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TARIFF AUTHORITY FOR MAJOR PORTS

G No. 85 **New Delhi,** **29 May 2009**

NOTIFICATION

In exercise of the powers conferred by Section 48 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby approves an interim tariff arrangement for operations of Chennai International Terminals Private Ltd., (CITPL) at the Chennai Port Trust, as in the Order appended hereto.

(Brahm Dutt)
Chairman

TARIFF AUTHORITY FOR MAJOR PORTS
Case No. TAMP/10/2009 – CITPL

Chennai International Terminals Pvt. Ltd., - - - - Applicant

O R D E R
(Passed on this 15th day of May 2009)

The Chennai Port Trust (CHPT) has signed a Concession Agreement (CA) with the Chennai International Terminals Private Limited (CITPL) for conversion of the existing facilities into the second container terminal through private sector participation for a license period of 30 years. The CITPL has filed a proposal dated 5 March 2009 for fixation of tariff for its container terminal at the CHPT which is being processed as a separate tariff case.

2. The following is the proposal of CITPL:

(i). The present tariff prevalent at Chennai Container Terminal Limited (CCTL) to be given to CITPL as an interim tariff to enable start of the operations from 1 May 2009.

(ii). Thereafter, the final tariff based on CITPL's projections to be accorded after due process of tariff fixation by this Authority.

3.1. In accordance with the consultation procedure prescribed, the CITPL proposal was forwarded to the CHPT and the concerned user organizations for their comments. The comments received from some of the users were forwarded to the CITPL as feedback information.

3.2. Various issues which emerged from a preliminary scrutiny of the proposal were pointed out to the CITPL and CHPT. They include traffic forecast, reasonableness and justification of investment, reasonableness of some of the cost items, etc. The CITPL has responded by furnishing the requisite information which are under scrutiny. The response of the CHPT is still awaited. The CHPT has, however, suggested vide its letter dated 20 April 2009 that the CITPL may follow the prevailing tariff approved for CCTL, initially till the finalization of tariff for the CITPL.

4. In terms of Clause 2.12 of the tariff guidelines of March 2005, when a new facility is commissioned or existing facilities are privatized by any port trust, the initial tariff to be allowed will not exceed the existing tariff level at the same port for comparable facilities. If the adoption of existing tariff of port trust will cause hardship to the operator, then a separate cost based tariff will be allowed to him right from the commencement of commercial operations. Despite the position that adoption of the existing tariff prevailing at CCTL will lead to loss, as reported by the operator, the CITPL has proposed that it may be allowed to levy the existing tariff prevailing at CCTL for the operations at CITPL as initial tariff.

5. As stated earlier, the case in reference is in consultation process and it will be taken up for final consideration after the joint hearing to be set up. Since the terminal operator proposes to partly commence commercial operations in the third week of May 2009, as conveyed to us vide their letter dated 29 April 2009 and recognizing that the licensor has no objection for allowing the CITPL to adopt the existing Scale of Rates of CCTL as initial tariff this Authority decides to accord approval to the proposal of CITPL to levy tariff at the level prevailing in the existing Scale of Rates of CCTL as an interim tariff arrangement for a period upto 30 June 2009.

6. As a measure of abundant caution, it is made clear that allowing the CITPL to levy tariff at the level of the existing Scale of Rates of CCTL should not be construed as an incidental approval of pass through of royalty / revenue share payable by CITPL to CHPT. It should be noted that the Licence Agreement signed by CITPL with CHPT contains a specific provision relating to inadmissibility of revenue share in computation of tariff of CITPL.

7. In the result and for the reasons given above, this Authority approves the Scale of Rates for CITPL for its container terminal at the CHPT as an interim tariff arrangement which is attached as **Annex.**

8. The interim tariff arrangement will come into effect immediately and will remain valid up to 30 June 2009.

(Brahm Dutt)
Chairman

Annex

CHENNAI INTERNATIONAL TERMINALS PRIVATE LIMITED
Scale of Rates (Interim)

PREFACE

This Scale of Rates sets out the charges payable to Chennai International Terminals Private Limited for use of services and facilities provided at its container terminal.

1 DEFINITIONS

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

1.1. "CITPL" means Chennai International Terminals Pvt Limited, a company incorporated in India its successors and assigns.

1.2. "Coastal Vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the competent authority.

1.3. "Container" means the standard ISO container, suitable for the transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.

1.4. "FCL" means Containers said to contain Full Container Load.

1.5. "Foreign-going Vessel" shall mean any vessel other than a coastal vessel.

1.6. "Hazardous container" means a Container containing hazardous goods as classified under IMO.

1.7. "ICD" means Inland Container Depot.

1.8. "LCL" means Containers said to contain Less than full Container Load (Container having cargo of more than one importer/ exporter).

1.9. "Over Dimensional Container" means a Container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc. Damaged Containers (including boxes having corner casting problem) and container requiring special devices for lifting is also classified as Over Dimensional Container.

1.10. "Per day" means per calendar day or part thereof.

1.11. "Reefer" means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.

1.12. "Port" means Chennai Port Trust.

1.13. "Shut Out Container" means a container, which has entered the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for whatsoever reason.

1.14. "Tonne" means one metric Tonne of 1,000 kilograms or one cubic metre.

1.15. "Transhipment container" means a Container discharged from one vessel, stored in CITPL and transported through another vessel.

1.16. "VIAN" means Vessel Identification Advise Number.

1.17. "Fumigation Facility" means facilitating decontamination of cargo which are prone to be affected by pests and which requires pesticides to decontaminate by way of fumigation or degassing or both.

1.18. "Accredited Clients Programme" means a programme being introduced by the Customs Department by which importers registered by the department as "Accredited Clients" will form a separate category to which assured facilitation would be provided. Except for a small percentage of consignments selected on a random basis by the RMS, or cases where specific intelligence is available or where a specifically observed pattern of non-compliance is required to be addressed, the Accredited Clients will be allowed clearance on the basis of self assessment i.e. as a matter of course, clearance would be allowed on the basis of their declarations, and without examination of goods. Further, this benefit would be available to the registered Accredited Clients at all the ports in the country where EDI and the RMS are operational.

Customs Department expects that this measure will bring about reduction in the dwell time of cargo and transaction costs for such importers. Custom Houses may create separately earmarked facility/counters for providing customs clearance service to the Accredited Clients. Commissioners of Customs are also required to work with the Custodians for earmarking separate storage space, handling facility and expeditious clearance procedures for these clients. Further IMG has also recommended 'faster delivery system by creating separate area in the port premises clearly earmarked for immediate delivery of cargo to specified accredited importers'. This programme has been defined in detail in Customs Circular No. 42/2005-Cus dated 24th November 2005.

2 GENERAL

2.1. Containers less than and upto 20' in length will be reckoned as one TEU for the purpose of tariff.

2.2. Containers other than that of standard size requiring special devices / slings / handling will be charged as per Section 3.5 below. Such containers will also include damaged containers and any other type requiring special devices.

2.3. Container-related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the market buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiary or any other Public Sector Bank as may be specified from time to time prevalent on the date of entry of the vessel into the port limits (in case of import containers) and on the date of arrival of containers in the Terminal premises (in case of export containers) shall be applied for re-conversion of the dollar-denominated charges into Indian rupees.

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

2.5. All invoices are issued as due on presentation. Failure to pay may cause a lien to be placed on the goods handled at the Terminal and the responsible party may be denied further use of the Terminal until all outstanding charges have been paid.

2.6. (i) The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the ICTPL shall pay penal interest on delayed refunds.

(ii). The rate of penal interest will be 14.25% per annum. The penal rate chosen will apply to both the CITPL and the port-users equally.

(iii). 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.

(iv). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the CITPL. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and/or where payment of charges in advance is prescribed in this Scale of Rates.

2.7. (i) 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.

(ii). A foreign going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.

(iii). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

(iv). In cases of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

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

2.8. An LCL Container coming in and going out of the CITPL as a unit load will be regarded as an FCL for the purpose of levying charges.

2.9. Users shall not be required to pay charges for delays beyond a reasonable level attributable to the CITPL.

2.10. Incase a vessel idles due to breakdown or non-availability of the shore based facilities of CITPL or any other reasons attributable to CITPL, rebate equivalent to berth hire charges payable to Chennai Port Trust accrued during the period of idling of vessel shall be allowed by CITPL.

2.11. If a terminal user provides, with prior consent of CITPL, lashing/ unlashing gang for lashing operations of all containers in the vessel, then a rebate of Rs.33/- per container in handling charges prescribed in Section 3.1.1, 3.2.1, 3.3.1 and 3.4 shall be allowed, subject to the terminal user agreeing to follow safety regulations.

3 CHARGES FOR CONTAINER OPERATIONS

3.1. Charges for handling FCL import and export containers and empty containers

3.1.1. Handling by Quay Crane including lashing/unlashing charges.

	Foreign-going Vessel US$	Coastal Vessel Rs.
Per FCL Container		
- Not exceeding 20' in length	22.53	567.76
- Exceeding 20' and upto 40' in length	33.78	851.26
- Over 40' in length	45.05	1135.26
Per empty Container		
- Not exceeding 20' in length	22.53	567.76
- Exceeding 20' and upto 40' in length	33.78	851.26
- Over 40' in length	45.05	1135.26

Services include handling by quay crane and lashing/unlashing.

3.1.2. **Transportation from QC to Yard & Vice Versa**

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per FCL Container		
- Not exceeding 20' in length	641.91	385.15
- Exceeding 20' and upto 40' in length	962.83	577.70
- Over 40' in length	1283.81	770.29
Per empty Container		
- Not exceeding 20' in length	317.90	190.74
- Exceeding 20' and upto 40' in length	476.85	286.11
- Over 40' in length	635.80	381.48

Services include transport to and from the quayside.

3.1.3. **(a). Handling at Container Yard lift on/off onto/from the Internal Transfer Vehicle:**

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per FCL Container		
- Not exceeding 20' in length	354.73	212.84
- Exceeding 20' and upto 40' in length	532.10	319.26
- Over 40' in length	709.44	425.66
Per empty Container		
- Not exceeding 20' in length	175.67	105.40
- Exceeding 20' and upto 40' in length	263.50	158.10
- Over 40' in length	351.34	210.80

Note: Services include lifts at container yard for storage

3.1.3. **(b). Handling at Container Yard lift on/off for delivery / receipt to and from customers.**

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per FCL Container		
- Not exceeding 20' in length	354.73	354.73
- Exceeding 20' and upto 40' in length	532.10	532.10
- Over 40' in length	709.44	709.44
Per empty Container		
- Not exceeding 20' in length	175.67	175.67
- Exceeding 20' and upto 40' in length	263.50	263.50
- Over 40' in length	351.34	351.34

Note: Services include lifts at contaienr yard for landing or loading the contianer from or to customer's vehicle.

3.2. **Charges for handling LCL import and export container.**

3.2.1. **Handling by Quay Crane including lashing/unlashing charges**

	Foreign-going Vessel US$	Coastal Vessel Rs.
Per LCL Container		
- Not exceeding 20' in length	22.53	567.76
- Exceeding 20' and upto 40' in length	33.78	851.26
- Over 40' in length	45.05	1135.26

Services include handling by quay crane and lashing/unlashing.

3.2.2. **(a). Transportation of container from QC to Container Yard and Vice Versa**

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per LCL Container		
- Not exceeding 20' in length	609.84	365.90
- Exceeding 20' and upto 40' in length	914.70	548.82
- Over 40' in length	1219.62	731.77

Note: Services include transportation of container from quay to yard and vice versa

3.2.2. (b). Handling at Container Yard lift on / off, onto / from the Internal Transfer Vehicle

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per LCL Container		
- Not exceeding 20' in length	354.73	212.84
- Exceeding 20' and upto 40' in length	532.10	319.26
- Over 40' in length	709.44	425.66

Note: Services include lifts at Container Yard for storage

3.2.2. (c). Handling at container yard including lift on / lift off for delivery / receipt to and from customer

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per LCL Container		
- Not exceeding 20' in length	354.73	354.73
- Exceeding 20' and upto 40' in length	532.10	532.10
- Over 40' in length	709.44	709.44
Per Empty Container		
- Not exceeding 20' in length	175.67	175.67
- Exceeding 20' and upto 40' in length	263.50	263.50
- Over 40' in length	351.34	351.34

Note: Services include lifts at Container Yard for landing or loading the container from or to customer's vehicle.

3.3. Charges for handling ICD import and export container.

3.3.1. Handling by Quay Crane including lashing/unlashing charges.

	Foreign-going Vessel US$	Coastal Vessel Rs.
Per loaded Container		
- Not exceeding 20' in length	22.53	567.76
- Exceeding 20' and upto 40' in length	33.78	851.26
- Over 40' in length	45.05	1135.26
Per empty Container		
- Not exceeding 20' in length	22.53	567.76
- Exceeding 20' and upto 40' in length	33.78	851.26
- Over 40' in length	45.05	1135.26

Services include handling by quay crane and lashing/unlashing.

3.3.2. Transportation from QC to container Rail Yard & Vice Versa

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per loaded Container		
- Not exceeding 20' in length	609.84	365.90
- Exceeding 20' and upto 40' in length	914.71	548.83
- Over 40' in length	1219.63	731.78
Per empty Container		
- Not exceeding 20' in length	302.01	181.21
- Exceeding 20' and upto 40' in length	452.98	271.79
- Over 40' in length	604.01	362.41

Services include transport to container rail yard, stowage planning on vessel and yard, data handling, processing and transfer between vessel, CITPL and shipping line.

3.3.3. (a). Handling at Container Yard lift on/off onto / from the Internal Transfer Vehicle

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per loaded Container		
- Not exceeding 20' in length	354.73	212.84
- Exceeding 20' and upto 40' in length	532.10	319.26
- Over 40' in length	709.44	425.66
Per empty Container		
- Not exceeding 20' in length	175.67	105.40
- Exceeding 20' and upto 40' in length	263.50	158.10
- Over 40' in length	351.34	210.80

Note:Services include lifts at container yard for storage.

3.3.3. **(b). Handling at Container rail yard lift on / off while giving delivery for Rail**

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per loaded Container		
- Not exceeding 20' in length	354.73	354.73
- Exceeding 20' and upto 40' in length	532.10	532.10
- Over 40' in length	709.44	709.44
Per empty Container		
- Not exceeding 20' in length	175.67	175.67
- Exceeding 20' and upto 40' in length	263.50	263.50
- Over 40' in length	351.34	351.34

Note: Services include lift at contianer rail yard, data handling, processing and transfer between vessel, CITPL and shipping line.

3.4. **Charges for handling Transhipment Containers including handling by on board stevedoring labour at Quay side, lashing/unlashing charges**

	Foreign-going Vessel US$	Coastal Vessel Rs.
Per loaded Container		
- Not exceeding 20' in length	27.02	680.90
- Exceeding 20' and upto 40' in length	40.54	1021.61
- Over 40' in length	54.05	1362.06
Per empty Container		
- Not exceeding 20' in length	27.02	680.90
- Exceeding 20' and upto 40' in length	40.54	1021.61
- Over 40' in length	54.05	1362.06

Services include handling by quay crane (discharge and loading), transport and, lifts, stowage planning on vessel and yard, data handling, processing and transfer between vessel, CITPL and shipping line.

Note: (i) A transhipment container sent to CFS, ICD or taken delivery locally shall be charged the local container rate.

(ii) A Shut out charge as per Section 3.10 shall apply if -
(a). The vessel nomination is changed ; or
(b). If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed.

3.5. **Charges for Hazardous Cargo Containers / Over-dimensional Cargo Containers.**

A premium of 25% will be levied over the applicable handling charges prescribed above for respective categories of containers.

3.6. **Charges for Wharfage**

	Foreign-going Vessel US$	Coastal Vessel Rs.
Per Container (box only)		
- Not exceeding 20' in length	1.29	32.51
- Exceeding 20' and upto 40' in length	1.94	48.89
- Over 40' in length	2.57	64.76
Per Containerised Cargo	**Rs.**	**Rs.**
- Not exceeding 20' in length	707.85	424.71
- Exceeding 20' and upto 40' in length	1061.78	637.07
- Over 40' in length	1415.70	849.42

Note:

(i) The charge for containerised cargo in all cases will be in Rupee terms.

(ii) The charge for containers in cases of 'foreign arrival' and 'foreign departure' will be in Dollar terms.

(iii) The charges for containers in cases of 'coastal arrival' and 'coastal departure' will be in Rupee terms.

(iv) Wharfage will be charged on all containers including ICDs, transhipment, LCL and FCL and empty containers.

3.7 **Charges for handling hatch covers for one operation (both opening and closing).**

	Foreign-going Vessel US$	Coastal Vessel Rs.
Without landing hatch cover on quay	18.02	454.10
With landing hatch cover on quay	45.05	1135.26

Note: Half the rate shall be charged if there is only one activity, i.e. either an opening or closing operation.

3.8 Charges for shifting containers within vessel (Restows).

	Foreign-going Vessel US$	Coastal Vessel Rs.
Within hatch (without landing and reshipping) per container		
- Not exceeding 20' in length	10.95	275.94
- Exceeding 20' and upto 40' in length	16.41	413.53
- Over 40' in length	21.88	551.38
Via Quay (shifted by landing on Quay & reshipping) per container		
- Not exceeding 20' in length	32.18	810.94
- Exceeding 20' and upto 40' in length	48.27	1216.40
- Over 40' in length	64.35	1621.62

Note: No Wharfage will be levied on the restow containers and containerised cargo.

3.9 Reefer related and other General Services

		Foreign-going Vessel US$	Coastal Vessel Rs.
a)	**Pre-trip inspection (including supply of electricity)**	33.00	831.60
b)	**Connection or disconnection Services On board a Vessel**	2.20	55.44
c)	**Cleaning of Container**		
	- Not exceeding 20' in length	1.65	41.58
	- Exceeding 20' and upto 40' in length	3.30	83.16
	- Over 40' in length	4.95	124.74
d)	**Supply of electricity (including connection and disconnection, monitoring of temperature at reefer yard) Per container per 4 hours shift or part thereof**		
	- Not exceeding 20' in length	3.54	89.21
	- Exceeding 20' and upto 40' in length	5.31	133.81
	- Over 40' in length	7.08	178.42

Notes

(i) Above tariff does not include parameter setting or repair & maintenance of malfunctioning reefers. Above charges are also applicable to restow reefer containers.

(ii) Pre-trip inspection of the reefer containers, connection or disconnection services on board the vessel and cleaning of containers are optional services and shall be rendered when requested.

3.10 Charges for a shut out container / renomination of containers

	Foreign-going vessel US $	Coastal Vessel Rs.
Per Container		
- Not exceeding 20' in length	24.45	1026.90
- Exceeding 20' and upto 40' in length	36.69	1540.98
- Over 40' in length	48.91	2054.22

Note: Above charge shall apply where -

(i) an export container or a transhipment container or a re-export container is shut out and subsequently delivered out of CITPL.

(ii) a container is shut out by one vessel and subsequently shipped on another vessel, in addition to the charges for handling by quay crane charges. In this case, the free storage period will be given to the Container in accordance with section 3.11 from the time the container is first received. If the free storage period is exceeded, storage charges shall be calculated after the expiry of the free period up to the time of lift on.

3.12.13. Miscellaneous Charges

S. No.	Particulars	Rate per Container (in Rs.)		
		Not exceeding 20' in length	Exceeding 20' in length and upto 40' in length	Exceeding 40' in length
(i).	Fixing/removal of seal	220.00	220.00	220.00
(ii).	Lift on/lift off in the CY	707.85	1061.78	1415.70
(iii).	Charges for shifting within the Terminal	965.25	1447.88	1930.50
(iv).	POD Change	965.25	1447.88	1930.50
(v).	Additional movement – Terminal to Rail or Rail to Terminal / Charges for extra movement/ transportation	965.25	1447.88	1930.50
(vi).	Change of status of Container from Rail to Road or vice-versa.	965.25	1447.88	1930.50
(vii).	Charges for export containers arriving in the terminal after the gate cut-off time for the paricular VIAN	965.25	1447.88	1930.50
(viii).	Fixing/removal of Hazardous Sticker (per containers)	110.00	110.00	110.00
(ix).	One Door Open Charges per container	660.00	660.00	660.00
(x).	Cancellation of documents - per EIR	110.00	110.00	110.00
(xi).	Non- declaration / Mis declaration of Hazardous and Over Dimensional containers	3300.00	3300.00	3300.00
(xii).	On- Wheel Customs inspection (per container)	440.00	440.00	440.00
(xiii).	Fumigation of Tobacco Containers	2200.00	2200.00	2200.00
(xiv).	Forklift charges for movement of Lashing Bins within the Terminal (per Lashing Bin)	110.00	110.00	110.00

Notes

(i) Cancellation charges applies when EIR is cancelled at the request of customers.

(ii) "One Door Open" charge is applicable for handling container which requires only one door to be kept open (eg. Onion) and when door opening and securing is carried in the terminal.

(iii) "Fixing of Seal ". Bottle seals shall be fixed on every container arriving at the terminal - by rail /road/sea without a proper bottle seal on it, prior to allowing its entry. This shall be done without the written consent of the shipping lines. The list of such containers on which a seal is affixed by the terminal shall be intimated to the lines.

(iv) "Fixing/ removal of Hazardous Sticker". Hazardous stickers indicating IMCO class only shall be affixed on a container carrying hazardous cargo. Similarly old stickers on the container shall be removed from a container carrying non-hazardous cargo. In either case, the customer has to intimate in writing to CITPL to undertake the said activity, within the terminal.

(v) On- Wheel Customs inspection. The on-wheel inspection of a container shall be allowed at the nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision. No stuffing/ destuffing, even partially, shall be permitted within the terminal premises.

(vi) Additional movement - from terminal to rails siding or rail siding to terminal will be applicable for ICD container moved by CITPL.

(vii) Non- Declaration / Mis-declaration of Hazardous container. The Customer has to declare the hazardous nature of the cargo as per the IMCO rules and furnish the relevant hazardous details to CITPL. The above charges are only for non-declaration/mis-declaration of the hazardous nature of the container.
The liabilities and cost towards the consequences arising due to non declaration or mis declaration shall, however , be on the customer's account.

3.13. Charges for supply of Fresh Water to shipping alongside the container berths.

	Foreign-going US$.	Coastal Rs.
Per 1000 Liters or part thereof	7.47	313.74

3.14. Charges for clearance of Garbage on-board

	Rs.
Per 1/2 cubic meter bag	257.40

3.11. Charges for Container storage

Sl. No.	Particulars	Foreign-going Vessel Rate per container per day or part thereof (in US $)			Coastal Vessel Rate per container per day or part thereof (in Rs.)		
		Upto 20'	Above 20' and upto 40'	Above 40'	Upto 20'	Above 20' and upto 40'	Above 40'
1	**Import-FCL, LCL & Empty**						
	0- 3 days	Free	Free	Free	Free	Free	Free
	4-15 days	5.50	11.00	16.50	231.00	462.00	693.00
	16-30 days	11.00	22.00	33.00	462.00	924.00	1386.00
	Beyond 30 days	22.00	44.00	66.00	924.00	1848.00	2772.00
2	**Export–FCL, LCL & Empty**						
	0- 7 days	Free	Free	Free	Free	Free	Free
	8-15 days	5.50	11.00	16.50	231.00	462.00	693.00
	16-30 days	11.00	22.00	33.00	462.00	924.00	1386.00
	Beyond 30 days	22.00	44.00	66.00	924.00	1848.00	2772.00
3	**ICD – Import & Export – Loaded & empty**						
	First 10 days	Free	Free	Free	Free	Free	Free
	11-30 days	5.50	11.00	16.50	231.00	462.00	693.00
	31-45 days	11.00	22.00	33.00	462.00	924.00	1386.00
	Beyond 45 days	22.00	44.00	66.00	924.00	1848.00	2772.00
4	**Transhipment – Loaded & empty**						
	First 30 days	Free	Free	Free	Free	Free	Free
	31-45 days	5.50	11.00	16.50	231.00	462.00	693.00
	46-60 days	11.00	22.00	33.00	462.00	924.00	1386.00
	Beyond 60 days	22.00	44.00	66.00	924.00	1848.00	2772.00
5	**Shutout – Loaded & empty**						
	First 15 days	5.50	11.00	16.50	231.00	462.00	693.00
	16-30 days	11.00	22.00	33.00	462.00	924.00	1386.00
	Beyond 30 days	22.00	44.00	66.00	924.00	1848.00	2772.00

3.12.1. Storage period for a container shall be reckoned from the day following the day of landing upto the day of loading / delivery / removal of container.

3.12.2. For purposes of calculation of free time, Sundays, Customs notified holidays, and the Terminal's non-operating days shall be excluded.

3.12.3 The storage charges shall not accrue for the period during which the CITPL is not in a position to deliver/ ship containers when requested by the user.

3.12.4. Transhipment containers whose status is subsequently changed to local FCL/LCL/ICD shall lose the concessional storage charges. The storage charges for such containers shall be recovered at par with the relevant import containers storage tariff.

3.12.5. For hazardous container, the storage charges shall be 25% more under the respective slab as given above.

3.12.6. For over dimensional containers including the windmill boxes, the storage charges shall be based on the actual number of ground slots the respective container occupies under the respective slab as given above .

3.12.7. If boxes meant for delivery under the "Accredited Client Programme" (ACP) as explained at Section 1.21 above are not moved out within 3 days of its landing at the terminal, these boxes would be shifted to the normal import stack area from the designated ACP import stack area, in which case extra Lift on/Lift off and/or Shifting charges as applicable would be charged.

3.12.8. The free time and storage rates prescribed in case of ICD containers are applicable only for movement of containers to/from ICDs going by rail only.

3.12.9. Normal import containers subsequently changing the mode to either LCL or ICD containers will enjoy the free period applicable to local FCL containers.

3.12.10. Total storage period for a shut out container shall be calculated from the day following the day when the container has become shut out till the day of shipment/delivery.

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

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

(ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that,

(a). the Line shall resume custody of container along with cargo and either take back or remove it from port premises; and

(b). the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(iii). The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.

(iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Customs order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Lines/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.

3.12.12. The ground slots for export containers will be reserved for 7 days for weekly call of the vessel and for 5 days for bi-weekly calls of vessel.