

GATEWAY TERMINALS INDIA PRIVATE LIMITED
Scale Of Rates as on 13-9-06 G. No. 138

1.Definitions:-

- 1.1. "GTI" or "Terminal" means GATEWAY TERMINAL INDIA PVT. LTD.
- 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. "Foreign Vessel" shall mean any vessel other than a coastal vessel.
- 1.4. "Container" means the standard ISO container, suitable for transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.
- 1.5. "Full Container Load (FCL)" means a container containing cargo belonging to one consignee in the vessel's manifest.
- 1.6. "Less than Container Load (LCL)" means a container containing cargo belonging to more than one consignee in the vessel's manifest.
- 1.7. "Hazardous container" means a Container containing hazardous goods as classified under IMO.
- 1.8. "Over Dimensional Container (ODC)" 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 Containers requiring special devices for lifting are also classified as Over Dimensional Container.
- 1.9. "Reefer" means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- 1.10. "ICD" means Inland Container Depot.
- 1.11. "Per day" means per calendar day or part there of.
- 1.12. "Import container" means a container discharged from one vessel, stored in GTI and transported out through Road or Train.
- 1.13. "Export container" means a container arrived by road or Train, stored in GTI and loaded on the assigned vessel.
- 1.14. "Transshipment container" means a Container discharged from one vessel, stored in the container yard, and transported through another vessel.
- 1.15. "Shut Out Container" means a container that entered the terminal as export for a vessel as indicated by VCN/VIAN and is not connected to the vessel for whatsoever reason and is lying in the container yard.
- 1.16. "Back to Town container" shall mean a container entering the terminal for export for a specific vessel voyage but unable to be exported for some reason and removed from the terminal.
- 1.17. "VCN" means Vessel Call Number .
- 1.18. "VIAN" means Vessel Identification Advice Number.

The following consolidated charges for handling and movement of containers shall be payable by the Shipping Lines / Agents of Vessels or Cargo Agents for services rendered in respect of containers and containerized cargo passing through the terminal:

SECTION - 1 CHARGES FOR ALL NORMAL AND REEFER CONTAINERS

A. Ship to yard/ yard to ship using port crane.

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	3068	4602	6136	1841	2762	3682
ICD Container	3068	4602	6136	1841	2762	3682
Empty Container	2478	3717	4956	1487	2230	2974

B. Yard to CFS/CFS to yard - Transport and lifts at CFS

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	1092	1638	2184
Empty Container	1092	1638	2184

C. Yard to Rail/Rail to Yard for ICDs only

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
ICD Container (Loaded & Empty)	1534	2301	3068

D. Yard to truck / truck to yard

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	472	708	944
Empty Container	472	708	944

Note: Normal containers are the general type containers, not falling under any special categories mentioned subsequently.

SECTION - 2 CHARGE FOR ALL TRANSHIPMENT CONTANERS

A. 1 - 3000 TEUs

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	3540	5310	7080	2124	3186	4248
Empty Container	3068	4602	6136	1841	2762	3682

B. 3001 - 6000 TEUs

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	3304	4956	6608	1982	2973	3964
Empty Container	2832	4248	5664	1699	2549	3398

C. 6001 -9000 TEUs

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	3068	4602	6136	1841	2762	3682
Empty Container	2596	3894	5192	1558	2337	3116

D. Above 9000 TEUs

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	2832	4248	5664	1699	2549	3398
Empty Container	2360	3540	4720	1416	2124	2832

Note:

1. Rate is based on total TEUs brought by the shipping line or agents in the same financial year.
2. A container originally declared as transshipment container, subsequently moved by rail or road will lose its identity as a transshipment container and shall be treated as normal import container and the prescribed charges as applicable shall be payable.

SECTION - 3 CHARGES FOR ALL HAZARDOUS CONTAINER

A. Ship to yard using port crane

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	3540	5310	7080	2124	3186	4248
ICD Container	3540	5310	7080	2124	3186	4248
Transshipment Container	3540	5310	7080	2124	3186	4248

B. Yard to CFS - Transport and lifts at CFS

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	1180	1770	2360

C. Yard to Rail for ICDs only

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
ICD	1770	2655	3540

D. Yard to Truck

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded	590	885	1180

SECTION - 4 CHARGES FOR ALL OVER DIMENSIONAL CARGO CONTAINERS

A. Ship to yard using port crane

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded	6136	9204	12272	3682	5523	7364
ICD	6136	9204	12272	3682	5523	7364
Transshipment	6136	9204	12272	3682	5523	7364
Empty	4956	7434	9912	2974	4461	5948

B. Yard to CFS - Transport and lifts at CFS

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	2183	3275	4366
Empty Container	2183	3275	4366

C. Yard to Rail for ICDs only

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
ICD	3068	4602	6136
Empty Container	3068	4602	6136

D. Yard to truck

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	944	1416	1888
Empty Container	944	1416	1888

SECTION 5 - HATCHCOVERS OF VESSELS

Opening hatchcover and replacing it (charge per hatchcover)

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (In Rs.)
A. When placing the hatchcover on the quay	72.90	2043
B. Without placing the hatchcover on the quay	29.16	817

Note: If only one operation is carried, half of the hatch cover handling charges as above shall be levied.

SECTION 6 - RESTOWS FCLs & MTs

Shifting containers within the vessel (per move)

A. Hatch to Hatch shifting

Particulars	Foreign-Going (In US \$)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
FCL & MT	24.30	36.44	48.60	681	1021	1362

B. Other than A

Particulars	Foreign-Going (In US \$)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
FCL & MT	97.20	145.79	194.40	2724	4085	5447

SECTION 7 - SHUT OUTS

A. Shutouts Charges

Particulars	Foreign-Going (In US \$)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
FCL & MT	48.60	72.91	97.20	2270	3405	4539

B. Transportation of shutout containers

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
FCL & MT	1770.00	2655.00	3540.00	1770	2655	3540

SECTION 8 - REEFER MONITORING AND CONNECTION

Particulars	Rate per 4 hours or part thereof					
	Foreign-Going (In US \$)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
FCL & MT	4.86	7.29	9.72	227	340	454

Note: Additional electricity charges at the prescribed rates will be applicable in the case of reefer restows also.

SECTION 9 - OTHER SERVICES

A. Shifting of containers within the terminal for customs inspections or any other purpose, and subsequent loading of containers for delivery

Particulars	In Rs		
	20'	40'	Over 40'
FCL & MT	2006	3009	4012

B. Additional service charge for stacking containers in the designated yard for customs examination or for any other purpose by prior arrangement.

Particulars	In Rs		
	20'	40'	Over 40'
FCL & MT	236	354	472

SECTION 10 - DWELL TIME CHARGES

A. Loaded Import containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 3 Days	Free	Free	Free	Free	Free	Free
4 -15 days	3.84	7.68	11.52	179.30	358.65	538.00
16 - 30 days	7.67	15.34	23.01	358.20	716.40	1074.55
Thereafter	15.34	30.68	46.02	716.40	1432.75	2149.10

B. Loaded Export containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 3 Days	Free	Free	Free	Free	Free	Free
4 -15 days	3.84	7.68	11.52	179.30	358.65	538.00
16 - 30 days	7.67	15.34	23.01	358.20	716.40	1074.55
Thereafter	15.34	30.68	46.02	716.40	1432.75	2149.10

C. Empty Import or Export containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 3 Days	Free	Free	Free	Free	Free	Free
4 -15 days	3.37	6.74	10.11	157.40	314.80	472.15
16 - 30 days	6.74	13.48	20.22	314.80	629.60	944.30
Thereafter	13.48	26.96	40.44	629.60	1259.20	1888.60

D. ICD - Loaded and Empty Import and Export Containers moved by Rail

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 15 Days	Free	Free	Free	Free	Free	Free
16 - 30 days	3.37	6.74	10.11	157.40	314.80	472.15
31 - 45 days	6.74	13.48	20.22	314.80	629.60	944.30
Thereafter	13.48	26.96	40.44	629.60	1259.20	1888.60

E. Transshipment loaded Containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 30 Days	Free	Free	Free	Free	Free	Free
31 - 45 days	3.84	7.68	11.52	179.30	358.65	538.00
Thereafter	7.67	15.34	23.01	358.20	716.40	1074.55

F. Transshipment empty containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 15 Days	Free	Free	Free	Free	Free	Free
16 - 30 days	3.84	7.68	11.52	179.30	358.65	538.00
31 - 45 days	7.67	15.34	23.01	358.20	716.40	1074.55
Thereafter	15.34	30.68	46.02	716.40	1432.75	2149.10

G. Shutout loaded & empty containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
1 - 15 Days	3.84	7.68	11.52	179.30	358.65	538.00
16 - 30 days	7.67	15.34	23.01	358.20	716.40	1074.55
Thereafter	15.34	30.68	46.02	716.40	1432.75	2149.10

H. Back to Town loaded & empty containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 3 Days	Free	Free	Free	Free	Free	Free
4 - 15 days	3.84	7.68	11.52	179.30	358.65	538.00
16 - 30 days	7.67	15.34	23.01	358.20	716.40	1074.55
Thereafter	15.34	30.68	46.02	716.40	1432.75	2149.10

Notes:

1. The total storage period for a container shall be reckoned from the day following the day of landing upto the day of shipment /delivery/date of removal of the container and includes Sundays and Holidays.
2. Transshipment containers whose status (mode of dispatch) is subsequently changed locally shall lose the concessional dwell time as prescribed in Section 10 item (E). Dwell time charges/ Other Charges for such containers shall be recovered at par with import/export containers. A transshipment box, moved other than as defined above, shall be charged at Tariffs applicable to a export/ import container. Such a move will not be treated as a transshipment move.
3. Transshipment containers subsequently changing the mode of dispatch to rail shall be treated as other ICD containers for the purpose of levy of storage fees. In such cases additional shifting charges will be applicable for movement of containers from container yard to ICD yard.
4. The users will not have to pay storage charges for the period during which GTI is not in a position to deliver/ shift the containers when requested by the users.
5. Normal import containers subsequently changing the mode of dispatch to rail will enjoy the free period applicable to normal import containers only.
6. The total storage period for a shutout container shall be calculated from the day following the day when the container has become shutout till the day of Shipment/delivery.
7. (i). Dwell time charges for Hazardous containers shall attract 1.25 times the normal applicable charges.
(ii). Dwell time charges for Over height and over dimensional containers shall attract 1.25 the normal applicable charges.
8. The storage charges on abandoned FCL containers / shippers owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the days 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 it back 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 de-stuffed 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 de-stuffing. 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.
9. 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 other public sector banks as may be specified from time to time) prevalent on the date of entry of the vessel into 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 conversion of the dollar - denominated charges into Indian rupees.
10. (i). The user shall pay penal interest on delayed payments of any charge under this scale of rates. Likewise, the GTIPL shall pay penal interest on delayed refunds.
- (ii). The rate of penal interest will be 13% p.a. The penal interest will apply to both GTIPL and its users equally.
- The delay in refunds by GTIPL will be counted only 20 days from the date of completion of services or on production of all the documents required from the users.
- The delay in payments by the user will be counted only 10 days after the date of raising the bills by GTIPL. 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.
11. 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.

I. TRANSHIPMENT BETWEEN GTIPL & JNPT/NSICT

Procedure and charges for inter-terminal transfer of transshipment containers between GTIPL & JNPT/NSICT :

- (i) Procedure for handling transshipment (TP) containers:
 - (a). TP Containers discharged at the JNPT/NSICT and bound to be loaded at the GTIPL will be transported by the JNP/NSICT TTs; and, the JNP/NSICT RTGCs will discharge these containers in GTIPLs designated yard.
 - (b). Similarly, TP containers discharged at the GTIPL and bound to be loaded at the JNPT/NSICT will be discharged by the GTIPL by using its RTGCs and TTs in the designated yards of the JNPT/NSICT.

- (ii). Charges for handling TP Containers:
- (a). If a container is discharged by the JNPT/NSICT and loaded by the GTIPL at its terminal, the charges will be as under:
- 50% of the Transshipment container handling charges as per the JNPT/NSICT Scale of Rates will be charged to the Line by the JNPT/NSICT.
 - For the same container the GTIPL will charge 50% of the transshipment container handling charges as per its Scale of Rates and, in addition, also levy a charge of Rs.1300/- (for 20') or Rs.1950/- (for 40') or Rs 2600 (>40') towards inter-terminal transfer.
- (b). If a container is discharged by the GTIPL and loaded by the JNPT/NSICT at its Terminal, the Charges will be as under:
- The GTIPL will charge 50% of transshipment container handling charges/as per their Scale of Rates.
 - For the same container JNPT/NSICT will charge 50% of the transshipment container handling charges as per their Scale of Rates and in addition also levy a charge of Rs.1428/- (for 20') and Rs.2142/- (for 40') or Rs.2856/- (for >40')

GENERAL NOTES:

1. Users will not be required to pay charges for delays beyond a reasonable level attributable to the port.
2. Containers less than and up to 20 feet in length will be reckoned as one TEU for the purpose of Tariff.
3. The consolidated charges as above include the following elements, viz Stevedoring, use of Gantry crane, use of transfer crane, stowage planning, wharfage on tare weight of containers and containerized cargo, transportation.
4. Containers other than that of standard size requiring special devices or slings or handling will be charged twice the applicable rates. Such containers will also include damage containers and any other type requiring special devices.
5. Any line performing more than 350000 TEUs in a year shall qualify for a rebate of 5% of the total handling charges of the containers.
6. With prior permission of the GTIPL authorities, rebate as follows shall be applicable to terminal users for carrying out various operations with their own arrangements when GTIPL equipments are out of order or not available because they are hired to other users or for any other reason. The rebates applicable along with conditions are as follows:

(i) If ship's own gear are used for loading/unloading containers from shore to ship or vice versa, rebates in handling charges shall be allowed as under:

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	708	1062	1416	425	637	850
Empty Container	708	1062	1416	425	637	850

- (ii). If a port user employs his own Tractor Trailer (T.T.) for transporting containers from (a) Quay to Container yard, or (b) Container Yard to Quay

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	354	531	708	212	319	425
Empty Container	354	531	708	212	319	425

- (iii). If a user brings his own equipment for lifting containers from the container yard to truck and vice versa, the following rebates in handling charges shall be allowed:

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	295	443	590	177	266	354
Empty Container	295	443	590	177	266	354

- (iv). No rebate will be admissible for back to town containers handled by private equipment.
- (v). If the terminal user provides lashing/ unlashng gang for lashing operations of containers, then a rebate of Rs.36/- per container in handling charges shall be allowed. The rebate shall be limited to number of containers actually lashed.
7. A container from a foreign port landing at GTI for subsequent transshipment to an Indian port on a coastal 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.
8. In case a vessel idles due to non availability or breakdown of the shore based facilities of GTI or any other reasons attributable to the GTI, rebate equivalent to berth hire charges payable to JNPT accrued during the period of idling of vessel shall be allowed by the GTI.

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FURTHER ORDERS