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**TARIFF AUTHORITY FOR MAJOR PORTS**

**G.No. 23**

**New Delhi, 24 January 2007**

**NOTIFICATION**

In exercise of the powers conferred by Section 48 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby approves an interim tariff arrangement for operations of ABG Kandla Container Terminal Limited at the Kandla Port, as in the Order appended hereto.

**(A.L. Bongirwar)**  
Chairman

**Tariff Authority for Major Ports**  
**Case No. TAMP/43/2006 - ABGKCTL**

**ABG Kandla Container Terminal Limited (ABGKCTL) - - - -**

**Applicant**

**ORDER**

(Passed on this 8<sup>th</sup> day of January 2007)

The ABG Kandla Container Terminal Limited (ABGKCTL) has reportedly entered into a Licence Agreement (LA) with the Kandla Port Trust (KPT) on 23 June 2006 for operation and management including necessary development, of berth nos.11 and 12 as Container Terminal on BOT basis for a period of 30 years. The ABGKCTL has filed a proposal for fixation of its Scale of Rates (SOR). The tariff proposal filed by the ABGKCTL has been registered as a "tariff case" and taken on consultation.

2. The ABGKCTL proposes to commence the operations tentatively in the first fortnight of December 2006. It has, therefore, requested to grant approval to the proposed rates provisionally to enable it to apply the tariff from the date of commencement of operations till rates are finally approved by this Authority.

3. The ABGKCTL has benchmarked its tariff with the tariff levied by its neighbouring private terminal i.e., Mundra International Container Terminal (MICT) for the purpose of fixing the *ad hoc* rate as well as the final rate. It has clarified that Kandla Port does not provide any facilities for quayside handling, transportation and handling at yard in respect of containers. The KPT only recovers wharfage and all other facilities are provided by ship / private operators. Since ABGKCTL proposes to offer composite services for container handling, and there are no rates prescribed in the SOR of the KPT for comparable facilities, it has benchmarked the container handling charges levied by the nearby private container terminal, i.e. Mundra International Container Terminal (MICT), for the purpose of fixing the *ad hoc* rate. It has reported that the container handling charges at MICT work out to Rs.3975/- for a 20 ft. container as against the proposed rate of Rs.3500/- by the ABGKCTL excluding the charges for stevedoring activities. It has requested that the rates proposed by them keeping the MICT tariff as the base may be approved on an *ad hoc* basis, subject to the adjustment when the rates are finally approved by this Authority after the usual consultation process.

4. The ABGKCTL has furnished cost statements for fixation of its tariff. The estimations of traffic, the investment level, etc., which are the key elements in tariff fixation process are yet to be firmed up by them. Both the ABGKCTL and the Kandla Port Trust are required to furnish additional information / clarification on various points specifically with reference to the traffic estimations and investment proposed. In view of the gaps in the information furnished, it will take some more time for the proposal to mature for final consideration by this Authority. Since the ABGKCTL proposes to commence the operations from January 2007, it is necessary that a tariff arrangement should be in place to enable them to operate the facilities.

5. Clause 2.12 of the revised tariff guidelines of 2005 specifies that when a new facility is commissioned or existing facilities are privatised, the initial tariff to be allowed will not exceed the existing tariff level at the same port for comparable facilities. If such comparison is not available, prevailing tariff at a comparable nearby port will be considered as the reference level. The relevant guideline further stipulates that a separate cost based tariff will be allowed to him right from the commencement of commercial operations, if it is established that adopting the existing tariff of port trust will cause hardship to him in view of a higher level of investment made. As the tariff of MICT is not notified by this Authority, it is not found appropriate to consider those rates as the base for prescribing the *ad hoc* rate at ABGKCTL.

6. It may be relevant to mention that in the recent cases of some other private terminal operators like the Gateway Terminal India Private Limited (GTIPL), Chennai Container Terminal Limited (CCTL), the India Gateway Terminal Limited (IGTPL), etc., the then prevailing rates of the respective major ports i.e. Jawaharlal Nehru Port Trust (JNPT), Chennai Port Trust (CHPT) and Cochin Port Trust (COPT) were allowed to be adopted as an interim measure.

In the case of Visakha Container Terminal Private Limited (VCTPL), since the (then) existing operations of the Visakhapatnam Port Trust (VPT) were not comparable with the proposed operations by the VCTPL, it was found appropriate to benchmark the tariff with its neighbouring terminal and interim tariff was approved 10% less than the (then) tariff prevailing at the CCTL.

In case of ABGKCTL, the nearest neighbouring container terminals on the western coast which is under the regulatory jurisdiction of this Authority is Gateway Terminal of India Limited which is recently developed and commissioned. It is, however, found that the traffic and the investment levels envisaged by the ABGKCTL are almost one third of the projections made by the GTIPL. Hence, it may not be appropriate to benchmark the tariff purely on the basis of the rates approved for GTIPL. Likewise, any comparison with the other two terminals at JNPT will also be skewed due to the mere volume of containers handled and the depreciated investment.

7.1. In the meanwhile, some of the user associations have raised objection to the interim tariff level proposed by the ABGKCTL. Their main concern is that the operator proposes to commence the operations with minimum equipment to start with and hence fixation of tariff on equipment likely to be installed may be a premature exercise.

7.2. The Kandla Port Trust was requested to give the report of the outcome of its meeting with the ABGKCTL and the concerned user associations regarding fixation of *ad hoc* tariff of the container terminal to be handled by ABGKCTL along with its comment.

7.3. The Kandla Port Trust has examined the tariff proposal of the ABGKCTL in consultation with the concerned port users and furnished the report of the meeting held with the concerned users along with its comments on the proposal of ABGKCTL for interim tariff which are summarised below:

- (i). The investment proposed by the ABGKCTL is in a phased manner. The early Commercial Operation Dated (COD) would commence with only 2 mobile harbour cranes, six reach stackers and adequate number of tractor trailers; and, the second phase is likely to commence after six months with deployment of additional equipment as per the terms of the licence agreement. It has, therefore, suggested that the interim rates may be fixed in a phased manner taking into consideration the phased investment proposed by the ABGKCTL.
- (ii). In view of competitive scenario, from the nearby private ports holding 80% to 90% of the market share of the container traffic of Gujarat, the rates of the ABGKCTL should be competitive enough to attract the container volume to the Kandla port.
- (iii). It has accordingly, requested the Authority to consider the market scenario, trade feedback and the phased investment while fixing the interim tariff of the ABGKCTL.

8.1. In view of the submissions made by the KPT and also recognising the concern expressed by the user associations about the investment level estimated by the ABGKCTL, cost and investment position of ABGKCTL for six months period from January 2007 to June 2007 for which the interim tariff is fixed has been analysed.

8.2. The traffic estimates made by the KPT for the year 2006-07 is taken into consideration and adjusted on pro-rata basis for three months upto March 2007. The traffic of 2007-08 is estimated to increase by 5% as achieved by KPT in 2004-05 over the respective previous year. Accordingly, the traffic considered for the purpose of this analysis is 54250 TEUs for three months pertaining to the year 2006-07 and 56963 for April to June 2007. In view of this modification in the traffic estimation, the income estimation and the variable operating cost are also modified accordingly. The annual escalation in the cost is restricted to the Whole Sale Price Index of 4.5% reported for the year 2005-06 as considered at other private terminals/ major ports.

8.3. Based on the investment plan furnished by the ABGKCTL, the completed and commissioned assets proposed to be deployed till June 2007 are only considered in this analysis. The proposed investment of Rs. 7 crores towards marketing office in Mumbai, interest during the construction period etc., are not considered in the absence of any documentary evidence furnished by the ABGKCTL to substantiate this estimate. In case, the ABGKCTL substantiates this estimates with documentary support this decision will be reviewed while approving the final tariff.

The modified capital employed considered in our analysis for six months period is Rs.8052.19 lakhs for the year 2006-07 and Rs. 8378.39 lakhs for the year 2007-08 upto June 2007. In view of the modification in the capital investment in our analysis, the estimates of depreciation, insurance, repairs and maintenance cost, and return on capital employed has also undergone a change to that extent. Based on this analysis, it is found that the tariff level proposed by the ABGKCTL must be reduced by atleast 35%.

9.1. In view of the position explained above, and recognising the fact that the traffic and the investment, which are the key elements for determining tariff, are to be firmed up by the ABGKCTL and also bearing in mind that tariff arrangement has to be in place to enable them to commence the operations from January 2007, this Authority approves interim tariff arrangement for period of six months at 35% less than the tariff level proposed by the ABGKCTL.

9.2. The rates proposed by the ABGKCTL exclude the tariff for onboard stevedoring including lashing / unlashng and stowage planning. The LA specifically requires the licensee to perform, undertake and provide comprehensive services in connection with the Container Terminal. The KPT has also confirmed that it is the ultimate responsibility of the ABGKCTL to offer the stevedoring services and has agreed to give the Stevedoring License to ABGKCTL. The ABGKCTL has also agreed to examine the matter and come up with a suitable tariff arrangement for providing this service. However, in view of the submissions made by the KPT and the provisions of the LA, it clearly emerges that the ABGKCTL has to offer comprehensive service including the onboard stevedoring service. The *ad hoc* rate for the interim period approved now is, therefore, inclusive of onboard stevedoring services.

9.3. The interim rates approved by this Authority is attached as . In view of the urgency projected by the ABGKCTL, the conditionalities as proposed by them are included in the interim Scale of Rates till final Order is issued. If any of these conditionalities is found to contravene the general principles followed by this Authority or the provisions of the revised tariff guidelines, then this Authority reserves the right to modify such conditionality with retrospective effect. Likewise, the interim arrangement approved now should not be construed as an incidental acceptance of the cost position reported by ABGKCTL.

9.4. The interim tariff of the ABGKCL has been fixed relying on the information furnished by the operator and based on various assumptions made as explained in the Order. If it is found that actual position varies substantially from the estimations considered or there is deviation from the assumptions accepted herein, then the undue advantage accrued to the ABGKCTL due to such wrong estimation/assumptions will be fully adjusted while fixing the final tariff.

10. Ordinarily, the rates approved by this Authority are implementable after allowing a lead-time. Since ABGKCTL will commence operations from January 2007, the interim tariff arrangement approved shall come into effect from immediately and remain valid for a period of six months therefrom or till the effective date of implementation of the Order (to be notified) disposing of the tariff proposal filed by ABGKCTL, whichever is earlier. By way of clarification, it is relevant here to add that the final Order will have prospective application.

**(A.L. Bongirwar)**  
Chairman

**ABG KANDLA CONTAINER TERMINAL LIMITED****SCALE OF RATES (INTERIM)****DEFINITIONS AND CONDITIONS**

**This Scale of Rates sets out the charges payable to ABG Kandla Container Terminal Limited from time to time for the use of services and facilities provided by ABG Kandla Container Terminal Limited.**

**1. DEFINITIONS**

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

- (i). **“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.
- (ii). **“Per Day”** means per calendar day or part thereof.
- (iii). **“Per Shift”** means per period of 8 (eight) hours.
- (iv). **“Port”** means the Kandla Port Trust (KPT) whereas “Terminal” means the Container Terminal operated by ABG Kandla Container Terminal Limited.
- (v). **“ABGKCTL”** means ABG Kandla Container Terminal Limited, a company incorporated in India, its successors and assigns.
- (vi). **“Reefer”** means any Container for the purpose of the carriage of goods, which require refrigeration.
- (vii). **“Transshipment Container”** means container discharged from a vessel and placed in the custody of the ABGKCTL for the purposes of shipment on another vessel declared on a Transshipment manifest with the ultimate port destination marked on each container lodged with prior to or at the time of such a container is placed in its custody.
- (viii). **“Coastal Vessel”** means any vessel exclusively employed in trading between any port or place in India to any other port or place in India and / or having a valid coastal license issued by the competent authority.
- (ix). **“Foreign-going Vessel”** means any vessel other than a coastal vessel.
- (x). **“Hazardous container”** means a Container containing hazardous goods as classified under IMO.
- (xi). **“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 Container and Container requiring special devices for lifting is also classified as Over-Dimensional Container.
- (xii). **“FCL”** means containers said to contain Full Container Load.
- (xiii). **“ICD”** means Inland Container Depot.
- (xiv). **“LCL”** means containers said to contain Less than Full Container Load (Container having cargo of more than one importer/exporter).
- (xv). **“Shut Out Container”** means a container, which has entered in to the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for whatsoever reason.

- (xvi). **“Tonne”** means one metric Tonne of 1,000 kilograms or one cubic metre.
- (xvii). **“VIAN”** means Vessel Identification Advise Number.
- (xviii). **“ICD Container”** means containers discharged from a vessel and placed in the custody of the ABGKCTL for the purposes of loading on a Train, inside the Terminal. Also **“ICD Container”** means containers discharged from a Train inside the Terminal and placed in the custody of the ABGKCTL for the purposes of shipment on a 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). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (iv).
  - (a). Users shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the ABGKCTL shall pay penal interest on delayed refunds.
  - (b). The rate of penal interest will be 13% p.a. The penal interest will apply to both the ABGKCTL and the users equally.
  - (c). The delay in refunds by the ABGKCTL 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 the ABGKCTL. This provision shall, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trust Act, 1963, and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.
- (v). A premium of 25% will be levied in case of Hazardous cargo containers / Over Dimensional Containers over the applicable handling charges prescribed for respective categories of containers.
- (vi). Containers less than and up to 20’ in length will be reckoned as one TEU for the purpose of tariff.
- (vii). Container-related charges denominated in US dollar terms shall be collected in equivalent to Indian rupees. For this purpose, the market buying rate prevalent on the date of entry of the vessels into the Terminal (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.

- (viii). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the Port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (ix). (a) Users will not be required to pay charges for delays beyond a reasonable level attributable to the port.
- (b). In case vessel idles due to non-availability or breakdown of the shore based facilities of ABCKCTL or any other reasons attributable to the ABGKCTL, rebate equivalent to berth hire charges payable to KPT accrued during the period of idling of vessel shall be allowed.

### 3. APPLICATION

- (i). Import and Export rates shall apply when:
- (a). a loaded or empty container is discharged from a vessel, eventually delivered out of the Container Terminal; or
- (b). a loaded or empty container is received at yard, eventually is shipped.
- (ii). Transshipment container rates shall apply to a loaded or empty container when it is discharged from the first carrier onto ABGKCTL's premises and remained in the custody of ABGKCTL until it is transhipped in its original status by a nominated second carrier.

## SECTION- I

### 1. CONTAINER OPERATIONS

#### 1.1. A. COMPOSITE RATE FOR HANDLING IMPORT AND EXPORT CONTAINERS:

(In Rupees)

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Loaded imports / exports	2275.00	1365.00	3412.50	2047.50	4550.00	2730.00
(b).	Empty imports / exports	1820.00	1092.00	2730.00	1638.00	3640.00	2184.00
(c).	Transport to Rail Flat from CY or vice versa and lift on / lift off						
	- Loaded	650.00	650.00	975.00	975.00	1300.00	1300.00
	- Empty	650.00	650.00	975.00	975.00	1300.00	1300.00

**Notes:**

- (1). Services in the case of item no. (a) and (b) above include handling by quay crane, transport to and from quayside, lift on at CY for storage or vice versa and landing and loading the container from or to customer's vehicle and include stevedoring charges towards stowage planning, lashing / unlashng and on-board supervision.
- (2). Services in the case of item no. (c) above include transport to and from CY to rail siding and loading the container on rail flat or vice versa.
- (3). Export Containers are to be delivered to ABGKCTL for loading at least 6 hours before berthing of the vessel.

**1.1.B. REBATES:**

Rebates as follows shall be applicable to users for carrying out various operations with their own arrangements with the prior written permission of the ABGKCTL when the ABGKCTL equipment/s is/are not available for some reasons.

**(In Rupees)**

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	If the ship's gears are used for loading / unloading containers from ship to shore or vice versa	390.00	234.00	585.00	351.00	780.00	468.00
(b).	If the terminal user deploys yard to quay his own tractor-trailer for transporting containers from Container Yard to Quay or Quay to Container Yard.	195.00	117.00	292.50	175.50	390.00	234.00
(c).	If the terminal user deploys his own equipment for lifting containers from the container yard to truck and vice versa	162.50	162.50	243.75	243.75	325.00	325.00

**Notes:**

- (1). No rebate will be admissible for back to town containers handled by private equipment.

**1.2. HANDLING OF TRANSHIPMENT CONTAINERS:****(In Rupees)**

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Loaded	3412.50	2047.50	4550.00	2730.00	6051.50	3630.90
(b).	Empty	2730.00	1638.00	3640.00	2184.00	4836.00	2901.60

**Notes:**

- (1). The above charges apply to the complete cycle of transshipment. Services include handling by quay crane (discharge and loading), transport between CY and quayside, lift on and off at CY and stevedoring charges.
- (2). Container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concessional charges relevant for its coastal voyage. In other words, containers from / to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (3). Any Transshipment container delivered out of ABGKCTL by road or rail shall be charged the import / export container rate.
- (4). A shut out charge as per Schedule 1.8 shall apply:
  - (i) if the carrier is changed after berthing of the originally nominated carrier; or
  - (ii) if the nomination is changed from a later carrier to an earlier carrier after the earlier carrier is berthed.
- (5). The vessel on which the transshipment container is to be loaded shall be declared at time of submission of the Import advance list of the vessel on which the said transshipment container is imported or else the transshipment container shall be treated as normal container for the purpose of fixing tariff.

**1.3. LIFT ON OR LIFT OFF:****(In Rupees)**

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Loaded	276.25	276.25	414.40	414.40	552.50	552.50
(b).	Empty	276.25	276.25	414.40	414.40	552.50	552.50

**1.4. HATCH COVER HANDLING FOR ONE OPERATION (both opening and closing):****(In Rupees)**

Sl. No.	Particulars	Foreign-going	Coastal
(a).	Without landing Hatch Cover on the quay	780.00	468.00
(b).	With landing Hatch Cover on the quay	1560.00	936.00

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

**1.5. SHIFTING OF CONTAINERS WITHIN VESSEL (Restows):****(In Rupees)**

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Loaded or empty shifted by landing and reloading	682.50	409.50	1023.75	614.25	1365.00	819.00
(b).	Loaded or empty shifted without landing and reloading	2730.00	1638.00	4095.00	2457.00	5460.00	3276.00

**1.6. INTERNAL TRANSPORTATION:****(In Rupees)**

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a)	Loaded or empty	975.00	975.00	1462.50	1462.50	1950.00	1950.00

**Note:**

- (1). Internal Transportation Charges apply when a container is required to be moved by a trailer within ABGKCTL upon customer's request.

**1.7. REEFER RELATED CHARGES:****(In Rupees)**

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
(a).	Pre-trip inspection (excluding the electricity charges)	227.50	227.50	227.50	227.50	455.00	455.00
(b).	Reefer-run test (excluding electricity charges)	130.00	130.00	130.00	130.00	260.00	260.00
(c).	Charges for supply of electricity including connecting and disconnecting, monitoring at Reefer Yard per 4 hours or part thereof.	117.00	117.00	175.50	175.50	234.00	234.00

**Notes:**

- (1). Services include only plugging / unplugging and monitoring of the temperature. No maintenance will be performed on malfunctioning reefers.
- (2). PTI and Run Test of the reefer containers are optional services and shall be rendered when requested. This excludes charges for supply of power and monitoring of the reefer during the PTI/Run test. The PTI/Run test includes checking of the working condition of reefer machinery and reporting of the condition to the customer.
- (3). These charges will be applicable for restow reefer containers also.

**1.8. CHARGES FOR A SHUT OUT CONTAINER**

Where an Export container or a Transshipment container is shut out, the following rates shall apply:

**(In Rupees)**

Sl. No.	Particulars	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
(a).	Loaded	1170.00	1755.00	2340.00
(b).	Empty	1170.00	1755.00	2340.00

**Notes:**

- (1). Shut out charges apply when a container is shut out by one vessel and subsequently shipped by another vessel.
- (2). The storage charges shall be levied in terms of Schedule 1.10.

**1.9. Additional Charges**

**(In Rupees)**

Sl. No.	Particulars	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
1.	Direct Loading – Loaded / Empty	390.00	585.00	780.00
2.	Shifting of containers within the terminal including Lift on, transportation, Lift off	1625.00	2437.50	3250.00
3.	Container Cleaning Charges (High pressure water wash)	325.00	487.50	650.00
4.	Cancellation of Document (per EIR)		65.00	
5.	One door open charge Per container)		390.00	
6.	Fixing/ removal of seal (per seal)		117.00	
7.	Fixing/removal of 'Hazardous' sticker (per container)		65.00	
8.	Customs inspection within the terminal (per container)		260.00	

9.	Plugging/ Unplugging of Reefer Container (per container)	52.00
10.	Non-Declaration/ Mis-declaration of Hazardous Container (per container)	1950.00
11.	Issuance of documents per document or part thereof (maximum of 5 pages)	325.00
12.	VIA Cancellation	52.00
13.	Weighment of Trailer with or without Containers/Cargo (per weighment)	52.00
14.	POD, Size, Status or Weight Change	520.00
15.	Delay in submission of the relevant documents beyond the prescribed time (charges are per 'document')	32.50

**Notes:**

- (1). **Direct loading** charge applies when, at the request of customers, ABGCTL accepts an export container delivered to the terminal after the prescribed closing time or accepts the list of export containers that are already in CY before the cut off time but not included in the export advance list submitted before the cut off. This charge is in addition to all applicable charges in a normal export cycle.
- (2). **'Shifting of container'** charges shall be applicable whenever there is a change in shipment status or container status involving actual shifting of the container or any shifting done at customer's request for any purpose including shifting for availing any other service provided by the terminal. Shifting is a consolidated charge levied for lift on, transportation and lift off.
- (3). **Container Cleaning Charges:** These services are optional and the relevant charge is applicable when the containers are cleaned with water.
- (4). **Cancellation charge for EIR** applies when EIR is cancelled at the request of customer.
- (5). **"One Door Open" Charge** is applicable for handling container which requires only one door to be kept open (e.g. Onions) and when door opening and securing is carried by the terminal.
- (6). **Fixing / Removal 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. The terminal staff shall be at liberty to do this without having to obtain prior 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. Seals shall be removed at the request of the customer.
- (7). **Fixing / Removal of 'Hazardous Sticker'**  
 Hazardous stickers indicating the IMCO class only shall be affixed on a container (Four Stickers) 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 ABGKCTL to undertake the said activity, within the terminal.

- (8). **Customs Inspection**  
The inspection of a container shall be allowed at a nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision.
- (9). **Plugging / Unplugging of Containers**  
The Plugging / unplugging of reefer containers on board the vessel / train / truck shall be done at the request of the customer.
- (10). **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 ABGKCTL. The charges are for non declaration / mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAG, correct technical name, contact details of the person in case of emergency.
- However, the liabilities and costs towards the consequences arising due to non-declaration or mis-declaration shall be on the customer's account.
- (11). **Issuance of documents**  
The charge is towards Additional documents issued by the Terminal apart from the normal routine Terminal Reports (Vessel reports / yard report / reefer report etc) forwarded to the line.
- (12). **Cancellation of VIA**  
Cancellation of VIA applies when the VIAN allocated by ABGKCTL is subsequently cancelled on request by Vessel Operator for reasons whatsoever.
- (13). **Weighment of Trailer with or without Containers / Cargo**  
The service of weighment of trailers / trucks is an optional service and shall be offered at the request of the users. The charge includes issuing of the requisite certificate with the weight indicated on it.
- (14). **Change of Container Status** applies each time the detail of an import or export container whose POD, Size, Status or weight (varying by +/- 2 ton) is changed after processing by ABGKCTL.

**Change of shipment status** applies when:

- (i). A transshipment container in ABGKCTL premises is changed to an import container;
  - (ii). An import container in ABGKCTL premise is re-exported;
  - (iii). An export container is delivered out of ABGKCTL premise;
  - (iv). A local delivery container is changed to an ICD Container after landing or vice versa;
  - (v). A transshipment container whose outbound VIAN is not declared prior to the berthing of the inbound carrier;
  - (vi). An Export container arriving by Rail whose outbound VIAN is not declared at least 6 hours prior to the arrival of the Train at Rail Siding in the terminal.
- (15). **Delay in submission of the relevant documents**  
The relevant documents include Import and Export Advance Lists, Hazardous Manifests, Restows, Import Bay plans and any other document that may be required and declared in due course for smooth operations. The time limit for submission of documents will be notified in advance by ABGKCTL and any notification thereto will be carried out in consultation with users.

### 1.10. CHARGES FOR STORAGE OF CONTAINERS

#### (a). Import - loaded and Empty Containers

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	Rs.	US \$	Rs.	US \$	Rs.
(a).	First 3 days	Free	Free	Free	Free	Free	Free
(b).	From 4 to 15 days	1.95	87.00	3.25	145.00	4.06	181.15
(c).	From 16 to 30 days	3.90	174.00	6.50	290.05	8.13	362.75
(d).	Beyond 30 days	7.80	348.05	13.00	580.05	16.25	725.10

#### (b). Export – Loaded and Empty Containers

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	Rs.	US \$	Rs.	US \$	Rs.
(a).	First 7 days	Free	Free	Free	Free	Free	Free
(b).	From 8 to 15 days	1.95	87.00	3.25	145.00	4.06	181.15
(c).	From 16 to 30 days	3.90	174.00	6.50	290.05	8.13	362.75
(d).	Beyond 30 days	7.80	348.05	13.00	580.05	16.25	725.10

#### (c). ICD Containers – Loaded and Empty

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	Rs.	US \$	Rs.	US \$	Rs.
(a).	First 15 days	Free	Free	Free	Free	Free	Free
(b).	From 16 to 30 days	1.95	87.00	3.25	145.00	4.06	181.15
(c).	From 31 to 45 days	3.90	174.00	6.50	290.05	8.13	362.75
(d).	Beyond 45 days	7.80	348.05	13.00	580.05	16.25	725.10

#### (d). Transshipment Containers – Loaded and Empty

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	Rs.	US \$	Rs.	US \$	Rs.
(a).	First 30 days	Free	Free	Free	Free	Free	Free
(b).	From 31 to 45 days	1.95	87.00	3.25	145.00	4.06	181.15
(c).	From 46 to 60 days	3.90	174.00	6.50	290.05	8.13	362.75
(d).	Beyond 60 days	7.80	348.05	13.00	580.05	16.25	725.10

#### (e). Shut Out Containers – Loaded and Empty

Sl. No.	Particulars	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	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	Rs.	US \$	Rs.	US \$	Rs.
(a).	From 1 to 15 days	1.95	87.00	3.25	145.00	4.06	181.15
(b).	From 16 to 30 days	3.90	174.00	6.50	290.05	8.13	362.75
(c).	Beyond 30 days	7.80	348.05	13.00	580.05	16.25	725.10

**Notes:**

- (1). Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container and for export containers the free period shall commence from the time container enters the terminal.
- (2). For the purpose of calculation of free time, Sundays, Customs notified holidays and the Terminal's non-operating days shall be excluded.
- (3). Storage charge shall not accrue for the period during which ABGKCTL is not in a position to deliver / shift the containers when requested by the users.
- (4). Transshipment containers whose status is subsequently changed to local FCL / LCL or ICD container shall be levied storage charges at par with the relevant import containers.
- (5). Total storage period for 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
- (6). Over-High and Over-Dimensional Containers shall attract 25% premium on the normal applicable charges
- (7). Hazardous Containers shall attract storage charge at 1.25 times the normal applicable charges.
- (8). In the case of auction containers, after the auction is over, the empty containers will attract the storage charges as empty containers from the day following the day de-stuffing is completed.
- (9). The storage charges on abandoned containers / shipper owned containers shall be levied up to 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 following:
    - (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 the 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 Customs 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 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 Line / consignee

from the terminal premises to the Customs bonded area and in that case, the storage charge shall cease to apply from the day of such removal.

### 1.11. CHARGES FOR REMOVAL OF GARBAGE

A consolidated charge of Rs.1300/- per truck trip shall be payable for removal of garbage collected on board of ship and delivered at the quayside by the vessel.

### 1.12. CHARGES FOR SUPPLY OF FRESH WATER

For Foreign going vessel, Rs.65/- per 1000 Litres or part thereof will be charged for supply of fresh water, subject to a minimum charge of Rs.650/-.

For Coastal vessel, Rs.39/- per 1000 Litres or part thereof will be charged for supply of fresh water, subject to a minimum charge of Rs.390/-.

## SECTION - II

### 2. OTHER SERVICES

#### 2.1. VISITOR ENTRY PASS

		Yearly	Monthly	Daily
		Rs.	Rs.	Rs.
(a).	Per Application	162.50	65.00	13.00

#### 2.2. VEHICLE ENTRY PASS

(a).	Per Entry	Rs.65.00
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**Note:**

- (1). The vehicle entry fee will not be levied on vehicles entering/leaving ABGKCTL's terminal for delivery/dispatch of containers/cargo.

#### 2.3. PHOTOGRAPHY

(a).	Film Shooting and Photography	Rs.6500/- per day
(b).	Taking Photographs of Goods Imported / Exported	Rs.325/- per day
(c).	Taking Photographs of Crews and Others	Rs.162.50 per day
(d).	Videography (related to operational activities)	Rs.1950/- per day

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