



GANGES BULK TERMINAL PVT. LTD.

CIN: U52242WB2024PTC273717 | GSTIN : 19AALCG5166D1ZF
Regd. Office : 22, Lee Road, Flat-C2, 1st Floor, Block-C, Kolkata - 700020
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SCALE OF RATES

PUBLISHED ON GBTPL WEBSITE ON 19.08.2025

Scale of Rates for cargo handling operations and allied services at Berth No. 5 of Haldia Dock Complex, Syama Prasad Mookerjee Port, Kolkata

SECTION A - DEFINITION AND CONDITIONALITIES

1. Short title of Commencement

The Scale of Rates set out herein shall be called SCALE OF RATES of the Ganges Bulk Terminal Pvt. Ltd, Berth No. 5, Haldia Dock Complex , Syama Prasad Mookerjee Port, Kolkata .

2. Definition

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

- (i) "Port" means 'Syama Prasad Mookerjee Port, (SPMPK) [Erstwhile Kolkata Port Trust (KOPT)]', the corporate entity, and will include Kolkata Dock System and Haldia Dock Complex.
- (ii) "Haldia Dock Complex (HDC)" shall mean oil jetty, other jetties, wharves and berths at Haldia and River Moorings at Haldia Anchorage.
- (iii) Ganges Bulk Terminal Pvt Ltd (GBTPL) means a Special Purpose Company (SPV) incorporated pursuant to the Concession Agreement signed with Syama Prasad Mookerjee Port, Kolkata under the Laws of India having its Registered Office presently at 22. Lee Road, Kolkata 700010 its successors and permitted assignees.
 - (a) "GBTPL premises" shall mean the area provided to GBTPL under the Concession Agreement including the backup area and any additional land allotted under the License agreement.
 - (b) "Berth" means the Berth No 5 (old Berth No 4B) at Haldia Dock Complex

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(HDC), Syama Prasad Mookerjee Port, Kolkata (SPMK) and the back- up area.

- (c) “Mechanized Handling means”: Unloading of cargo by Mobile Harbor Cranes at quay face of the Berth, conveying to the stack yard by Conveyor System, Stacking/ Reclaiming at the Stack yard by Stacker cum Reclaimers and Loading into Wagons by Rapid Loading System.
- (d) “Conventional Handling” means Unloading/Loading of cargo by Mobile Harbor Cranes at quay face of the Berth, transportation of cargo between the quay face and stackyard, Stacking/ reclaiming and loading of cargo into wagons/ trucks etc. using Excavators, Front end Loaders, trippers and other mobile equipment.,
- (e) “Draft” means the draft prevailing at shipping channel leading to HDC on day-to-day basis.
- (f) “Metric Ton” means a weight of 2,204.623 pounds or 1,000 Kilogram.
- (g) “Terminal User” means any importer or exporter using the facilities at Berth No. 5 for importing and / or exporting of cargo.
- (h) “Shut out” cargo shall mean export cargo left in the GBTPL premises having not been shipped on board the vessel for which it was received for shipment in GBTPL premises.
- (i) “Stock Cargo” means cargo received at the GBTPL premises for shipment without export documents.
- (j) “Hazardous Cargo” shall mean the cargo categorized as Hazardous-I in the list of Hazardous Cargo adopted by the Board of Syama Prasad Mookerjee Port from time to time.
- (k) “Cargo Handling Charges” means composite tariff levied for handling cargo for both mechanized and Conventional handling comprising the following services:
- Loading/ Unloading of cargo by Mobile Harbor Cranes at the quay face.
 - Transfer of cargo between the quay face and the stack yard.

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- Stacking/ Reclaiming of cargo at the stackyard.
 - Receiving/ dispatch of cargo at/from stack yard from/to Trucks/rail.
 - Weighment Charges
 - Cleaning Charges.
 - Dust suppression services wherever necessary and provided
- (l) “Storage Charges” means the rates levied on the cargo stored in the GBTPL premises after unloading from vessels or for loading into vessels at Berth No 5 as per section B2 of the SOR.
- (m) “Miscellaneous Charges” means the rates for the services as defined in section D of the SOR.

3. General Terms & Conditions

- (i). All goods landed within the limits of the GBTPL shall be assessed on import application and the charges/ fees shall be paid before the goods are removed.
- (ii). All goods intended for shipment shall be assessed on export application and all the charges including the statutory charges shall be paid before the goods are shipped.
- (iii). For the purpose of calculating the cargo handling charges, the unit weight shall be 1 Metric Ton(MT) or 1,000 kilograms. Fraction of a MT will be rounded off to the nearest MT.
- (iv). Interest in delayed payments / refunds:
- (a). The user shall pay penal interest at the rate of 15% per annum on delayed payments of any charge under this Scale of Rates.
- (b). Likewise, the GBTPL shall pay penal interest at the rate of 15% per annum on delayed refunds.
- (c). The delay in payments by the users will be counted only 10 days after the date of raising the bills by GBTPL. This provision shall, however, not apply to the cases where payment is to be made before availing the services and/or where payment of charges in advance is prescribed on this Scale of Rates.

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- (d). The delay in refunds by GBTPL will be counted beyond 20 days from the date of completion of services or on receipt of all the documents required from the users, whichever is later.
- (v). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (vi). The rates prescribed on this Scale of Rates are ceiling level; likewise, the rebates and discounts are floor levels. GBTPL may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
- (vii). GBTPL may also, if it so desires, rationalize the conditionalities prescribed in this SOR.
- (viii). In case of coastal cargo, other than thermal coal, iron ore and iron ore pellets, 60% of the prescribed rates shall be applicable. Such concessional rates shall be levied on Cargo Handling Charges as defined in section 2 (k)
- (ix). The concessional rates shall be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage
- (x). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate.
- (i) Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation shall be accorded applicable coastal rates with respect to Cargo Handling Charges (HC in the following scenario:
- (a). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
- (b). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

Note: 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

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custom conversion.

- (ii) In case of a foreign flag vessel converted to coastal run on the basis of a Special Period License issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo loaded from any Indian Port and destined for any other Indian Port shall be levied at the rate applicable for coastal cargo.
- (xi) Survey / testing services shall include drawing of online sample, moisture analysis both at the time of discharge and loading and submission of report.
- (xii) GBTPL shall review the SOR annually by applying WPI for modification, amendment, increase, decrease, deletion or addition of new Tariff/ conditions based on market conditions and shall publish revised SOR annually.

SECTION B - TARIFF

1. CARGO HANDLING CHARGES

Cargo Handling Charges shall be payable by the importer/ exporter of cargo to GBTPL on the draft survey quantity of cargo at the rates specified below, and shall cover all the activities mentioned in the section

Sr. No.	Particulars of Commodity	Rate per Metric Ton (in Rs)	
		Foreign	Coastal
i)	Coal (All types)	480	288
ii)	Limestone	480	288
iii)	Manganese Ore	480	288
iv)	Iron Ore (Export)*	450	270

**For road bound Iron ore export Cargo, handling rates. (foreign 450/- and coastal 270/-)*

Notes:

The weight to be charged shall be computed based on the draft survey weight on arrival of the vessel and on completion of cargo discharge/shipment.

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2. STORAGE CHARGES

Sr. No.	Days	Rate / Metric Ton / Day (in Rs)
i)	0-15 th days	Nil
ii)	15 days (16 th to 30 th day)	1.5
iii)	30 days (31 st to 61 st day)	2.50
iv)	Beyond 61 st day	3.50

- (a) Free days shall be allowed after the complete discharge of vessel's cargo in case of imports and the date of arrival of cargo at the yard in GBTPL Premises in case of exports.
- (b) For calculating the free period Customs notified holidays and Port/ GBTPL Berth non-working days shall be excluded.
- (c) Ground rent /storage charges shall be payable for all days including Sundays and customs notified holidays for stay of cargo beyond the prescribed free days.

3. MISCELLANEOUS CHARGES

Sr. No.	Particulars	Rate / Metric Ton (in Rs)
i)	Coal (All Types)	30
ii)	Limestone conveyor system/stack yard to minimize loss of cargo	
iii)	Manganese Ore	
iv)	Iron Ore (Export)*	

* For road bound Iron ore export Cargo, there will be 50% discount on miscellaneous charges.



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Note: LIST OF SERVICES UNDER MISCELLANEOUS CHARGES (For imported Coal, Limestone and Manganese Ore)

- i. Joint Draft Surveys as required.
- ii. Joint sampling and analysis for moisture as required.
- iii. Monitoring /Liaising with SMPK/Railways and other concerned agencies for placement of Rakes at GBTPL.
- iv. Inspection/Checking of Wagons upon placement and identify sick Wagons, if any, mark them as rejected/sick Wagons and co-ordinate with the GBTPL railway system to prevent loading of such Wagons.
- v. Cleaning of empty Wagons before placement to rapid loading system to avoid contamination of cargo with foreign materials.
- vi. Submission of forwarding note to SMPK / S.E. Railway system, as per applicability.
- vii. Removal of cleaned material from siding.
- viii. Plugging of Holes of Wagon Doors and Floors as required.
- ix. Wagon Door closing and packing/securing as required.
- x. Levelling/Trimming of loaded cargo top in Wagons.
- xi. Printing/Pasting/Labelling of loaded Wagons with the printed stickers/labels.
- xii. Covering loaded Wagons with tarpaulin of adequate strength within the free time offered by Indian Railway system.
- xiii. Covering of cargo stack at the stackyard with tarpaulin of adequate strength.
- xiv. Collection of spilled cargo, if any near the RLS silo/siding during loading and inter cart back to respective plots.
- xv. Liaison with various agencies to ensure speedy dispatch of loaded Rakes.
- xvi. Submission of required documents to Port Railways / GBTPL Terminal for timely generation of e-RR and timely submission of Dispatch Advice. In case of physical RR, the RR should be handed over to customers.
- xvii. Unloading cargo from sick Wagons, safe storage on SMPK plots/ GBTPL Terminal, reloading into fit Wagons maintaining proper accounting of such Wagons.

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- xviii. Reporting: including but not limited to photography of all loaded Rakes showing loading profile and Wagon number, preparation of various loading reports like Dispatch Advice, etc.
 - xix. Liaising activity with all statutory bodies including SMPK, Customs, etc.
 - xx. Assistance for Customs Documentation activities like assisting filing Bill of Entry and other documents like PD Bond, obtaining Out of Charge for dispatch, final assessment of provisional Bills of Entry by submitting necessary documents of Customs, and all related activities required till final assessment of Bill of Entry.
 - xxi. Submission of all MIS Reports/Information/data required by customers in respect of cargo handled at GBTPL.
 - xxii. Formalities for Rake release after loading as per norms to Indian Railway System.
 - xxiii. Payment of Rake-related Punitive Overload charges, etc., if any.
 - xxiv. Any other job not specifically listed above but necessary for fulfilling the agreed responsibilities.

SECTION C - EFFECTIVE DATE OF SOR

This Scale Of Rates will be effective upon expiry of 1 month from the date of its publication.

SECTION D - PERFORMANCE STANDARDS

i) Gross Berth Output

The parameter deals with the productivity of the terminal (Gross Berth Output) for different types of cargo. In case of dry bulk cargo, the capability of the terminal (mechanization, method of handling) and parcel size will determine the Gross Berth Output.

The Gross Berth Output shall be calculated by considering the total cargo

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handled (either loaded/unloaded) from the ships during a month in the terminal divided by the net working hours of all the ships in that month at the terminal and multiplying the quotient with 24. The net working hours of the ships shall be determined by subtracting 4 hours per ship from the total hours spent by all the ships at that terminal in the month in question. While calculating the hours spent by the ship at the terminal, the time spent by the ship at the terminal beyond ships declaring its readiness to sail shall be ignored. Further, the vessels which complete her cargo work in a month shall be considered for the calculation of the Gross Berth productivity of the month.

The formula is as follows:

$$\text{Gross Berth Output} = \frac{\text{Total cargo Loaded/unloaded to / from the vessel during the month in the Terminal}}{\text{Net Working Hours}} \times 24$$

The indicative norms for Gross Berth Output for different categories of cargo are as follows:

Cargo Category	Productivity
Iron Ore - Export (Semi Mechanized)	15,000T/day
Coking Coal , Non-coking coal , Manganese ore and any other dry bulk- Import (Mechanized)	20,000T/day
Coking Coal & Non-coking coal , Manganese ore and any other dry bulk- Import (Semi Mechanized)	15,000T/day

Weightage in case of a shortfall in meeting the prescribed performance standard – 70%

ii) Transit Storage Dwell Time:

Dry Bulk Cargo:

The Transit Storage Dwell Time for coal/coke/mixed any dry bulk cargo shall

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be calculated, as half of average parcel size of above cargo vessels in a month divided by average disposal of cargo from the port per day as per the following methodology:

$$\text{Average disposal of Cargo per day (A)} = \frac{(\text{OB} + \text{Received/Dispatched} - \text{CB})}{\text{No. of days}}$$

OB = Opening Balance, CB = Closing Balance.

$$\text{Average Parcel Sizes (B)} = \frac{\text{P1} + \text{P2} + \dots + \text{Pnn}}{\text{(no. of parcels)}}$$

P1, P2Pn are parcel size of each vessel in a month.

Transit Storage Time for Bulk Cargo = 0.5 (B/A)

iii) Turnaround Time for receipt/delivery operation:

The Turnaround Time for receipt/delivery operation shall be the sum of time taken for loading/unloading of cargo divided by the number of trucks/trailers/rakes deployed, as the case may be, in a month. Further, in case the truck/trailer/rake does both unloading and loading operations on a single entry into the terminal, the time allocated shall be doubled for those trucks/trailers/rakes.

a. (i) Truck for conventional cargo (Single operation)	1 hours
(ii) Truck for conventional cargo (Double operation)	2 hours
b. (i) Rake for dry bulk cargo (Single operation)	4 hours
(ii) Rake for dry bulk cargo (Double operation)	8 hours

Weightage in case of a shortfall in meeting the prescribed performance standard – 10%



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