

INDIA GATEWAY TERMINAL PRIVATE LIMITED

SCALE OF RATES

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PREFACE

This Scale of rates sets out the charges payable to India Gateway Terminal Private Limited (IGTPL) for use of services and facilities provided at the Rajiv Gandhi Container Terminal (RGCT).

1. DEFINITIONS

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

- (i). **"CFS"** means Container Freight Station of COPT.
- (ii). **"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.
- (iii). **"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.
- (iv). **"Foreign-going Vessel"** shall mean any vessel other than a coastal vessel.
- (v). **"Hazardous container"** means a container containing hazardous goods as classified under IMO.
- (vi). **"ICD"** means Inland Container Depot.
- (vii). **"IGTPL"** means India Gateway Terminal Private Limited, a company incorporated in India, its successors and assigns.
- (viii). **"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 and container requiring special devices for lifting is also classified as Over Dimensional Container.
- (ix). **"Per Day"** means per calendar day or part thereof.
- (x). **"Reefer"** means any Container for the purpose of the carriage of goods, which require refrigeration.
- (xi). **"Port"** means the Cochin Port Trust.
- (xii). **"Shut Out Container"** shall mean any container brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.
- (xiii). **"Tonne"** means one metric Tonne of 1,000 kilograms or one cubic metre.
- (xiv). **"Transshipment Container"** shall mean any container which is discharged from one vessel, stored in the yard and transported through another vessel.

2. GENERAL

- (i). Status of a vessel as borne out by its certification issued by Director General of Shipping is the relevant factor for deciding whether the vessel is 'foreign-going' or 'coastal'. Foreign going vessels permitted to undertake coastal voyages and the cargo / container carried by them will also qualify for the concession in respect of such permissible voyages.
- (ii). (a). 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.

- (b). A foreign-going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage License issued by the Director General of Shipping.
 - (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (d). 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.
 - (e). 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.
- (iii). 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 associates or any of the public sector banks as may be specified from time to time prevalent on the day of entry of the vessel into the Terminal (in case of import container) and on the day of arrival of containers in the Terminal premises (in case of export containers) shall be applied for conversion of the dollar-denominated charges into Indian rupees.
 - (iv). A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
 - (v).
 - (a). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill
 - (b). The minimum charge recovered in any application / bill shall be rupees fifty only Rs.50.00.
 - (c). No claim of refund shall be entertained unless the amount refundable is Rupees fifty Rs.50.00 or more. This limit of Rs.50.00 shall also be applied for supplementary claims of under charge.
 - (vi).
 - (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the IGTPL shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 13% p.a. The penal rate will apply to both the IGTPL and the port users equally.
 - (c). The delay in refunds by the IGTPL will be counted beyond 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 beyond 10 days after the date of raising the bills by IGTPL.
This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the MPT Act, 1963 prescribed as a condition in the tariff.
 - (vii). The rates prescribed in Schedule 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.2.1, 3.2.2, 3.3, 3.4 and 3.5 will be subject to upward revision of 8% with effect from 1 April 2007.
 - (viii). Premium of 25% will be levied over the applicable handling charges prescribed in Schedule 3.1 and Schedule 3.2 for hazardous Cargo Container / Over-dimensional Cargo Containers.

- (ix). In case a vessel idles due to non-availability or breakdown of the shore based facilities of IGTPL or any other reasons attributable to the IGTPL, rebate equivalent to berth hire charges payable to COPT accrued during the period of idling of vessel shall be allowed.
- (x). Administrative charges of Rupees Two hundred (Rs.200.00) will be charged for:
- (a). Requests for amendments in the import or export application or import general manifest or delivery order.
- (b). Change of Status.
- (c). Computer data amendment per unit.

3. **CHARGES FOR CONTAINER OPERATIONS**

3.1. Gantry Cranes Charges

3.1.1. For handling import / export Containers

Particular	Foreign-going (in US \$)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i). Laden container	25.24	37.86	50.48	660.00	990.00	1320.00
(ii). Empty container	25.24	37.86	50.48	660.00	990.00	1320.00

Note:

Services in case of Schedule 3.1.1 include handling by quay crane only.

3.1.2. Bay shifting Charges (Restows)

Particular	Foreign-going (in US \$)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i) Shifting Containers within the bay itself (laden and empty)	25.24	37.86	50.48	660.00	990.00	1320.00
(ii) Shifting Containers from one bay to another (laden and empty)	56.16	84.24	112.32	1468.50	2202.75	2937.00

3.1.3. Charges for handling hatches (For opening or closing or shifting the hatch cover).

Particular	Rate per hatch cover per lift	
	Foreign-going (in US\$)	Coastal (in Rs.)
(i). Without landing hatch cover on / quay.	15.15	396.00
(ii). With landing hatch cover on / quay.	37.86	990.00

3.1.4. For handling any item of heavy cargo / container which requires usage of 60 tonne hook (cargo beam) of the gantry crane

Particular	Foreign-going (in US\$)	Coastal (in Rs.)
i) First one hour or part thereof	252.41	6600.00
ii) For each 30 minutes or part thereof	126.20	3300.00

Note:

- (1). For the purpose of calculating the total time taken, in the case of (i) & (ii) above, the total deployment time of the crane for the particular work will be taken.

General notes for Schedule 3.1.

- (1). Gantry crane charges for handling multi-dimension containers, over high containers etc. by using extension piece will be charged at the rate prescribed for 45 feet containers.
- (2). Gantry Crane charges for handling containers by using slings put on spreader will also be charged at the rate prescribed for 45 feet.

3.2. Charges for use of other containers handling equipment

3.2.1. Transportation from QC to Yard & Vice Versa

Particular	Normal Containers (in Rs.)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
Laden container	247.50	371.25	495.00	148.50	222.75	297.00
Empty container	220.00	330.00	440.00	132.00	198.00	264.00

Note:

- (1). The rate prescribed above will be levied per container movement to or from the quayside.

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

Particular	Normal Containers (in Rs.)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
Laden container	528.00	792.00	1056.00	316.80	475.20	633.60
Empty container	165.00	247.50	330.00	99.00	148.50	198.00

Note:

(1). The rate prescribed will be levied per container movement at CY.

3.3. Composite Handling Charges for Transshipment Containers.

Particular	Foreign-going (in US\$)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
i) Laden container	75.72	113.58	151.45	1980.00	2970.00	3960.00
ii) Empty Container	65.62	98.44	131.25	1716.00	2574.00	3432.00

Notes:

- (1). The composite rates given above cover gantry charges, charges for transportation from quay to yard and vice-versa, charges for grounding and lifting by transfer crane at the yard and wharfage on container as well as containerized cargo.
- (2). If any of the services covered by the composite rates are not provided by the port, a rebate equivalent to the notified charges for that service shall be allowed on the composite rates.
- (3). A container from foreign port landing at the IGTPL for subsequent transshipment to an Indian Port on a costal voyage or vice versa would be charged at 50%of the transshipment charge prescribed for foreign-going vessel and 50% of that prescribed for the coastal category.
- (4). A transshipment container sent to CFS, ICD or taken delivery locally shall be charged the local container rate.

3.4. Wharfage Charges

Particular	Normal Containers (in Rs.)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
Laden container	550.00	825.00	1100.00	330.00	495.00	660.00
Empty Container	115.50	173.25	231.00	69.30	103.95	138.60
ICD containers	550.00	825.00	1100.00	330.00	495.00	660.00

3.5. Reefer Charges

Particular	Foreign-going (in US\$)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
Electricity supply & monitoring charges per 4 hrs or part thereof	2.94	4.41	5.88	128.15	192.20	256.30

3.6. Storage Charges – per day or part thereof

Particular	Rate per container per day or part thereof					
	Foreign-going (in US\$)			Coastal (in Rs.)		
	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
Laden container						
i) First 7 days	Free	Free	Free	Free	Free	Free
ii) 8-15 days	4.50	9.00	13.50	196.10	392.20	588.30
iii) 16-30 days	9.00	18.00	27.00	392.20	784.45	1176.70
iv) Thereafter	18.00	36.00	54.00	784.45	1568.90	2353.30
Empty container						
i) First 3 days	Free	Free	Free	Free	Free	Free
ii) 4-10 days	4.50	9.00	13.50	196.10	392.20	588.30
iii) 11-15 days	9.00	18.00	27.00	392.20	784.45	1176.70
iv) Thereafter	18.00	36.00	54.00	784.45	1568.90	2353.30
Transshipment container - Laden						
i) First 30 days	Free	Free	Free	Free	Free	Free
ii) 31-45 days	9.00	18.00	27.00	392.20	784.45	1176.70
iii) Thereafter	13.50	27.00	40.50	588.30	1176.70	1765.00
Transshipment container - Empty						
i) First 15 days	Free	Free	Free	Free	Free	Free
ii) 16-30 days	9.00	18.00	27.00	392.20	784.45	1176.70
iii) Thereafter	13.50	27.00	40.50	588.30	1176.70	1765.00

Notes:

- (1). The free period for import containers starts from the day after the day of landing of the container from the vessel.
- (2). The free period for export containers starts from the date of admission of the container.
- (3). For the purpose of calculation of free period Sundays, Customs notified holidays and Terminal's non-working days shall be excluded.
- (4). Transshipment containers whose status is subsequently changed to local FCL / LCL / ICD shall loose the concessional storage charges. The storage charges for such containers shall be recovered at par with the relevant import containers storage tariff.
- (5). The storage charges shall not accrue for the period during which the IGTPL is not in a position to deliver / ship the empty container when requested by the user.
- (6). For hazardous container, the storage charges shall be 25% more under the respective slab as given above.
- (7). 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.

- (8). The storage charges on abandoned FCL container / shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the 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 it or remove it from the 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 day the Custom 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 line/ consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

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FURTHER ORDERS