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TARIFF AUTHORITY FOR MAJOR PORTS

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INDIRA CONTAINER TERMINAL PRIVATE LTD SCALE OF RATES

CHAPTER – I

1.1 DEFINITIONS

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

- (i). ICTPL shall mean Indira Container Terminal Private Ltd
- (ii). 'Vessel' includes any thing made for the conveyance mainly by water of human being or of goods and a caisson.
- (iii). '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 valid coastal licence issued by the competent authority.
- (iv). 'Foreign-going Vessel' shall mean any vessel other than Coastal vessel.
- (v). "Reefer Container" shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- (vi). "Hazardous Container" shall mean a container containing hazardous goods as classified under IMO.
- (vii). "Transshipment container" shall mean any container, which is discharged from one vessel, stored in the container yard and transported through another vessel.
- (viii). "Free period" shall mean the period during which cargo/container shall be allowed storage free of demurrage charges and this period shall exclude Sunday(s), customs holidays and Port's Non-working days.
- (ix). "Over dimensional container" shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.
- (x). "Shut out Container" shall mean a container which enters into the port as an export intake for a particular vessel (as indicated by the Vessel Identification Advice Number i.e. VIA No.) and is not connected to the particular vessel for reasons whatsoever.
- (xi). "Demurrage" shall mean charges payable for storage of cargo within port premises beyond free period, as specified in the scale of rates.

- (xii). "Full Container Load" (FCL) shall mean a container containing cargo belonging to one consignee in the vessel's manifest.
- (xiii). "Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one consignee in the vessel's manifest.
- (xiv). "Month" shall be reckoned as 1st day (inclusive) of one month to the 1st day (exclusive) of the next month or from the 2nd day (inclusive) of one month to the 2nd day (exclusive) of the next month and so on. E.g. 14th of January (inclusive) to 14th of February (exclusive) (i.e. a period of 30 days).
- (xv). "Day" means a calendar day i.e. the period from the midnight of a day to the midnight of the following day.

1.2. General Terms and Conditions

- (i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as 'coastal' or 'foreign-going' for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (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 or on filing of Coastal International General Manifest in Coastal Establishment Section of Customs Department.
 - (b). A foreign going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.
 - (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 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 document will be required to be entitled to Coastal rates.
- (iii).
 - (a). All dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms into its equivalent Indian Rupees at 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.
 - (b). The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.
 - (c). 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.
- (iv). Interest on delayed payments/refunds:

- (a). The user shall pay penal interest on delayed payments and ICTPL shall pay penal interest on delayed refunds at the rate of **13.75%** per annum.
- (b). The delay in payments by user will be counted beyond 10 days after the date of raising the bills. This provision will not apply to the case where payment is to be made before availing of the services/use of terminal properties as stipulated in the MPT Act, 1963 and/or prescribed as a condition in the tariff.
- (c). The delay in refunds by the terminal will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the user, whichever is later.
- (v). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The ICTPL may, if it so desires, charge lower rates and/or allow higher rebates and discounts.
- (b). The ICTPL may, if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- (c). The ICTPL should notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (vi). (a). Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the ICTPL can submit a suitable proposal to the TAMP.
- (b). Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
- (c). The ad hoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/cargo; and, it must be mutually agreed upon by the ICTPL and the concerned user(s).
- (d). The final rate fixed by the TAMP will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.
- (vii). The minimum charges recovered in any bill shall be Rupees Twenty (Rs.20/-) only.
- (viii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (ix). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (x). (a). The cargo/container related charges for coastal cargo/containers, other than thermal coal and POL including crude oil iron ore and iron ore pellets will be 60% of the normal cargo/container related charges.
- (b). In case of cargo related charges, the concessional rates shall be levied on all the relevant handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.
- (c). In case of container related charges the concession is applicable on composite box rate. Where itemized charges are levied, the concession shall be on all the

relevant charges for ship-shore transfer and transfer from/to quay to/from storage yard as well as wharfage on cargo and containers.

- (d). The charges for coastal cargo/containers/vessels will be denominated and collected in Indian Rupees.
- (xi). Users will not be required to pay charges for delays beyond a reasonable level attributable to ICTPL.

- (xii). (a). 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 concession.
- (b). A container from foreign port landing at ICTPL 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.
- (xiii). In case a vessel idles due to non availability or breakdown of the shore based facilities of ICTPL or any other reasons attributable to the ICTPL, rebate equivalent to berth hire charges payable to MBPT accrued during the period of idling of vessel shall be allowed by ICTPL.

SCALE OF RATES
CHAPTER – II

1. Composite charges on Cargo containers handled with Quay Side Gantry Cranes

Description	Containers upto 20'				Containers Above 20' but upto 40'				Containers length above 40'			
	Rates for Foreign Containers (in Rs.)		Rates for Coastal Containers (in Rs.)		Rates for Foreign Containers (in Rs.)		Rates for Coastal Containers (in Rs.)		Rates for Foreign Containers (in Rs.)		Rates for Coastal Containers (in Rs.)	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
General Containers	2223	1773	1334	1064	3335	2660	2001	1596	4446	3546	2668	2128
Hazardous Containers*	2785	2223	1671	1334	4179	3335	2507	2001	5571	4446	3443	2668
Transshipment Containers	2646	2286	1587	1372	3969	3429	2381	2057	5292	4572	3175	2743
Same Bottom Containers	2646	2286	1587	1372	3969	3429	2381	2057	5292	4572	3175	2743
Export containers brought by Barges under Shipping Bills from other ports for shipment	2673	2313	1604	1388	4010	3470	2408	2082	5346	4626	3208	2775
Containers moved by barges between ICTPL & other ports	2700	2250	1620	1350	4050	3375	2430	2025	5400	4500	3240	2700
* The composite charges for hazardous containers will be applicable in respect of permissible 'A' category containers as also 'B' & 'C' category containers.												

2. Composite charges on Cargo containers Handled with cranes other than Quayside Gantry Cranes.

Description	Containers upto 20'				Containers Above 20' but upto 40'				Containers length above 40'			
	Rates for Foreign Containers (in Rs.)		Rates for Coastal Containers (in Rs.)		Rates for Foreign Containers (in Rs.)		Rates for Coastal Containers (in Rs.)		Rates for Foreign Containers (in Rs.)		Rates for Coastal Containers (in Rs.)	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
General Containers	1683	1503	1010	902	2526	2255	1515	1353	3366	3006	2020	1804
Hazardous Containers*	2111	1886	1266	1131	3166	2829	1900	1697	4221	3771	2533	2263
Transshipment Containers	2511	2241	1507	1345	3767	3362	2260	2017	5022	4482	3013	2689
Same Bottom Containers	2511	2241	1507	1345	3767	3362	2260	2017	5022	4482	3013	2689
Export containers brought by Barges under Shipping Bills from other ports for shipment	2538	2268	1523	1361	3807	3402	2284	2041	5076	4536	3046	2722
Containers moved by barges between ICTPL & other ports	2160	1980	1296	1188	3240	2970	1944	1782	4320	3960	2592	2376

* The composite charges for hazardous containers will be applicable in respect of permissible 'A' category containers as also 'B' & 'C' category containers.

Notes: Sections 1& 2

(i) The above composite rates include the following charges towards onboard stevedoring and inclusion of this element in THC levied by the Shipping Lines/ Agents shall be regulated in accordance with the Order of TAMP passed in case no: TAMP/47/2000-MBPT, dated 12 June 2001:

Quayside Gantry Cranes:

- | | | |
|-----|--|------------|
| (a) | All general Containers. | Rs. 382.80 |
| (b) | All Transshipment containers and all same bottom Containers. | Rs. 765.60 |
| (c) | All export containers brought by barges under shipping bills from JNPT for shipment through ICTPL terminal | Rs. 671.55 |

Non-Quayside Gantry Cranes:

- | | | |
|-----|--|-------------|
| (a) | All general Containers. | Rs. 637.48 |
| (b) | All Transshipment containers and all same bottom Containers. | Rs. 1274.97 |
| (c) | All containers handled by barges to and fro JNPT | Rs. 288.75 |

- (d) All export containers brought by barges under shipping bills from JNPT for shipment through ICTPL Rs. 926.23
- (ii). Cargo container means specifically designed container of uniform size for consolidating goods within compact unit.
- (iii). The above charges include wharfage, on board stevedoring charges, handling at shipside, lift on of export/lift off import containers at the pre-stack area, removal of container between shipside and pre-stack.
- (iv). Additional services of loading/unloading of containers on to the Agents' trailers.
- (v). Lashing and unlashng containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashng service is provided by the ICTPL, Rs.27/-, Rs. 41/- and Rs. 54/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.
- (vi). When a transshipment container is unloaded by gantry crane and loaded by Non-Gantry crane or vice versa, 50% of the Box rate for Transshipment containers prescribed at Sections 1 & 2 respectively will be applicable.
- 3. With the prior permission of the ICTPL authorities, rebates shall be applicable to the port users for carrying out various container operations with their own arrangements. The rebates applicable along with the conditions are as follows:**

- (i). **Stevedoring Charges**
(a). **When Gantry crane is used**

Sr. No.	Particulars	Foreign-Going (in Rs.)			Coastal (in Rs.)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	General containers						
	Loaded	382.80	382.80	382.80	229.68	229.68	229.68
	Empty	382.80	382.80	382.80	229.68	229.68	229.68
Sr. No.	Particulars	Foreign-Going (in Rs.)			Coastal (in Rs.)		
		20'	40'	Over 40'	20'	40'	Over 40'
2.	Transshipment and same bottom containers						
	Loaded	765.60	765.60	765.60	459.36	459.36	459.36
	Empty	765.60	765.60	765.60	459.36	459.36	459.36
3.	Export Containers brought by barges under shipping bills from other ports for shipment						
	Loaded	671.55	671.55	671.55	402.93	402.93	402.93
	Empty	671.55	671.55	671.55	402.93	402.93	402.93

- (b). **When crane other than Gantry crane is used**

Sr. No.	Particulars	Foreign-Going (in Rs.)			Coastal (in Rs.)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	General containers						
	Loaded	637.48	637.48	637.48	382.49	382.49	382.49
	Empty	637.48	637.48	637.48	382.49	382.49	382.49

2.	Transshipment and same bottom containers						
	Loaded	1274.97	1274.97	1274.97	763.99	763.99	763.99
	Empty	1274.97	1274.97	1274.97	763.99	763.99	763.99
3.	Containers handled by barges to and fro other ports						
	Loaded	288.75	288.75	288.75	173.25	173.25	173.25
	Empty	288.75	288.75	288.75	173.25	173.25	173.25
4.	Export Containers brought by barges under shipping bills from other ports for shipment						
	Loaded	926.23	926.23	926.23	555.74	555.74	555.74
	Empty	926.23	926.23	926.23	555.74	555.74	555.74

(ii). **Transportation Charges**

Sr. No.	Particulars	Foreign-Going (in Rs.)			Coastal (in Rs.)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	General containers handled by barges to and fro other ports						
	Loaded	621.50	932.25	1243	372.90	559.35	745.80
	Empty	506	759	1012	303.60	455.40	607.20
2.	Transshipment, Same bottom Containers and Export Containers brought by barges under shipping bills from other ports for shipment through ICTPL Terminal						
	Loaded	1243	1864.50	2486	745.80	1118.70	1491.60
	Empty	1012	1518	2024	607.20	910.80	1214.40

4. Charges on container handling equipment

(1) Charges will be leviable on container handling equipment per move as follows:

	Containers upto 20'		Containers Above 20' but upto 40'		Containers length above 40'	
	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
	US \$	Rs.	US \$	Rs.	US \$	Rs.
(a). Quayside Gantry Crane	17.10	446.51	25.65	669.77	34.20	893.03
(b).Rubber Tyred Yard Gantry Crane/ Reach Stacker/ Top Lift Truck (TLT)	4.50	117.50	6.75	176.25	9.00	235.00
(c).Trailer	13.05	340.75	19.58	511.14	26.10	681.52

(2) Composite box rate for on board shifting operations of containers.

Description	Foreign (in Rs.)						Coastal (in Rs.)					
	20'		40'		Above 40'		20'		40'		Above 40'	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
Gantry Crane	1100	1100	1886.40	1886.40	1886.40	1886.40	659.70	659.70	1132.20	1132.20	1132.20	1132.20
Ship Crane	522	522	522	522	522	522	313.20	313.20	313.20	313.20	313.20	313.20

(3) Charges for miscellaneous handling by Quayside Gantry Cranes:

(a)	For opening hatch cover / pontoon and placing it -	Foreign	Coastal
	(i) by placing it on the quay (full cycle)	US \$ 68.40	Rs. 1786.05
	(ii) without placing it on the quay	US \$ 34.20	Rs. 893.03
(b)	For discharging/loading packages, units vehicles and / or any other material except containers individually weighing 20 Tonnes and above per operation/move.	US \$ 136.80	Rs. 3572.11
(c)	For discharging/loading packages, units vehicles and / or any other material except containers individually weighing less than 20 Tonnes per operation/move.	US \$ 68.40	Rs. 1786.05

5. Licence (storage) fees on containers:

Sr. No.	Place of Storage	Rate per day or Part thereof		
		Container having length upto 20'	Container having length over 20' but upto 40'	Container having length above 40'
1	Loaded/Empty container landed and stored or brought for export and stored inside the Terminal	U.S \$ 2.25	U.S. \$ 4.5	U.S \$ 6.75
2	Empty Container stored inside the Terminal	U.S \$ 0.45	U.S \$ 0.90	U.S \$ 1.35

- In case of import containers above charges are leviable from the date following the date of completion of vessel's import operations.
- In case of export containers above charges are leviable from date of bringing in of fully loaded container till the date prior to the date of shipment (i.e. excluding the date of shipment)/the date of removal in case of Empty Container.
- In case a container is not removed/shipped within 10 days from the date following the date of completion of import operations in case of import or from the date of receipt in case of export, the Licence (storage) Fees will be levied at double the rate prescribed at 5. 1 above from 11th day.
- Hazardous container will be charged at 25% premium.
- Demurrage charge on both cargo and container shall not accrue for the period when ICTPL is not in a position to deliver cargo/container when requested by the users.
- The storage charge shall not accrue for the period during which the ICTPL is not in a position to deliver/shift the containers when requested by the users.

Notes:

- (1) Import loaded containers removed out of terminal area for destuffing shall be charged license (storage) fees from the date following the date of completion of vessel's import operations till the date of removal including the date of removal. Similarly, export loaded/empty containers received from the areas other than the terminal premises shall be charged license (storage) fees from the date of receipt till the day prior to the date of shipment (i.e. excluding the date of shipment).
- (2) If a container has already been charged license (storage) fees on a particular day under Section 4 above, the same unit will not be charged once again on the same day even if it is moved between the areas referred to above.
- (3) The charges on a container shall be levied irrespective of whether the container is stored on chassis or on ground or stacked high.
- (4) License (storage) fees on Containers brought under Shipping Bill for export shall be charged in terms of provisions of Section 5 above from the date of receipt of the container in the port premises.
- (5) The combined Transport Operators/Masters, Owners or Agents of vessels shall remove the containers to the respective site/yard/de-stuffing point, within a period of 4 calendar days following the date of the vessels completion of import operation. If the combined Transport Operators/Masters, Owners or Agents of vessels fail to remove such containers to the nominated areas within the prescribed period of 4 calendar days, ICTPL shall have the authority to remove such containers to the nominated areas at the risk and cost of combined Transport Operators/Masters, Owners or Agents of vessels. Removal charges as notified from time to time will be levied on such containers.
- (6). Container stuffed in the terminal premises/container received in terminal duly stuffed in the areas other than terminal premises and removed for shipment through Ports / terminal other than ICTPL shall be charged License fees as per section 5 above from the day following the date of stuffing/from the date of receipt till the date of removal of container. In the case of containers stuffed in the terminal premises/containers received duly stuffed in the areas other than terminal premises and removed to town shall be charged License fees of US\$ 2.25 (Coastal – Rs. 97.92) for a container having length up to 20 feet, US\$ 4.50 (Coastal – Rs.195.84 for a container having length above 20 feet but up to 40 feet and US\$ 6.75 (Coastal – Rs. 293.76) for a container having length above 40 feet per day or part thereof from the day following the date of stuffing/from the date of receipt till the date of removal of the containers. The cargo inside the container shall be charged demurrage at the rate of Rs. 450/- per TEU per day or part thereof for the period of its stay in the terminal. [No separate wharfage shall be recovered either on such container or on cargo inside the container].
- (7). Storage charges on abandoned FCL containers/Shipper owned containers shall be levied up to the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of 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 terminal premises; and

- (b). the line shall pay all terminal 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 de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge of container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for de-stuffing 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 Customs orders 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 terminal premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.
- (8). The container other than 'shipper owned container' shall be removed from the regular storage area and moved to Sales Warehouse/Overflow Sheds by ICTPL at the cost and responsibility of the Main Line Operators (MLOs) and thereafter, the container can be de-stuffed before the empty containers are removed from the terminal premises by the MLOs.

6. Charges payable for reefer points:

- (1). For every reefer plug point allotted, a charge of US\$ 5.85 (coastal – Rs. 254.61) per container per Unit of 4 hours or part thereof will be levied.
- (2). Reefer points will be allotted on per container/per point basis.
- (3). The combined Transport Operators/Masters, Owners or Agents of vessels shall provide their own cables from the sources of supply (plug points provided for the purpose) to the Reefer Container and shall employ their own qualified staff to connect the reefer container to this supply and attend on it when in use.
- (4). ICTPL reserves the right to supply power to reefer containers and shall not be responsible for any loss whatsoever that the combined Transport Operators/Masters, Owners or Agents of vessels may incur in the event of the:
 - (a). failure of electric supply due to reasons beyond the control of the ICTPL,
 - (b). ICTPL's inability to supply power in time, and
 - (c). disconnect the supply without assigning any reason, should this become necessary for smooth operation in the Terminal

7. Charges in respect of labour supplied for stuffing or destuffing of cargo containers:

	Per Container	
	Foreign	Coastal
(i) container having length upto 20'	US \$ 25.65	Rs. 1116.31
(ii) container having length over 20' but upto 40'	US \$ 51.30	Rs. 2232.58
(iii) Container having length above 40'	US \$ 76.95	Rs. 3348.90

GENERAL NOTES:

- (i) Mafi's and imported chassis shall be treated on par with containers of equal sizes for levy of all charges under this Section and if the same are taken back on board the vessel from which they have been discharged, no charges shall be levied.

- (ii) Transshipment and same bottom containers shall be treated on par with import containers for levy of license fees for storage.

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