

CHENNAI CONTAINER TERMINAL PRIVATE LIMITED

Scale of Rates

G NO :105

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PREFACE

This Scale of Rates sets out the charges payable to Chennai Container Terminal Private Limited for use of services and facilities provided at the Chennai Container Terminal.

1 DEFINITIONS

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

- 1.1. "CCT" means Chennai Container Terminal.
- 1.2. "CCTPL" means Chennai Container Terminal Pvt Limited, a company incorporated in India its successors and assigns.
- 1.3. "CFS" means Container Freight Station at the CCTL.
- 1.4. "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.
- 1.5. "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.
- 1.6. "FCL" means Containers said to contain Full Container Load.
- 1.7. "Foreign-going Vessel" shall mean any vessel other than a coastal vessel.
- 1.8. "Hazardous container" means a Container containing hazardous goods as classified under IMO.
- 1.9. "ICD" means Inland Container Depot.
- 1.10. "LCL" means Containers said to contain Less than full Container Load (Container having cargo of more than one importer/ exporter).
- 1.11. "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.
- 1.12. "Per day" means per calendar day or part thereof.
- 1.13. "Reefer" means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- 1.14. "Port" means Chennai Port Trust.
- 1.15. "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.
- 1.16. "Tonne" means one metric Tonne of 1,000 kilograms or one cubic metre.
- 1.17. "Transshipment container" means a Container discharged from one vessel, stored in CCT and transported through another vessel.
- 1.18. "VIAN" means Vessel Identification Advise Number.
- 1.19. "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.

- 1.20. "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 CCTL 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 CCTL 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 CCTL. 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 CCT 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 CCTL.
- 2.10. In case a vessel idles due to breakdown or non-availability of the shore based facilities of CCTL or any other reasons attributable to CCTL, rebate equivalent to berth hire charges payable to Chennai Port Trust accrued during the period of idling of vessel shall be allowed by CCTL.
- 2.11. If a terminal user provides, with prior consent of CCTL, lashing/ unlashng 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.
- 2.12. The benchmark of the level of productivity will be 22 moves per hour per crane in the year 2007, 23.50 moves per hour per crane in the year 2008 and 25 moves per hour per crane in the year 2009, for handling of FCL , LCL and ICD import and export containers by quay cranes as mentioned at Section 3.1.1, 3.2.1 and 3.3.1.

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. Handling at Container Yard including lift on/off, delivery / receipt to and from customers.

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per FCL Container		
- Not exceeding 20' in length	709.45	425.67
- Exceeding 20' and upto 40' in length	1064.19	638.51
- Over 40' in length	1418.89	851.33
Per empty Container		
- Not exceeding 20' in length	351.34	210.80
- Exceeding 20' and upto 40' in length	527.01	316.21
- Over 40' in length	702.68	421.61

Services include lifts at CY for storage and for landing or loading the container 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. Handling at Container Yard including lift on/off and transportation to and from CFS

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per LCL Container		
- Not exceeding 20' in length	2380.95	1428.57
- Exceeding 20' and upto 40' in length	3571.43	2142.86
- Over 40' in length	4761.90	2857.14

Services include transport to CY, CFS, lifts at CY for storage and for landing or loading the container from or to customer's vehicle, stowage planning on vessel and yard, data handling, processing and transfer of data between vessel, CCT and shipping line. Delivery of empty container will be charged a lift on/lift off charged separately.

3.2.3. Stuffing / destuffing of cargo at the CCT

	Foreign-going Vessel US \$	Coastal Vessel Rs.
Destuffing/stuffing per container		
- Not exceeding 20' in length	23.38	589.18
- Exceeding 20' and upto 40' in length	35.07	883.76
- Over 40' in length	46.75	1178.10

Note: (i) Services include stuffing or destuffing of LCL containers.

(ii) For stuffing/destuffing half-a-container, 50% of the above-mentioned rates will be levied. For this purpose, part stuffing / destuffing of 50% or less than 50% of a container will be treated as half-a-container. If a container is, however to be topped up or stuffed/ destuffed more than 50%, it will be treated as a full container. For customs examination at CFS if only 25% or less than 25% of a container is destuffed/stuffed then charges will be 25% of above mentioned rates.

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, CCT and shipping line.

3.3.3. Handling at Container Yard including lift on/off at container Rail Yard

	Foreign-going Vessel Rs.	Coastal Vessel Rs.
Per loaded Container		
- Not exceeding 20' in length	709.45	425.67
- Exceeding 20' and upto 40' in length	1064.19	638.51
- Over 40' in length	1418.89	851.33
Per empty Container		
- Not exceeding 20' in length	351.34	210.80
- Exceeding 20' and upto 40' in length	527.01	316.21
- Over 40' in length	702.68	421.61

Services include lift at container rail yard, data handling, processing and transfer between vessel, CCT and shipping line.

3.4. Charges for handling Transshipment 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, CCT and shipping line.

Note: (i) A transshipment 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, transshipment, LCL and FCL and empty

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

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 transshipment container or a re-export container is shut out and subsequently delivered out of CCT.
- (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 particular 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 CCT 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 rail.
- (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 CCT. 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

4. CHARGES LEVIABLE AT THE CFS

4.1. Storage charges

Period	Rate per ton or part thereof per day or part thereof (Rs.)
First 3 days	Free
4 - 10 days	27.50
11 days- 20 days	55.00
21 days - 30 days	82.50
Thereafter	110.00

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

- 4.2. Charges for landing from/ Loading to vehicle Rs.38.50 per ton or part thereof.
- 4.3 Forklift charges at the request of customer Rs. 192.50 per MT
- 4.4 Packing/ unpacking charges at the request of the customer Rs.55/- per package
- 4.5 Admittance and labeling charges for receiving of cargo for stuffing Rs.27.50 per MT
- 4.6 Documentation charges per consignment Rs.55/-.
- 4.7 Palletization / Depalletization Per pallet Rs.110/-.

3.11. Charges for Container storage

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

3.12.2. For purposes of calculation of free time, Sundays, Customs

3.12.3. The storage charges shall not accrue for the period during which the CCTL is not in a position to deliver/ ship containers

3.12.4. Transshipment containers whose status is subsequently changed to local FCL/LCL/ICD shall lose the concessional storage charges. The storage charges for such containers

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

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

3.12.10. Total storage period for a shut out container shall be calculated from the day following the day when the container

3.12.11. The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto the date of receipt of The consignee can issue a letter of abandonment at any time.

(i).

- (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue
 - (a). the Line shall resume custody of container along with
 - (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
- (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.