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TARIFF AUTHORITY FOR MAJOR PORTS

G No.71

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GATEWAY TERMINALS INDIA PRIVATE LIMITED
Scale Of Rates

I. 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. "Free Period" shall mean the period during which cargo / container shall be allowed storage free demurrage charges / ground rent and the period shall exclude Customs notified holidays and Terminal's non-operating days.
- 1.8. "Hazardous container" means a Container containing hazardous goods as classified under IMO.
- 1.9. "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 (including boxes having corner casting problem).
- 1.10. "Port" shall mean Jawaharlal Nehru Port Trust.
- 1.11. "Reefer Container" shall mean a refrigerated container used for carriage of perishable goods with provisions for electrical supply to maintain the desired temperature.
- 1.12. "ICD" means Inland Container Depot.
- 1.13. "Per day" means per calendar day or part thereof.
- 1.14. "Import container" means a container discharged from one vessel, stored in GTI and transported out through Road or Train.
- 1.15. "Export container" means a container arrived by road or Train, stored in GTI and loaded on the assigned vessel.
- 1.16. "Transshipment container" means a Container discharged from one vessel, stored in the container yard, and transported through another vessel.

- 1.17. "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.
- 1.18. "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.
- 1.19. "VCN" means Vessel Call Number.
- 1.20. "VIAN" means Vessel Identification Advice Number.

II. 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	2761.20	4141.80	5522.40	1656.90	2485.80	3313.80
ICD Container	2761.20	4141.80	5522.40	1656.90	2485.80	3313.80
Empty Container	2230.20	3345.30	4460.40	1338.12	2007.00	2676.60

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

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	982.80	1474.20	1965.60
Empty Container	982.80	1474.20	1965.60

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

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
ICD Container (Loaded & Empty)	1380.60	2070.90	2761.20

D. Yard to truck / truck to yard

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	424.80	637.20	849.60
Empty Container	424.80	637.20	849.60

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

SECTION - 2 CHARGE FOR ALL TRANSHIPMENT CONTANERS

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
Loaded Container	3186.00	4779.00	6372.00	1911.60	2867.40	3823.20
Empty Container	2761.20	4141.80	5522.40	1656.90	2485.80	3313.80

Note:

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	3186.00	4779.00	6372.00	1911.60	2867.40	3823.20
ICD Container	3186.00	4779.00	6372.00	1911.60	2867.40	3823.20
Transshipment Container	3186.00	4779.00	6372.00	1911.60	2867.40	3823.20

B. Yard to CFS - Transport and lifts at CFS

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	1062.00	1593.00	2124.00

C. Yard to Rail for ICDs only

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
ICD	1593.00	2389.50	3186.00

D. Yard to Truck

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded	531.00	796.50	1062.00

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	5522.40	8283.60	11044.80	3313.80	4970.70	6627.60
ICD	5522.40	8283.60	11044.80	3313.80	4970.70	6627.60
Transshipment	5522.40	8283.60	11044.80	3313.80	4970.70	6627.60
Empty	4460.40	6690.60	8920.80	2676.60	4014.90	5353.20

B. Yard to CFS - Transport and lifts at CFS

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	1964.70	2947.50	3929.40
Empty Container	1964.70	2947.50	3929.40

C. Yard to Rail for ICDs only

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
ICD	2761.20	4141.80	5522.40
Empty Container	2761.20	4141.80	5522.40

D. Yard to truck

Particulars	Foreign-Going (In Rs.)		
	20'	40'	Over 40'
Loaded Container	849.60	1274.40	1699.20
Empty Container	849.60	1274.40	1699.20

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	65.61	1838.70
B. Without placing the hatchcover on the quay	26.24	735.30

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	21.87	32.80	43.74	612.90	918.90	1225.80

B. Other than A

Particulars	Foreign-Going (In US \$)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
FCL & MT	87.48	131.21	174.96	2451.60	3676.50	4902.30

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	43.74	65.62	87.48	2042.66	3064.41	4085.32

B. Transportation of shutout containers

Particulars	Foreign-Going (In Rs.)			Coastal (in Rs.)		
	20'	40'	Over 40'	20'	40'	Over 40'
FCL & MT	1593.00	2389.50	3186.00	1593.00	2389.50	3186.00

Note: Shut out charges as given above shall apply if- 1. the vessel nomination is changed 2. If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed.

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	4.37	6.56	8.75	204.27	306.40	408.53

- Note:
- The above charges are for a period of 4 hours or part thereof.
 - Additional electricity charges at the prescribed rates will be applicable in the case of reefer restows also.
 - The tariff prescribed above does not include parameter setting or repair & maintenance of malfunctioning reefers.

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	1805.40	2708.10	3610.80

Other purposes include for change in the POD, weight, category, status and exit mode and ICD containers without details.

- 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	212.40	318.60	424.80

- C. Fixing / Breaking of Seal**

Particulars	In Rs
Fixing of Seal	200
Breaking of seal	200

- D. Handling of Lock Bins**

Particulars	In US \$		
	20'	40'	Over 40'
FCL & MT	87.48	131.21	174.96

- E. Charges for vessel overstay due to user's fault beyond 2 hours after completion of operation – rate per hour** - Rs.1,00,000
- F. One door Open Charge per container** - Rs.1000.00
- G. Charges for fresh water supply per metric tonne** - Rs.183.00

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	3.46	6.91	10.37	161.37	322.79	484.20
16 - 30 days	6.90	13.81	20.71	322.38	644.76	967.10
Thereafter	13.81	27.61	41.42	644.76	1289.48	1934.19

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	3.46	6.91	10.37	161.37	322.79	484.20
16 - 30 days	6.90	13.81	20.71	322.38	644.76	967.10
Thereafter	13.81	27.61	41.42	644.76	1289.48	1934.19

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	3.03	6.07	9.10	141.66	283.32	424.94
16 - 30 days	6.07	12.13	18.20	283.32	566.64	849.87
Thereafter	12.13	24.26	36.40	566.64	1133.28	1699.74

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 10 Days	Free	Free	Free	Free	Free	Free
11-30 days	3.03	6.07	9.10	141.66	283.32	424.94
31 - 45 days	6.07	12.13	18.20	283.32	566.64	849.87
Thereafter	12.13	24.26	36.40	566.64	1133.28	1699.74

E. Transshipment loaded Containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 7 Days	Free	Free	Free	Free	Free	Free
8-45 days	3.46	6.91	10.37	161.37	322.79	484.20
Thereafter	6.90	13.81	20.71	322.38	644.76	967.10

F. Transshipment empty containers

Particulars	Foreign-going (In US \$)			Coastal (In Rs.)		
	20'	Over 20'	Over 40'	20'	Over 20'	Over 40'
First 7 Days	3.46	6.91	10.37	161.37	322.79	484.20
8 - 30 days	6.90	13.81	20.71	322.38	644.76	967.10
Thereafter	13.81	27.61	41.42	644.76	1289.48	1934.19

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	3.46	6.91	10.37	161.37	322.79	484.20
16 - 30 days	6.90	13.81	20.71	322.38	644.76	967.10
Thereafter	13.81	27.61	41.42	644.76	1289.48	1934.19

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	3.46	6.91	10.37	161.37	322.79	484.20
16 - 30 days	6.90	13.81	20.71	322.38	644.76	967.10
Thereafter	13.81	27.61	41.42	644.76	1289.48	1934.19

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. The status of the vessel , as borne out by its certification by the Director General of Shipping shall be the deciding factor for its classification as "coastal"or "foreign going"for the purposes of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
10. (i). 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.
- (ii). The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pellets, should not exceed 60% of the normal cargo / container related charges.
11. (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 interest will be 13.75 % 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, whichever is later.
- 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, 1963 and / or where payment of charges in advance is prescribed in this Scale of Rates.
12. 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.

GENERAL NOTES:

1. Users will not be required to pay charges for delays beyond a reasonable level attributable to the Terminal operator.
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. 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.
6. 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.
7. The storage charges shall not accrue for the period when GTI is not in a position to deliver the containers when requested by the user.

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