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Tariff Authority for Major Ports

G.No.392

New Delhi

07 November 2019

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 disposes of the proposal received from Jawaharlal Nehru Port Trust (JNPT), seeking approval for reduction in free period for ICD containers, as in the Order appended hereto.

(T.S. Balasubramanian)

Member (Finance)

Tariff Authority for Major Ports
Case No. TAMP/25/2018- JNPT

Jawaharlal Nehru Port Trust

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Applicant

QUORUM

- (i). Shri. T.S. Balasubramanian, Member (Finance)
- (ii). Shri. Rajat Sachar, Member (Economic)

ORDER

(Passed on this 10th day of October 2019)

This case relates to a proposal received from the Jawaharlal Nehru Port Trust (JNPT) for reduction in free period for ICD containers from 7 days to 3 days.

2.1. The main points made by JNPT in its proposal dated 5 April 2018 are summarized below:

- (i). The existing free period at JN Port for EXIM containers moved by rail is 7 days. The average dwell time of EXIM containers for the last three months moved by rail are on a higher side as compared to the average dwell time by road which is detailed below:

Month	Import by Road Avg. Dwell Time in Hrs.	Import by Rail Avg. Dwell Time in Hrs.	Export by Road Avg. Dwell Time in Hrs.	Export by Rail Avg. Dwell Time in Hrs.
Dec-17	32.44	68.81	77.56	103.19
Jan-18	31.43	90.90	69.87	103.22
Feb-18	30.88	94.80	73.64	111.70
Average	31.58	84.84	73.69	106.04

- (ii). The above high dwell time for EXIM containers moved by rail was discussed in the NITI Aayog meeting convened on 26.06.2017 and JN Port's view for reducing the dwell time of containers moved by rail on par with road was supported by NITI Aayog. Also, the Principal Secretary to Hon'ble Prime Minister in a meeting held on 01.03.2018 has observed that the limitation of Railways in cargo transportation is leading to cascading effect on the entire port eco- system and has directed that "if the Railways are not able to transport the containers within 3 days period, the responsibility of transportation should be diverted to other modes of transport".

2.2. Accordingly, the JNPT has requested that an amendment may be made in its Scale of Rates (SOR) to reduce the free period of EXIM containers moved by rail from the existing 7 days to 3 days, so as to bring it on par with road dwell time.

2.3. Based on a specific request made by us vide our letter dated 9 April 2018 and followed by reminders dated 27 April 2018 and 17 May 2018, the JNPT vide its letter dated 2 July 2018 has furnished draft Scale of Rates and copy of approval of Board of Trustees with regard to the proposal in reference.

2.4. The draft Scale of Rates furnished by JNPT is as follows:

Dwell Time Charges for Container stored in the Port Premises:

Sr. no.	Particulars	Rate per container per day or part thereof (in US\$) Foreign		Rate per container per day or part thereof (in ₹) Coastal	
		Upto 20' in length	Over 20' to upto 40' in length	Upto 20' in length	Over 20' to upto 40' in length
5.	ICD Import & Export- Loaded or Empty moved by Rail				
	First 3 days	Free	Free	Free	Free
	4-15 days	3.2797	6.5555	143.04	286.07
	16-30 days	3.9515	7.9030	172.30	344.60
	31-45 days	7.9030	15.8061	344.60	690.83
	Thereafter	15.8061	31.6122	690.83	1380.03

Note: The aforesaid rates are as per TAMP Order published in Gazette notification No. 356 dated 13th September 2017.

2.5. A comparative position of the existing provision and proposed provision is tabulated below:

Sr. no.	Existing Provision					Proposed Provision				
	Particulars	Rate per container per day or part thereof (in US\$) Foreign		Rate per container per day or part thereof (in ₹) Coastal		Particulars	Rate per container per day or part thereof (in US\$) Foreign		Rate per container per day or part thereof (in ₹) Coastal	
		Upto 20' in length	Over 20' to upto 40' in length	Upto 20' in length	Over 20' to upto 40' in length		Upto 20' in length	Over 20' to upto 40' in length	Upto 20' in length	Over 20' to upto 40' in length
5.	ICD Import & Export- Loaded or Empty moved by Rail					ICD Import & Export- Loaded or Empty moved by Rail				
	First 7 days	Free	Free	Free	Free	First 3 days	Free	Free	Free	Free
	7-15 days	3.2797	6.5555	143.04	286.07	4-15 days	3.2797	6.5555	143.04	286.07
	16-30 days	3.9515	7.9030	172.30	344.60	16-30 days	3.9515	7.9030	172.30	344.60
	31-45 days	7.9030	15.8061	344.60	690.83	31-45 days	7.9030	15.8061	344.60	690.83
	Thereafter	15.8061	31.6122	690.83	1380.03	Thereafter	15.8061	31.6122	690.83	1380.03

3. In accordance with the consultative procedure prescribed, the proposal of JNPT dated 5 April 2018 and 2 July 2018 was forwarded to the concerned users/ user organisations seeking their comments. In this regard, some of the user associations viz., Mumbai and Nhava-Sheva Ship-Agents' Association (MANSA), Indian National Shipowner's Association (INSA) and Indian Merchant Chamber (IMC) have furnished their comments. These comments were forwarded to the JNPT as feedback information. The JNPT has responded vide its letter dated 30 August 2018 and 16 May 2019.

4. Subsequently, the JNPT vide its letter dated 9 August 2018 has furnished the Minutes of the meeting held on 6 July 2018 under the aegis of Chairman, JNPT and representatives from Government of India and the discussions that had transpired between JNPT officials and users during the said meeting. From the Minutes of the meeting, it seen that, it has been discussed, interalia, to reduce free period of ICD Containers in a phased manner and that based on the feedback from CONCOR and other Container Terminal Operators, some ICD's would be identified, for reduction of free period for import Containers.

5. The JNPT was requested vide our letter dated 19 July 2018 to furnish some information/ clarification. Accordingly, the JNPT vide its letter dated 11 September 2018 has responded. The information sought by us and reply furnished by JNPT is tabulated below:

Sl. No.	Information sought by us	Reply from JNPT
(i).	List down the reasons on account of which the dwell time of containers moved by rail mode is higher than that of road mode.	Reasons for higher Dwell time for Rail Containers are as follows: (i). Private Rake operators have low volumes and hence they take longer time to complete rakes.

		(ii). Some ICDs have low volume of exports and imports cargo. (iii). During the time of surge in volume, the train operator CONCOR is unable to mobilize additional rakes.
(ii).	The reduction in free period for ICD Containers from 7 days to 3 days may result in additional income accruing to JNPT. The additional income estimated in this regard to be quantified for the balance tariff validity period upto 31 March 2019.	Additional income estimated due to reduction in free period of ICD containers from 7 days to 3 days is approximately `5.52 crores per annum.
(iii).	It may be recalled that in the general revision proposal of JNPT disposed of vide tariff Order no. TAMP/48/2016-JNPT dated 4 January 2017, the income estimated by JNPT at the then proposed level of tariff was same as the ceiling Annual Revenue Requirement (ARR) at ` 843.28 crores. In other words, there was no revenue gap between the income as estimated by JNPT at the then proposed level of tariff vis-a-vis, the ceiling ARR. It was based on the said ARR and taking into account the traffic of 2014-15 that the rates were determined by JNPT for the various services to be rendered at JNPT. Considering that the reduction in dwell time may result in additional revenue to the port, the JNPT to propose adjustment in the rates of some other tariff items so that the overall annual revenue to be generated on account of reduction in dwell time, would be within the ceiling ARR as assessed in the January 2017 Order of JNPT to maintain revenue neutral position.	It is to state that TAMP has granted ceiling annual revenue requirement at ` 843.28 crores and consequently granted 16% increase in container related charges. However, in the interest of the trade, Port has not increased the rates and maintained the same rates as granted by TAMP in the earlier tariff Order dated 4 April 2014. Hence, it is submitted that even if reduction in dwell time may result in additional revenue to the port there is no need to adjust the rates in some other tariff items so that overall annual revenue generated is within the ceiling ARR in order to maintain the revenue neutral position.

6. A joint hearing on the case in reference was held on 20 July 2018 at the Office of this Authority in Mumbai. At the joint hearing, the JNPT and the users/ user organisations have made their submissions.

7.1. Thereafter, the JNPT vide its letter dated 15 December 2018 has stated that in view of the dissent from Mundra and Pipavav to the proposal of Ministry of Shipping (MOS) to reduce the free storage period on pan India basis, JNPT has requested MOS for retaining the duration of existing free period for rail containers.

7.2. Thus, considering that other private operators have refused to reduce the free period of ICD containers, the JNPT has also conveyed to the MOS that it would like to retain the existing free period for ICD containers and awaited communication on the matter from MOS. Accordingly, the JNPT requested us to keep its subject proposal in abeyance till further orders from MOS.

8. In this connection, after a reminder dated 09 April 2019, the JNPT vide its letter dated 16 May 2019 has made the following submissions:

- (i). In reply to Ports letter JNP/TRAFFIC/ICD/2018/2877 dated 6.11.2018, Ministry of Shipping vide letter no. PD-14033/30/2018-PD-V dated 12.12.2018 has replied that the proposal of reduction in Dwell time of cargo coming by railway can be explored phase-wise and in Phase-I only for 3 ICD's of CONCOR, the free time be reduced to 4 days.
- (ii). As per Ministry's directions, JN Port has requested CONCOR for identification of 3 ICD's destination for reduction in free period and inform JNPT for approaching TAMP. Reply from CONCOR is still awaited.

9.1. After the above said communication from JNPT, inspite of reminders, we have not heard anything from JNPT till date.

9.2. It is noteworthy that based on a specific request made by JNPT, it was decided to keep the proposal of JNPT in abeyance. Till date we have not heard from JNPT regarding identifying of 3 ICDs of CONCOR to explore phased reduction in Dwell time of cargo coming by railways. It is relevant here to mention that the initial proposal was filed by JNPT in April 2018. A joint hearing on the case was also held on 20 July 2018. The proposal of JNPT has been pending with us for want of information and clarity from JNPT for more than 17 months.

9.3. Accordingly, the JNPT was requested vide our letter dated 19 July 2019 to furnish the response of CONCOR on identification of 3 ICD's of CONCOR for reduction of free period by 31 July 2019, failing which, the Authority may be constrained to close the case for want of requisite information from JNPT. In spite of the above communication, the JNPT has not furnished the requisite information, so far.

10.1. The proposal has been pending with us for more than 17 months. Given that timelines have been prescribed under various Guidelines for passing of Orders in a time bound manner, it is not felt appropriate to keep the proposal of JNPT pending indefinitely, for want of information from the Port. Even after giving a final opportunity to JNPT, the JNPT has not responded. In view of the above position, this Authority is constrained to close the case for want of requisite information from JNPT.

10.2. Any communication to be received from JNPT on the subject proposal in the future, if any, shall be treated afresh.

(T.S. Balasubramanian)
Member (Finance)

SUMMARY OF THE COMMENTS RECEIVED FROM THE USERS/ USER ORGANISATIONS AND THE ARGUMENTS MADE IN THIS CASE DURING THE JOINT HEARING BEFORE THE AUTHORITY.

F.No.TAMP/25/2018- JNPT	:	Proposal received form Jawaharlal Nehru Port Trust (JNPT) for reduction in free period for ICD containers from 7 days to 3 days.
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The summary of comments received from the user associations and the reply of JNPT thereon is tabulated below:

Sl. No.	Comments of the users / user organisations	Reply of JNPT
1.	Mumbai and Nhava-Sheva Ship-Agents' Association (MANSA)	
(i).	The shipping lines are of the opinion, that instead of simply looking to modify the Tariff first, which will only adversely affect the lines; The Port must first address the ground reality and how to bring about much needed realistic and practical service level improvements on the part of the Railways or the Train operators, which would bring about conditions of improved dwell time, and which in turn can justify lesser free days.	JNPT looks forward for immediate clearance of containers from the yard of its terminal. The accumulation of un-cleared containers leads to unproductive use of yard space and also it reduces the yard efficiency by restricting the movement of vehicles. The delayed evacuation results in importers having to bear the burden of ground rent for the containers. In addition, delayed movement from JNPT will also result in the importers getting the container after severe delay which can create inventory problem for them. In the context of directives by the Govt. of India to reduce the time and cost in the EXIM supply chain and also to enhance the Ease of Doing Business, the severe delay and high cost in the evacuation of rail bound containers have been adversely commented on by the PS to the Hon'ble Prime Minister and NITI Aayog. In a meeting held on 28.02.2017, the PS to the Hon'ble Prime Minister had stated that if Railways are not able to move the containers within 3 days, alternate method of evacuation needs to be explored. In the meeting held on 28.2.2017, NITI Aayog has stated that Railways should reduce the dwell time to 70 hrs. As the targets were not being met by the Railways and CONCOR, adverse criticism has been raised by the apex bodies. In such context, with the approval of the Shipping Ministry, JNPT had submitted the proposal to reduce the free period from 7 days to 3 days. The reduction will be a deterrent to hold containers in the port for longer time and also to prevent early deposit of containers in the Terminal area. The
(ii).	At present unfortunately there is little commitment from either Railways or CTOs to focus on reducing dwell time. Ideally this dwell time could be best controlled, if the port were to charge the dwell time beyond any number of set free days, directly to the Train operators/ terminals responsible for the import or export connectivity to from the Port / ICDs.	
(iii)	Across the decades we have all observed and suffered the vagaries in ICD connectivity inbound or out bound, even in normal conditions, when the pendency has been well within controllable limits.	
(iv).	The dwell time is already reduced from 15 Days to 07 Days. Simply reducing it further is nothing but penalising the shipping lines for no fault of theirs and result in undesirable enrichment due to inefficiency.	
(v).	It may be taken into consideration that instead of working on the tariff first, there is great need to first improve coordination between Railways / CTO and the Terminals in placing rakes, which are today resulting in additional shifting of exports and imports between terminals, causing delay and additional cost to Lines. Missing export connections and failing to maintain FIFO for Imports. Besides, there is need to improvise and update the system promptly for locating the Containers as per 'Location Chart'. The Terminals and the Railways have to work in close liaison and VOA has no role to play as originally envisaged.	
(vi).	The Shipping Lines declare the containers to terminal and respective rail operators at the time of discharge from vessel for imports and at the time of loading for exports from ICD origin; and yet the Shipping Lines are then required to run pillar to post, even deploying private trailers to get the containers shifted in time for	

	connecting to the vessel, from one terminal to another, in the case of mixed trains, despite there being an additional sorting charge to line of ` 400/- per TEU.	points raised by MANSA that 7 days are required as most of the main services do one call only in a week cannot be accepted in the current context as it is upto the exporters to ensure that the container is Gated In within an interval of 3 days. The letters submitted to TAMP calls for better co- ordination among Terminals and also that additional cost due to belated evacuation by carrier should be borne by the concerned carrier. The JNPT had already initiated an online portal where all carriers and terminals log in and which enable real time information and alerts for activities. The second suggestion is a commercial decision to be taken by shipping lines and carriers who are contracting partners for movement of rail containers. The JNPT had initiated a series of meetings with carriers, EXIM Trade and Terminals. A copy of the minutes of the latest meeting had already been sent.
(vii).	Presently on an average only 12-13 trains per day are handled in JNPT on 09 rail tracks i.e. only 1.6 Trains per day per track. Generally 40-50% of the imports are evacuated after 7 days incurring storage cost. Thus it is imperative that the first effort should be to bring down the dwell time to well within 07 Days, instead of arbitrarily reducing the free days from 7 to 3 and penalizing the shipping lines for the inefficiency of the train operators/ railways and Terminals.	
(viii).	The difficulties faced by the Vessel Operators / Lines were explained to the Chairman JNPT in a meeting held regarding this issue on 6th July 2018. It is requested that a meeting with Chairman JNPT and with TAMP may be held to explain our reasoning why the charging of dwell time on the whole, irrespective of free days should be charged directly to the train operators and or others responsible for the same and not to the Shipping Lines. Meantime that the shipping lines are unnecessarily burdened with the same, they can ill afford to have any further reduction in the free days.	
2.	Indian National Shipowner's Association (INSA)	Aligning with the national agenda, JNPT has submitted the proposal for consideration of the TAMP.
(i).	JNPT has been steadily growing as a major container hub port and as on date, Shipping Lines are facing extensive delays for connections to Garhi Harsaru, Kanpur, Ankleshwar, Ahmedabad, Panki, Malanpur etc. while connections to only Mulund and ICD TKD are being serviced, and that too with great difficulty within the presently permitted 7 days free time. Indian lines servicing mainly India centric business using common user facilities are faced with additional challenges.	
(ii).	Shipping Lines are always in favour of early evacuation of containers as it is in their own interest for better utilization of inventory, reduced dwell time, eliminate unnecessary expenditure and for improving customer satisfaction. Delays, if any, in clearance of containers from terminals are beyond the Lines control and unless asked for is entirely at Line's cost. Thus the proposed reduction in free days from 7 to 3 will only place the burden on the Shipping Lines, whereby, Lines (unless enjoying special treatment) will be doubly impacted by way of payment of additional ground rent to Port / Terminal Authorities and an additional charge to Rail Operators for evacuation of ICD bound containers.	
(iii)	It may be worthwhile to note that other Major Ports & Terminals viz. Kolkata Port Trust and CITPL, Chennai provide free period of 20 days and 10 days respectively for ICD Import & Export laden or empty units moved by rail. Whereas, in July 2007, JNPT had already reduced the free period available for ICD Import & Export laden or empty units moved by rail	

	from 15 days to 7 days from the date of landing of the unit.	
(iv).	Therefore is our considered opinion that reduction of free days at the cost shipping line can only be considered provided any delay that occurs in the transportation of ICD containers (requiring rail movement) is paid by the Rail Operators and not by the Shipping Lines. Unless there is consistent record of sufficient reduction in Dwell time during all seasons of the year and the Rail Service Providers and other agencies involved in the Rail movement are held accountable and made to pay there is no justification for reduction in the existing free dwell time period for ICD Containers by JNPT, as it will only penalize the shipping line.	
(v).	JNPT has been steadily growing as a major container hub port and should evaluate and find sustainable solutions to the long pending requirements of Shipping Lines for augmenting rail connectivity, smoothening out procedural / systemic issues faced with statutory / regulatory authorities, enhancing service / staging area etc. of the port etc. to meet the diverse demands of increased trade and traffic and avoid congestion. Instead the remedy of reducing Free Dwell time is being proposed which we find an incorrect step.	
3.	Indian Merchant Chamber (IMC)	
	It appears, that J.N. Port administration desires to reduce the free period from 7 days to 3 days for ICD containers, solely due to the time taken by the Private Train Operators being approx. 9.49 hrs., which appears to be very high. The collateral damages of their inefficiencies, results in a higher transaction cost for the importers. Based on the above, we make the following submissions: Delay in movement of containers by private train operators, should not be to the detrimental interest of the EXIM Industry, whereas penal charges should be imposed on such private train operators.	The reduction in free period pertains to CONCOR ICD destinations and not for private train operated ICDs. Moreover the three ICD Destinations to be identified by CONCOR would have additional volume for import/export and will also have regular train services to JNPT. Hence the concerns put forth by IMC for private train operators has been addressed.
	Why should lack of accountability on the part of the private train operators, result in the importers and the country's EXIM Trade being further penalized for no fault, if the proposal to reduce the free period to 3 days be accepted.	
	To ensure equity amongst all concerned interest, the railways should be given a time slot within which, trains must be loaded and if the trains are not loaded and rolled out, heavy penal charges should be imposed on the train operators.	
	We were also given to understand, that by creation of the 4 th Container Terminal, there is a lot of confusion in the allocation and movement of trains for loading within the 4 th Terminals and this is a cause, as to why delays have arisen at J.N. Port.	
	Train operators must be clearly informed well in advance i.e. a minimum of 24 hours, as to where the rake is required be positioned for loading. This would enable quicker loading and turnaround of trains.	

	It has also been observed, that some Terminals do not have a sufficient mechanical equipment, resulting in delays in trains being loaded and rolled out.	
	There seems to be a practice that container meant for ICD, which have less than 90 containers, these containers are detained within the Port for more than 15-20 days, as the train operators refuse to accept less than 90 containers for specific ICD destination. This needs to be radically discussed and streamlined. It must be the responsibility of the train operators to ensure, that containers assigned for train movement, must be evacuated by them and any delay on their part, should not result in the trade being made to pay huge cost for their inefficiency.	
	In light of the above submission and in order to ensure expeditious movement, the existing free period should continue to be 7 days and a penal charges should be imposed on train operators, who do not comply with loading of their trains within the specific time frame laid down by the Port. We are not adverse to reduce the free period from 7 days to 5 days on a trial basis to see whether reduction in free period cures to the problem, However, if not it must be reverted to 7 days but not 3 days.	

1.2. The additional comments of IMC are as follows:

- (i). In continuation to our submission dated 19 July 2018 and based on the joint hearing, in our opinion, there are only two Private Rail Operators, who are the cause, as to why the JNPT desires to reduce the free days from 7 to 3 days.
- (ii). In our opinion, the best solution would be, for the containers meant for these two defaulting Private Rail Operators, instead of moving from the Wharf of the Port to the railway siding in the Port, the said containers should be ordered to be moved directly to their Private Siding/ CFS, which adjoins J.N. Port. This would ensure, 100% of the containers handled by these two Private Rail Operators, which is 75% of the cargo moved on rail, no longer being retained within the Port, and the purpose of reducing the free days from 7 to 3 days, would not arise. The Port would also get free space to handle more than 10,000 to 15,000 fresh containers, which meets with their objectives.

1.3. The comments of IMC were forwarded to JNPT. The JNPT has not responded till case was finalised.

2. A summary of the arguments made by the JNPT and the users/ user organisations during the joint hearing held on 20 July 2018 is given below:

Jawaharlal Nehru Port Trust (JNPT)

- (i). In a Study carried out by World Bank, they observed that the dwell time of import/ export containers in India was higher when compared to other countries. This had led to India being ranked 143rd on a global platform.

- (ii). At the behest of the Logistics Division of Prime Minister's Office, the Niti Aayog took a detailed review of individual parameters affecting the dwell time of import export containers at JNPT.
- (iii). It was seen that during the year 2017-18, the dwell time in respect of import containers was 50.82 hours and that in respect of export containers was 83.71 hours. We take only 8 hours to plan and load containers.
- (iv). On a further detailed analysis, it was seen that the substantial increase in the dwell time of containers moving by rail was severely affecting the overall average import dwell time of the Port.
- (v). JNPT was, therefore, advised to take measures to reduce the overall dwell time. JNPT took a view for reducing the dwell time of containers moved by rail on par with road, which was supported by NITI Aayog. Hence, it is proposed to reduce the free period of EXIM containers moved by rail from the existing 7 days to 3 days, so as to result in faster evacuation of cargo.

Mumbai and Nhava-Sheva Ship-Agents' Association (MANSA)/ M/s. Seahorse Ship Agencies Pvt. Ltd. (SSAPL)

- (i). We support the initiative of the Government to reduce the overall dwell time of containers. However, we do not support the proposal of JNPT for reducing free days of ICD containers.
- (ii). The Port must first address the ground reality and bring about much needed realistic and practical service level improvements on the part of the Railways or the Train operators, which would in turn justify lesser free days. At present, there is little commitment from either Railways or operators to focus on reducing dwell time
- (iii). The free time is already reduced from 15 Days to 07 Days and now proposed to be reduced to 3 days. Why the shipping lines are being penalized for the inefficiency of the train operators/ railways and Terminals.
- (iv). We have already explained the difficulties faced by the Vessel Operators/ Lines to the Chairman of JNPT in a meeting held by him regarding this issue on 6 July 2018.

Indian Merchant Chamber (IMC)

- (i). We want quick movement for the containers at low cost.
- (ii). Railways take long time to deliver rakes. There is a practice wherein the container meant for ICD are detained in the port for more than 15-20 days, as the train operators refuse to accept less than 90 containers for specific ICD destination. It must be the responsibility of train operators to ensure that the containers assigned for train movement must be evacuated on time.
- (iii). Why should the lack of accountability on the part of train operators result in the importers and the trade being further penalized by reduction of free days, for no fault of theirs?

- (iv). In order to ensue expeditious movement, it is our view that the existing free period should continue to be 7 days and penal charges should be levied on train operators who do not comply with loading of trains within the specific time frame prescribed by the port.
- (v). We are agreeable to reduce the free period from 7 days to 5 days on trial basis to see whether the reduction in free period indeed addresses the issue, but we are not agreeable for reduction in free period to 3 days.

Indian National Shipowners Association (INSA)/ Shipping Corporation of India (SCI)

- (i). Delays in clearance of containers from terminals are beyond the Lines control and unless asked for is entirely at Line's cost. Thus the proposed reduction in free days from 7 to 3 will only place the burden on the Shipping Lines, whereby, Lines will be doubly impacted by way of payment of additional ground rent to Port / Terminal Authorities and an additional charge to Rail Operators for evacuation of ICD bound containers.
- (ii). Reduction of free days at the cost of shipping line can only be considered provided any delay that occurs in the transportation of ICD containers (requiring rail movement) is paid by the Rail Operators and not by the Shipping Lines.

[Member (F), TAMP: What is the stand taken by Railways on the matter?]

JNPT

Railways have no solution to offer. They say that they are infrastructure provider and that the availability of rakes is in the domain of CONCOR. Some contract may be required between CONCOR and Shipping Lines.

INSA/ SCI

CONCOR is in monopoly in the matter. They refuse to accept less than 90 containers for specific ICD destination.
