%	0.4492%
(D)	**Motor Vehicles for carrying Passengers / Cargo**			
(i).	Two wheelers	Each	517	861
(ii).	Three wheelers	Each	1,614	2,689
(iii).	Four wheelers	Ad valorem	0.3562% subject to maximum of Rs. 7,639 per unit	0.5937% subject to maximum of Rs.12,731 per unit
(v).	Six wheelers and above	Ad valorem	0.2695% subject to maximum of Rs. 27,573 per unit	0.4492% subject to maximum of Rs. 45,955 per unit
(E)	**Others:**			
(i).	Unaccompanied personal baggage	Each	129.03	215.05
(ii).	Provisions, groceries, food item, Vegetables and Fruits of all kinds for passengers / cruise vessels	M.T.	55.18	91.98

3.1.2 Cargo Free of Wharfage

Sl. No.	Description
1	Sweepings collected from wharf / sheds.
2	Pallets used for the export of palletized cargo from the wharves.
3	Cargo/Containers transferred from one hatch to another of the same vessel neither manifested nor-unloaded from the vessel.
4	Bonafide consumable / non-consumable ship stores. However, a documentation fee of Rs.1,323/- per shipping bill shall be levied
5	Bonafide passengers' and seamen's baggage and personal effects accompanying them.
6	Postal Mail bags.
7	Goods consigned to or by the ChPA and goods consigned in the name of Govt. of India on ChPA account
8	Cargo brought by vessel, but not manifested for / landed at Chennai Port, shall be exempted from payment of wharfage.

Notes to Schedule 3.1.1 and 3.1.2:

(1) 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 above schedule. The description in the invoice and packing list will also be considered, if required.

(2) Wharfage 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) Weighment certificate in case of excess landed cargo;
(c) Shore tank receipt quantity certified by the surveyor if stored in shore tanks or quantity as per Vessel's ullage report certified by the surveyor in case of direct delivery from the vessel in case of liquid bulk;
(d) Bill of Entry / Shipping Bill / Invoice / Packing list quantity in all other cases.

(3) Ad valorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the bill of coastal goods. Customs bills of entry/ shipping bill/ bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of Lading/ invoice, etc.

(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 the wharfage schedule.

(5) Cargo landed from vessel in distress and reshipped in the same vessel, one time wharfage shall be levied as per the above schedule. Likewise, cargo loaded into a vessel and subsequently unloaded due to various reasons and reshipped in the same vessel, no wharfage shall be payable. However, wharfage shall be levied again if the cargo is reshipped in another vessel.

(6) (a) Cargo not meant for Chennai Port landed and transshipped shall be assessed for each handling @ 75% of the wharfage applicable to that cargo. Steamer Agent shall arrange for movement of Cargo from one berth to another, if required.

(b) Cargo discharged and re-loaded on the same vessel in the same voyage or transshipped from vessel to vessel directly, shall be assessed for each handling @ 50% of the wharfage applicable to that cargo.

(c) Cargo manifested for Chennai and subsequently amended for 'transshipment', shall be assessed for each handling @ 100% of the wharfage applicable to that cargo.

(7) Cargo destuffed from / stuffed into LCL containers will attract the wharfage as per Schedule 3.1.1.

(8) "Defence stores" would include 'Bombs, grenades, torpedoes, mines, defence vehicles, missiles, missile tanks and similar munitions of war and parts thereof, cartridges and other ammunition and projectiles and parts thereof, including shot and cartridges wads coming under Arms, Ammunition, parts and accessories thereof but the reference to "parts thereof" does not include radio or radar apparatus as per note no.2 of Chapter no. 93 of Customs Tariff of India.

(9) In case of Agreement / MoU entered by the port with the port users for handling cargo at ChPA, the wharfage will be applicable as per the Agreement / MoU.

(10) Cargo brought into the Port for export, if taken out of the Port for any reason, a fee equivalent to wharfage charges applicable for such cargo, is payable irrespective of the cargo stored on transit or rental terms and free period as applicable shall be allowed.

(11) Hazardous Cargo shall attract premium 50% of the normal applicable wharfage charges.

(12) (a) Vessels calling the Port, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962 shall not be treated as cargo and no wharfage shall be levied on such vessels and only vessel related charges would be collected if the vessels come into the port on their own steam and sail out of the port limits on their own steam. In such case, a Facilitation Fee of Rs.25,000/- shall be levied on such vessel for using the port facility. However, when loading or unloading of cargo / container takes place to / from such vessels within the port limits, cargo / container related charges including wharfage shall be applicable as per SoR on such cargo / container, declared in the manifest (IGM/EGM).

(b) When a vessel carries another vessel as cargo for discharging in the port, either on the quay / jetty or foreshore (wharf), or loads another vessel as cargo on board itself from such wharf of the port, in such cases, such loaded / unloaded vessels are 'cargo' on which cargo related charges including 'wharfage' are leviable.

3.2: Charges for permitting Private Cranes inside the Port for cargo landing/loading operations from Ship to Shore and vice versa

Sl. No.	Description	Rate per M.T. or part thereof (in Rs.)	
		Coastal	Foreign
1	Dry bulk cargoes	9.70	16.17
2	Break bulk – package weighing Upto 30 T	19.40	32.34
3	Break bulk – package weighing more than 30 T	32.28	53.79

Note:

Charges prescribed in Schedule No. 3.2 are payable for actual deployment of Private Cranes. The above cranage charges shall not be applicable for cargoes loaded/landed for Ro-Ro vessels on their own wheel or by using MAFI/Tug master

3.3 Demurrage Charges

3.3.1 Free period for storage of cargo in transit areas

Sl. No.	Description	Free period (in Days)	Day of commencement of free period
1	**Import Cargo**		
(i)	Other than direct delivery	7	Day following the Vessel Completion Date
(ii)	Cargo sold in auction	7	From the date of delivery order of the port
2	**Export Cargo**		
(i)	Cars through Ro-Ro vessels	20	Actual day of admission of the cargo in the port premises
(ii)	All other cargo	30	- do -
(iii)	Export cargo stored in transit area, shut out by the ship or prevented from shipment by Act of God, such as cyclone, grounding of vessels, etc. and removed out of port premises	7	Day following the Vessel Completion Date or day following the Customs shut out order, whichever is earlier.
3	Salvaged goods	7	Day of salvage
4	Transshipment cargo	21	Day following the Vessel Completion Date
5	Sludge oil	3	Day following the actual date of completion of discharge

Notes:

(1) Whenever discharge of Import cargo is suspended or stopped for more than 48 hours for any reason not attributable to Port and / or removal of vessel from the berth before complete discharge of the manifested quantity, free days shall be declared for the cargo already discharged from the date of suspension / stoppage of such discharge. Free days for the balance cargo on board shall be declared after discharge.

(2) The period from the date of commencement of loading of export cargo to the date of completion of loading shall also be free for export cargo.

(3) The total free period prescribed in schedule 3.3.1, Sl. No. 2 (i) & (iii) shall be limited to 20 days and Sl. No. 2 (ii) & (iii) shall be limited to 30 days.

(4) For direct delivery of cargo, a free time of 3 shifts excluding the landing shift shall be allowed, after which demurrage applicable for import cargo shall be levied.

(5) No free days will be allowed for cargo declared as unfit for human consumption by the Competent Authority and destroyed by Port.

(6) When an import cargo is stored in transit terms and then converted into re-export, free period will be considered from the date of filing of export documents like Shipping Bill.

(7) If the shut out cargo is taken out from Transit area /Port premises, upon the request of the Exporter/ Agent enclosing necessary Customs permission, the details of the permission shall be entered in the Export Application and delivery permitted under Special Vehicle Ticket duly forfeiting the wharfage charges and on collection of applicable demurrage charges from the date of admittance of cargo.

(8) Export cargo if not loaded to a vessel shall be permitted to be loaded to another vessel by amending/ crossing the EA. Original admittance date shall be reckoned for calculation of free days. No additional wharfage shall be payable in such cases.

(9) Cargo moved to the transit area not loaded to the designated vessel shall be allowed to be moved back to the plot and allowed to export. Plot storage time will be considered as dies-non and original admittance date in the transit area shall be reckoned for calculation of free days.

3.3.2 Schedule of Demurrage Charges after free period

Sl. No.	Description	Rate per wharfage unit per day or part thereof (in Rs.)	
		Cargo stored in open space	Cargo stored in covered Space
1	**Import cargo**		
	(i) For the first 7 days	30.65	46.03
	(ii) For the next 10 days	61.30	92.04
	(iii) For the next 13 days	91.94	138.06
	(iv) Thereafter	186.03	279.56
2	**Export cargo and Transshipment cargo**		
	(i) For the first 7 days	30.65	46.03
	(ii) For the next 3 days	61.30	92.04
	(iii) Thereafter	186.03	279.56

Notes:

(1) Demurrage charge 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.

(2) If operational area is licensed on rental terms to the users, demurrage charges on cargo stored thereat shall not be levied again.

(3) The demurrage charges on hazardous goods shall be levied at 50% above the normal rates specified in above schedule.

(4) In cases where the wharfage is based on per each unit, cubic metre and on ad valorem, demurrage shall be reckoned with on gross weight (per M.T. or part thereof).

(5) Demurrage leviable in respect of abandoned, uncleared and unclaimed cargo sold by the Port in public auction shall be limited to 6 (six) months from the date of its accrual, or the date of receipt of letter of abandonment by Port, whichever is earlier.

(6) Demurrage leviable in respect of cargo declared as unfit for human consumption by the Competent Authority and destroyed by Port shall be limited to 6 (six) months from the date of its accrual and, or the date of condemnation by the Competent Authority, whichever is earlier. In case the cargo is certified for any other usage, the demurrage shall be levied till the date of clearance.

(7) Where goods are detained by the Commissioner of Customs on account of Import/ Export Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/ Exporter, for such period of detention under 5(i) and 5(ii), the demurrage charges shall be recovered as under:

Particulars	**Charges**
First 30 days of detention	Free
31 days to 60 days	50% of applicable demurrage charges
Beyond 60 days	100% of applicable demurrage charges

The first 30 days shall be reckoned with as follows:

(i) First 30 days after expiry of free days if cargo is detained by the Customs before expiry of free days and,

(ii) First 30 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

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

(8) Demurrage shall not be collected if the cargo is moved from vessel hook point to licensed plots within the Customs bound area of Chennai Port Premises before Customs issues OOC and Agents issue Delivery Order, subject to the licensee of the plot indemnify the ChPA against any claim for Customs Duty, pilferage, damages etc.

3.3.3 Charges to be recovered from Customs on goods confiscated by Customs

Pre-confiscation charges	Cargo related charges accrued on the goods from the date of expiry of free days upto the date of confiscation, limited to a maximum of 4 months. The amount due shall also be limited to the extent of amount available from the Customs from the proceeds of sale of confiscated goods.
Post confiscation storage charges	Rs.77/- per wharfage unit per day or part thereof, if unit of levy of wharfage is on weight / volume basis. Rs.431/- each per day or part thereof, if unit of levy of wharfage is on each / ad valorem basis.
Removal charges	Rs.539/- per M.T. or part thereof

3.4 Other Cargo Related Charges

Sl. No.	**Description**	**Rate per M.T. or part thereof (in Rs.)**
1.	Environmental Charges on all dry bulk cargo	8.61
2.	Cargo Removal charges for each removal	270

3.5 Mandatory User Charges (MUC) levied by NLDSL

An amount of Rs.145/- per container will be levied on all containers (except transshipment and coastal) towards Mandatory User Charges (MUC) for the Logistics Data Bank (LDB) service rendered by NICDCL. NLDSL will also collect Rs.25/- per container (except transshipment and coastal) totaling the aggregate charges of Rs.170/- per container and pass on to IPA for Maritime Sector Development Fund.

(Approved by MoPSW vide letter No. PD-14033/34/2017-PD-V dt.05.11.2024 and valid for three years i.e., from 28.10.2024 to 27.10.2027)

3.6 Charges for Operation of Drive Through Container Scanning System

Sl. No.	Description	Unit	Rate (in Rs.)
1.	Scanning Charges for Containers	Per TEU	20.00

Notes:

(1) The above charges will be collected on all Foreign – laden containers.

(2) The above charges will be collected by CCTPL / CITPL from the Liners on behalf of ChPA.

3.7 Charges for the use of Chennai Port Parking Plaza (CPPP)

3.7.1 Charges on Containers for intended use of CPPP

Sl. No.	Description	Unit	Rate (in Rs.)
1.	Charges for the intended use of Chennai Port Parking Plaza (CPPP)	Per TEU	30

Notes:

(1) The above charges will be levied on all containers including Coastal Containers except Transshipment / Restow / rail bound containers.

(2) The above charges will be collected by CCTPL / CITPL from the Liners on behalf of ChPA.

3.7.2 Charges for overstayal of Trailers / Tankers / Trucks at Chennai Port Parking Plaza (CPPP)

Sl. No.	Description	Unit	Rate (in Rs.)
1.	Parking Charges for overstayal of Trailers / Tankers / Trucks beyond 24 hours without valid documents at Chennai Port Parking Plaza (CPPP)	Per Trailers / Tankers / Trucks per day	150

Notes:

The above charges will be collected by Chennai Port Parking Plaza operator on behalf of ChPA.

- - - End of Chapter – III - - -

CHAPTER – IV

Container Handling Charges
(For containers handled in port operated berths)

4.1 Wharfage on Containers including Shipper Own Container and MAFI

Sl. No.	Description of Cargo	Unit	Rate (in Rs)	
			Coastal	Foreign
(A)	**Containers other than Shipper own Containers**			
1	Empty			
	(a). Upto 20 Feet	Each	81	134
	(b). Above 20 Feet and upto 40 Feet	Each	121	202
	(c). Above 40 Feet	Each	161	268
2	Laden			
	(a). Upto 20 Feet	Each	795	1324
	(b). Above 20 Feet and upto 40 Feet	Each	1192	1986
	(c). Above 40 Feet	Each	1588	2646
(B)	**Shipper own Containers and MAFI**			
1	For MAFI / Container (Box) only			
	(a). Upto 20 Feet	Each	81	134
	(b). Above 20 Feet and upto 40 Feet	Each	121	202
	(c). Above 40 Feet	Each	161	268
2	Cargo loaded on MAFI/Cargo stuffed/destuffed in the SOC	In addition to the charges in [(B)1.] above, commodity-wise wharfage as per Sch.3.1.1. shall also be charged		

Notes:

(1) (a) Container / MAFI not meant for Chennai Port landed and transshipped shall be assessed for each handling @ 75% of the wharfage applicable to that Container / MAFI. Steamer Agent shall arrange for movement of Container / MAFI from one berth to another, if required.

(b) Container / MAFI discharged and re-loaded on the same vessel in the same voyage or transshipped from vessel to vessel directly, shall be assessed for each handling @ 50% of the wharfage applicable to that Container / MAFI.

(c) Container / MAFI manifested for Chennai and subsequently amended for 'transshipment', shall be assessed for each handling @ 100% of the wharfage applicable to that Container / MAFI.

(2) No wharfage shall be applicable for Empty containers permitted for domestic movement as certified by the customs department brought into the Port to stuff cargoes for delivery out of the port or for export. Such containers should leave the Port within 6 shifts including the shift of entry into the port. After 6 shifts, charges for storage would be levied on per day basis at the rate applicable for storage charges for 4 days and beyond as mentioned under 4.2.

(3) For IMDG container, Wharfage is 1.5 times of the above table.

4.2 Demurrage / Storage Charges on Containers including Shipper Own Container and MAFI

Sl. No.	Description	Rate per day or part thereof					
		Coastal container (in Rs.)			Foreign container (in USD)		
		20'	40'	Above 40'	20'	40'	Above 40'
1	Imp. & Exp. – Laden & Empty						
	First 3 days	Free	Free	Free	Free	Free	Free
	4 – 15 days	155.47	310.94	466.41	5.93	11.86	17.79
	16 – 30 days	310.94	621.88	932.82	11.86	23.72	35.58
	Beyond 30 days	621.88	1243.76	1865.64	23.72	47.44	71.16
2	Transshipment & ICD - Laden & Empty						
	First 15 days	Free	Free	Free	Free	Free	Free
	16 – 30 days	155.47	310.94	466.41	5.93	11.86	17.79
	31 – 45 days	310.94	621.88	932.82	11.86	23.72	35.58
	Thereafter	621.88	1243.76	1865.64	23.72	47.44	71.16

Notes:

(1) (a) The free period for import containers will commence from the date following the day of landing of the container from the vessel upto the day of loading / delivery / removal of the container.

(b) The free period for export containers will commence from the day the container enters into the Port.

(2) For purposes of calculation of free period, Customs notified holidays and closed holidays declared by the Port shall be excluded.

(3) Over high and over dimensional containers shall attract 1.5 times the normal demurrage charges.

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

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

(b) If the consignee chooses not to issue such letter of abandonment, the Container Agent (CA)/ Main Line Operator (MLO) can also issue abandonment letter subject to the condition that:

i. the CA / MLO shall resume custody of container along with cargo and either take back it or remove it from the port premises; and

ii. the CA / MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(c) 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.

(d) 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 de-stuffing. 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.

- - - End of Chapter – IV - - -

CHAPTER – V

Stevedoring and Clearing & Forwarding Charges

5.1 Composite rate for deployment of Labour for stevedoring operations

Sl. No.	Category of worker / staff	Agricultural produce such as cereals and pulses of all kinds including sugar of all kinds in bags / jumbo bags or pallets		All other cargo	
		Rate per shift or part thereof (in Rs.)	Rate per half shift (in Rs.)	Rate per shift or part thereof (in Rs.)	Rate per half shift (in Rs.)
1	On Board Supervisor	5,517	2,758	11,505	5,754
2	Tally Clerk	5,076	2,539	10,585	5,293
3	Tindal	4,040	2,020	8,424	4,213
4	Maistry	4,164	2,082	8,683	4,342
5	Winch Driver	3,964	1,983	8,264	4,133
6	Signal Man	3,968	1,986	8,273	4,137
7	Mazdoor	3,465	1,734	7,225	3,614

Notes:

(1) The above charges shall be paid by the Stevedores prior to the engagement of labour.

(2) The stevedore will be permitted to indent gang for half shift instead of full shift for incoming and finishing vessels, by making payment of charges mentioned for half-shift in the above schedule.

(3) Whenever the services of half shift gang is converted into full shift gang, the Stevedores shall pay one full gang charges over and above the half shift gang charges as a deterrent measure.

(4) In case of shortage of manpower in one category, the available manpower in other categories will be deployed, subject to suitability.

(5) Rates in respect of additional manpower required by stevedores shall be payable as per the schedule above.

(6) The piece-rate incentive shall be paid by the Stevedores at actuals separately, as per the datum issued by the Traffic Department.

5.2 Royalty payable as per CHPA (Licensing of Stevedoring and Shore Handling) Regulations, 2021

(in Rs.)

Sl. No.	Cargo Type	Stevedoring Operations	Shore Handling Operations
1	Dry bulk & Break Bulk	3.42 per ton	3.42 per ton
2	Automobiles (upto four wheelers)	4.57 per vehicle	4.57 per vehicle
3	Automobiles (above four wheelers & MAFI)	13.70 per vehicle	13.70 per vehicle
4	Container (Laden)	91.40 per TEU	91.40 per TEU
5	Container (Empty)	11.42 per TEU	11.42 per TEU

Notes:

(1) Every agent shall be liable to pay royalty in advance, prior to calling of the vessel, on the basis of import general manifest quantity, in case of import and on the basis of the quantity declared by the vessel's agent or exporter or export general manifest, in case of export and the actual royalty payable shall be calculated after completion of the vessel's operation based on the total quantum of cargo handled by the agent.

(2) The above Royalty rate is subject to annual indexation to an extent of 60% of the variation in the Wholesale Price Index (WPI) as communicated by the Competent Authority and the indexed royalty will be effective from 1st April of every year.

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CHAPTER – VI

Miscellaneous Charges

6.1 Supply of water to vessels by Port:

Sl. No.	Description	Unit of Levy	Coastal vessel (in Rs.)	Foreign vessel (in US$)
1	Water Supply at Berths [BD-1 & BD-3]	Per 1,000 litres or part thereof	500	9.37

6.2 Passenger fees (other than Cruise vessel)

Sl. No.	Description	Rate per person (in Rs.)	
		Coastal vessel	Foreign vessel
1	Embarkation / Disembarkation charges (Defence personnel on duty are exempted)	87	173

Notes:

(1) During the stay of the vessel, the above charges are payable only for the first embarkation / disembarkation, irrespective of no. of times a passenger embark / disembark.

(2) For the cruise vessel, Head Tax (Embarkation / Disembarkation charges) will be levied as per Schedule 2.3.5

6.3 Charges for Hire of Port Equipment

Sl. No.	Description	Unit of levy	Rate (in Rs.)
1	Tanker Trailer of 10 KL capacity	Per shift or part thereof	33,333
2	Gangway	Per shift or part thereof	2,151
3	Oil Skimmer	Per shift or part thereof	5,592
4	Oil Barrier (per meter length)	Per shift or part thereof	378
5	Fire Tender and gear	Per hour or part thereof	6,452
6	Fire Trailer Pump	Per hour or part thereof	1,076

Note:

In case the deployment of any equipment to combat fire hazard caused due to any leakage of Liquid / Gas Pipelines or Oil spillage from any vessel, the charges for the same shall be levied on the owner of the pipelines / agent of the vessel irrespective of whether any requisition for the same is given or not. Further, in such case the cost of Foam (along with supervision cost of 20%) used to contain the Fire hazard shall also be recoverable.

6.4 Charges for issuance of License

Sl. No.	Description	Duration	Rate (in Rs.)		
			Fresh	Renewal	Security Deposit
1	Stevedoring & Shore handling	3 Years	1,08,000	1,08,000	5,00,000
2	Steamer Agents	3 Years	5,000	5,000	-
3	Harbour Craft License	3 Years	5,000	5,000	-
4	License for supply of Fresh Water Issue	3 Years	5,000	5,000	-
5	Port reception facility – Collection of Water Waste/Oil Waste, Garbage & Sewage	1 Year	5,000	5,000	2,00,000

6.5 Charges for erecting Hoardings, Sign boards, Neon boards, etc. in the Port Premises

Sl. No.	Description	Rate per sq. m. per year or part thereof (In Rs.)
1	Single sided	4,947
2	Double sided	8,279
3	Neon boards	3,334

Note:

The terms & conditions will be as per the letter of permission issued by the Port.

6.6 Charges for Harbour Entry Permit (HEP)

Sl. No.	Description	Period of validity of HEP (Rate in Rs. including GST)		
		Daily	Monthly	Yearly
1	Individual	13	191	508
2	Vehicle	32	382	2539
3	Cargo Handling Equipment (Poclain, Dozers, Excavators, Forklift, Dumpers, JCB Earthmover, Crane, Mobile Crane, Pay loader)	51	571	3807

Notes:

(1) The rate for RFID card is Rs.108/- per card including GST.

(2) A penalty equal to respective daily charges will be levied for overstay inside the Port without a valid HEP calculated for the period of overstay from the date of expiry of HEP.

(3) An amount of Rs.1,270/- (including GST) is to be recovered for release of blacklisted vehicle.

(4) Central /State Government employees on official duty, students on educational visit, visitors approved by the Port administration are exempted from payment of HEP fee.

6.7 Charges for use of Weigh Bridge installed by authorized Private Operators

Sl. No.	Description	Unit of levy	Rate (in Rs.)
1	Weighment charges on Net weight of the cargo	Per MT	6.70

6.8 Improper/ unsafe Pilot ladder, improper Boarding/ disembarking arrangements, inability to provide Combination Ladder

Sl. No.	Description	Unit of levy	Coastal (in Rs.)	Foreign (in US $)
1	Improper / Unsafe Pilot Ladder	Per vessel	24,000	450

Note:

Warnings will be issued for the first two instances in a financial year and from the 3rd instance onwards, the above charges will be levied on the Steamer Agent

6.9 Other Miscellaneous Charges

Sl. No.	Description	Unit	Rate (in Rs.)
1	Charges for flushing the pipelines with seawater	Per day or part thereof	15,060
2	Supply of fresh water to vessels (other than BD-1 & BD-3) through licensed agencies	Per Trip	500
3	Charges for taking photographs, shooting films, videography in the port premises		
	(i). Making Feature films / Documentary films	Per day or part thereof	2,68,820
	(ii) Photography / Videography		5,390
	(iii). Photography / Videography using Drone		80,660
4	Charges for issue of certificates/ documents from Port records	Per sheet	77
5	Port Reception Facility (PRF)		
	(i) Handling Charges for Waste Water	Per metric tonne	80
	(ii) Documentation and processing fees	Each collection	500

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CHAPTER – VII

Port Railway Charges

7.1 Rates notified by ChPA

7.1.1 Haulage Charges

Sl. No.	Description	Non-Containerised Cargo	Container		
			Upto 20 Feet	Above 20 Feet & upto 40 Feet	Above 40 Feet
1	Loaded wagon	Rs. 39/- per M.T.	Rs.150/- per container	Rs.300/- per container	Rs.450/- per container
2	Empty wagon used as dummy	Rs.150/- per wagon	Rs.75/- per wagon		
3	Additional operations - Loaded or empty wagon	---	Rs.300/- per wagon		

7.1.2 Charges for use of Electronic In-motion Rail Weigh Bridge

Sl. No.	Description	Unit of levy	Rate (in Rs.)
1	Loaded Wagon	Per wagon	162
2	Empty Wagon	Per wagon	82

Notes:

(1) The above charges include issuance of weighment Certificate.

(2) Weighment charge against empty wagon shall be levied only if the same is undertaken as per requirement.

7.2 Rates notified by Railway Board

The following Port railway charges are payable at the rates notified / approved by the Railway Board from time to time. The present rates are as follows:

7.2.1 Terminal Handling Charges

Sl. No.	Description	Non- Containerised Cargo	Containerised Cargo
1	Terminal Handling charges	Rs.31.19 per Tonne or part thereof	Rs.31.19 per Tonne or part thereof

7.2.2 Storage Charges

Goods consigned by rail to ChPA are free of storage charges if cleared within 24 hours after the completion of unloading operations. Thereafter, storage charges are payable as follows:

Sl. No.	Classification	Charges payable after expiry of Free time	Unit
1	For goods of every description except goods in bulk such as ore, molasses, coal, charcoal, firewood, sand, shingle, stone etc.	For the first day - Rs.10/-. For the next day – Rs.15/- For subsequent days – Rs.20/-	Per tonne or part thereof per day or part of a day in excess of free time
2	For goods in bulk such as ore, molasses, coal, charcoal, firewood, sand, shingle, stone, etc.	For the first 3 days – Rs.8/- For the subsequent days – Rs.10/-	Per tonne or part thereof per day or part of a day in excess of free time
3	Rail borne goods missent to the harbour	-Nil -	

Sl. No.	Classification	Charges payable after expiry of Free time	Unit
4	Rail-borne goods consigned to the Board	-Nil -	

7.2.3 Demurrage on wagons

Demurrage charges are payable beyond the free period notified by the Railway Board as follows:

Sl. No.	Duration of excess detention beyond free time	Unit	Rate
1	Upto 6 hours	Per wagon per hour or part thereof	Rs.150/-
2	Beyond 6 hours upto 12 hours		Rs.165/-
3	Beyond 12 hours upto 24 hours		Rs.188/-
4	Beyond 24 hours upto 48 hours		Rs.225/-
5	Beyond 48 hours upto 72 hours		Rs.300/-
6	Beyond 72 hours		Rs.450/-
7	Beyond 96 hours		Rs.900/-

7.2.4 Stabling charges on privately owned wagons including wagons owned by Container Train Operators:

Sl. No.	Description	Unit	Rate
1	Stabling charge	per wagon per day or part of a day	Rs.705/-

Notes:

(1) The above charge shall be levied from the time of release to the time of removal for inward rakes & from the time of advice to the time of removal for outward rakes.

(2) The rate of stabling charge will be uniform for all types of wagons (BG 6 wheeled / 8 wheeled / 12 wheeled, etc.). When privately owned stock is detained in the Port railway siding except CITPL 1 & 2 & N & C Yard, Stabling charge will be levied. Stabling charges are not applicable when the wagons are stabled on railway/port account.

(Approved by Ministry of Railways vide letter No. TC-I/2021/201/efile/1(3344010) dt.22.04.2026 and valid for one year i.e., from 01.05.2026 to 30.04.2027)

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CHAPTER – VIII

PERFORMANCE STANDARD

Sl. No.	**Performance Parameters**	**Unit**	**Performance Standard**
(1)	**Cargo Related Services**		
(i)	Average Ship Berth day Output	M.T.	16500
(2)	**Vessel Related Services**		
(i)	Average Turnaround Time	Day	2.10
(ii)	Average Pre-berthing Detention (on Port A/c)	Hours	0.50

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Chennai - 600 001,
5th June 2026.

MALLA SRINIVASA RAO,
Financial Adviser and Chief Accounts Officer,
Chennai Port Authority.

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