

**IFFCO KISAN LOGISTICS LIMITED**  
**SCALE OF RATES**

**1. Definitions**

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

- (i) **"Coastal Vessel"** means any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / Competent Authority.
- (ii) **"Foreign Vessel"** means any vessel other than a coastal vessel.
- (iii) **"Free period"** shall mean the period during which cargo shall be allowed storage free of demurrage charges/ ground rent and this period shall exclude Customs notified holidays and Terminal's non-operating days.
- (iv) **"Port/ Authority"** shall mean Board of Deendayal Port Authority [Formerly known as Kandla Port Trust].
- (v) **"Per day"** means per calendar day unless otherwise stated.
- (vi) **"Adjudicatory Board"** shall mean the Adjudicatory Board constituted by MoPSW under Sections 54 and 55 of Major Port Authorities Act 2021.
- (vii) **"Tonne"** shall mean one metric tonne or 1,000 kilograms or one cubic metre.

**2. General Terms and Conditions**

- (i) Interest on delayed payments / refunds:
  - (a) The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the terminal operator shall pay penal interest on delayed refunds.
  - (b) The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 15%. Likewise, the IKLL shall pay penal interest @ 15% per annum on delayed refunds.
  - (c) The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
  - (d) The delay in payments by the users will be counted only 10 days after the date of raising the bills by the Terminal operator. This provision shall, however, not apply to the cases where payment is to be made before availing the services where payment of charges in advance is prescribed as a condition in this Scale of Rates.
- (ii)
  - (a) The cargo related charges for all coastal cargo, other than thermal coal, POL including crude oil, iron ore and iron pellets, should not exceed 60% of the normal cargo/ container related charges.
  - (b) In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from/ to quay to/ from storage yard including wharfage.

- (c) Cargo from a foreign port, which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be, levied the concessional charges relevant for its coastal voyage. In other words, cargo from / to Indian ports carried by vessel permitted to undertake coastal voyage will qualify for the concession.
  - (d) The charges for coastal cargo/ vessels shall be denominated and collected in "Indian Rupee".
- (iii) All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.
- (iv) Users will not be required to pay charges for delays beyond reasonable level attributable to the terminal operator.
- (v)
  - (a) The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The terminal operator may, if it so desires, charge lower rates and / or allow higher rebates and discounts.
  - (b) The terminal operator may also, if he so desires rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
  - (c) The terminal operator should, however, notify the public such lower rates and / or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the Authority..
- (vi) For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1000 litres.
- (vii) In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (viii) 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 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (ix) 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 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (x) The SOR is subject to automatic annual indexation to inflation to the extent of 60% of the variation in Wholesale Price Index (WPI) announced by the Adjudicatory Board occurring between 1st January to 31st December of the relevant year. Such adjusted SOR will come into force from 1st May of the relevant year to 30th April of following year. **The 1<sup>st</sup> annual indexation i.e. for the year 2026-27 will however be applicable from the date this revised SOR comes into effect.** The indexed SOR by the IKLL to be intimated by the IKLL to the concerned users and to the Authority.

**3. Cargo handling charges:**

The cargo handling charges shall be payable on the manifested cargo by the importer / exporter or their representative / agent / person authorised by importer / exporter of the cargo at the rates specified below:

(Rates in Rs )

S. No.	Commodity	Unit	Foreign Cargo	Coastal Cargo
1	Handling Charges – other dry bulk	MT	97.73	58.64
2	Handling Charges – Steel and Bagged Cargo	MT	97.73	58.64
3	Handling Charges – Timber Logs	MT	97.73	58.64

Note:

The handling charges prescribed above are only for unloading of the cargo from the Barge and loading on to trucks in respect of import cargo and vice-a-versa for export cargo.

**4. Storage charges:**

The storage charges for import / export cargo stored beyond the free period allowable shall be as under:

S. No.	Commodity	Unit	(Rate in Rs)
1	First 5 days	Per day / MT	Free
2	Storage Charges-6 to10 Days	Per day / MT	15.08
3	Storage Charges -11 to 15 Days	Per day / MT	22.61
4	Storage Charges- 16 Days and above	Per day / MT	30.15

Notes:

1. Five free days shall be allowed and for computation of free period, customs notified holidays and Terminal's non-working days shall be excluded.
2. Free period for imports shall be reckoned with from the date of complete discharge of vessel's cargo.
3. Free period for exports shall commence from the date on which the cargo is brought in the transit / port area. The demurrage will cease from the day following the date of berthing of vessel.
4. Storage charges shall be payable for all days including Terminal's non-working days and customs notified holidays for stay of cargo beyond the prescribed free days.
5. Storage charges on cargo shall not accrue for the period when the terminal operator is not in a position to deliver / ship the cargo when requested by the user due to reason attributable to the terminal operator.

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