

(Published in Part - III Section 4 of the Gazette of India, Extraordinary)

**TARIFF AUTHORITY FOR MAJOR PORTS**

G. No. : 158

New Delhi, 17 October 2006

**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 notifies the Scale of Rates of Nhava-Sheva International Container Terminal Limited (NSICT) as in the Order appended hereto.

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

**Tariff Authority for Major Ports**  
**Case No. TAMP/15/2005 – NSICT**

**ORDER**

(Passed on this 28<sup>th</sup> day of September 2006)

This Authority had passed an Order dated 7 March 2006 effecting 12% reduction in the Scale of Rates of the Nhava-Sheva International Container Terminal Limited (NSICT) which was notified in the Gazette of India on 19 April 2006.

2. The Container Shipping Lines Association (India) [ CSLA ] vide its e-mail dated 19 June 2006 made a reference to this Authority stating that the reduction effected by NSICT in its Scale of Rates was not in line with this Authority's Order dated 7 March 2006. On being pointed out, the NSICT has confirmed that it has fully implemented the Order and furnished to this Authority the amended Scale of Rates containing Section 1 to 10.

3. Since the Order dated 7 March 2006 was relevant only for Sections 1 to 4 and the existing condition No.9 of the Scale of Rates of NSICT, the amendments are to be made only in Section 1 to 4 and condition No.9 of the Scale of Rates notified in July 2005:

4.1. In compliance of the policy directions received from the Government, this Authority had passed an Order on 7 January 2005, prescribing concessional rates for coastal cargo/ containers/ vessel related charges levied at all major ports and private terminals authorised under section 42(3) of the MPT Act, 1963. Accordingly, in case of container related charges, the concession is applicable on composite box rate. Where itemised rates are levied, the concession will 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. In the case of NSICT, the rates prescribed for handling of containers are consolidated charges for movement and handling of containers. That being so, coastal concession is applicable only on the box rates. This concession is, however, not mandatory in respect of the separate tariff items for handling of containers from yard to CFS / CFS to yard, yard to rail / rail to yard and yard to truck/ truck to yard.

4.2. In the revised Scale of Rates of the NSICT, as amended and notified in the Gazette of India by Order dated 22 July 2005, coastal concessional rates for containers handled at NSICT from yard to CFS / CFS to yard, yard to rail / rail to yard and yard to truck / truck to yard have been inadvertently prescribed, which is not mandatory as per the coastal concession policy direction issued by the Government.

4.3. In order to rectify the mistake, the revised Scale of Rates notified in August 2005 is amended. Accordingly, concessional coastal rates prescribed in table-B, table-C & table-D of Sections - 1, 3 and 4 and concessional coastal rate prescribed in note (iv) in condition No.9 under General notes of the amended Schedule of Rates of the NSICT are deleted. This amendment is deemed to have come into effect from the effective date of implementation of the Order dated 22 July 2005 and will remain valid till the effective date of implementation of the Order dated 7 March 2006.

5. The revised Scale of Rates reflecting the 12% reduction in tariff ordered by this Authority in its Order dated 7 March 2006 is attached as **Annex**; and, the effective date of the various rates and conditionalities given in the revised Scale of Rates will remain the same as already indicated in the Order dated 7 March 2006.

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

**Nhava Sheva International Container Terminal Limited**  
**This has reference to Order No.TAMP/15/2005-NSICT dated 7 March 2006**

I. The existing tariffs given in Sections 1,2,3 and 4 of the Schedule of Rates are substituted with the following schedules:

Consolidated charges for movement and handling of containers and containerised cargo.

**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 | 2288                   | 3432 | 4576     | 1373             | 2059 | 2746     |
| ICD Container    | 2288                   | 3432 | 4576     | 1373             | 2059 | 2746     |
| Empty Container  | 1848                   | 2772 | 3696     | 1109             | 1663 | 2218     |

**B. Yard to CFS / CFS to yard – Transport and lifts at CFS**

| Particulars      | Foreign-Going (In Rs.) |      |          |
|------------------|------------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' |
| Loaded Container | 814                    | 1221 | 1628     |
| Empty Container  | 814                    | 1221 | 1628     |

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

| Particulars   | Foreign-Going (In Rs.) |      |          |
|---------------|------------------------|------|----------|
|               | 20'                    | 40'  | Over 40' |
| ICD Container | 1144                   | 1716 | 2288     |

**D. Yard to truck / Truck to yard**

| Particulars      | Foreign-Going (In Rs.) |     |          |
|------------------|------------------------|-----|----------|
|                  | 20'                    | 40' | Over 40' |
| Loaded Container | 352                    | 528 | 704      |
| Empty Container  | 352                    | 528 | 704      |

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

**SECTION – 2 CHARGES FOR ALL TRANSHIPMENT CONTAINERS**

**A. 1- 3000 TEUs**

| Particulars      | Foreign-Going (In Rs.) |      |          | Coastal (in Rs.) |      |          |
|------------------|------------------------|------|----------|------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' | 20'              | 40'  | Over 40' |
| Loaded Container | 2640                   | 3960 | 5280     | 1584             | 2376 | 3168     |
| Empty Container  | 2288                   | 3432 | 4576     | 1373             | 2059 | 2746     |

**B. 3001 – 6000 TEUs**

| Particulars      | Foreign-Going (In Rs.) |      |          | Coastal (in Rs.) |      |          |
|------------------|------------------------|------|----------|------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' | 20'              | 40'  | Over 40' |
| Loaded Container | 2464                   | 3696 | 4928     | 1478             | 2218 | 2957     |
| Empty Container  | 2112                   | 3168 | 4224     | 1267             | 1901 | 2534     |

**C. 6001 – 9000 TEUs**

| Particulars      | Foreign-Going (In Rs.) |      |          | Coastal (in Rs.) |      |          |
|------------------|------------------------|------|----------|------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' | 20'              | 40'  | Over 40' |
| Loaded Container | 2288                   | 3432 | 4576     | 1373             | 2059 | 2746     |
| Empty Container  | 1936                   | 2904 | 3872     | 1162             | 1742 | 2323     |

**D. Above 9000 TEUs**

| Particulars      | Foreign-Going (In Rs.) |      |          | Coastal (in Rs.) |      |          |
|------------------|------------------------|------|----------|------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' | 20'              | 40'  | Over 40' |
| Loaded Container | 2112                   | 3168 | 4224     | 1267             | 1901 | 2534     |
| Empty Container  | 1760                   | 2640 | 3520     | 1056             | 1584 | 2112     |

- Note: 1. A transshipment container is the one, which is discharged from one ship, stored in the yard and transported through other vessel.
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 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        | 2640                   | 3960 | 5280     | 1584             | 2376 | 3168     |
| ICD Container           | 2640                   | 3960 | 5280     | 1584             | 2376 | 3168     |
| Transshipment Container | 2640                   | 3960 | 5280     | 1584             | 2376 | 3168     |

**B. Yard to CFS – Transport and lifts at CFS**

| Particulars      | Foreign-Going (In Rs.) |      |          |
|------------------|------------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' |
| Loaded Container | 880                    | 1320 | 1760     |

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

| Particulars | Foreign-Going (In Rs.) |      |          |
|-------------|------------------------|------|----------|
|             | 20'                    | 40'  | Over 40' |
| ICD         | 1320                   | 1980 | 2640     |

**D. Yard to truck**

| Particulars | Foreign-Going (In Rs.) |     |          |
|-------------|------------------------|-----|----------|
|             | 20'                    | 40' | Over 40' |
| Loaded      | 440                    | 660 | 880      |

- Note: A container containing hazardous goods as classified under IMO is a hazardous container.

**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        | 4576                   | 6864 | 9152     | 2746             | 4118 | 5491     |
| ICD           | 4576                   | 6864 | 9152     | 2746             | 4118 | 5491     |
| Transshipment | 4576                   | 6864 | 9152     | 2746             | 4118 | 5491     |
| Empty         | 3696                   | 5544 | 7392     | 2218             | 3326 | 4435     |

**B. Yard to CFS – Transport and lifts at CFS**

| Particulars      | Foreign-Going (In Rs.) |      |          |
|------------------|------------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' |
| Loaded Container | 1628                   | 2442 | 3256     |
| Empty Container  | 1628                   | 2442 | 3256     |

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

| Particulars     | Foreign-Going (In Rs.) |      |          |
|-----------------|------------------------|------|----------|
|                 | 20'                    | 40'  | Over 40' |
| ICD             | 2288                   | 3432 | 4576     |
| Empty Container | 2288                   | 3432 | 4576     |

**D. Yard to truck**

| Particulars      | Foreign-Going (In Rs.) |      |          |
|------------------|------------------------|------|----------|
|                  | 20'                    | 40'  | Over 40' |
| Loaded Container | 704                    | 1056 | 1408     |
| Empty Container  | 704                    | 1056 | 1408     |

Note: Containers carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc., are termed as over dimensional cargo containers. They also include damaged containers and other types which require special devices.

**II. The existing condition No.9 under General notes is substituted with the following:**

“9. With the prior permission of the NSICT authorities, rebates shall be applicable to port users for carrying out various operations with their own arrangements. The rebates applicable along with conditions are as follows:

(i). If ship’s own gears are used for loading / un-loading containers from shore to ship or vice versa, rebates in handling charges shall be allowed as under:

| Particulars      | Rebate (In Rs.) |     |          | Coastal (in Rs.) |     |          |
|------------------|-----------------|-----|----------|------------------|-----|----------|
|                  | 20'             | 40' | Over 40' | 20'              | 40' | Over 40' |
| Loaded Container | 528             | 704 | 1056     | 317              | 422 | 634      |
| Empty Container  | 528             | 704 | 1056     | 317              | 422 | 634      |

- (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  
a rebate in handling charges shall be allowed as under:

| Particulars      | Rebate (In Rs.) |     |          | Coastal (in Rs.) |     |          |
|------------------|-----------------|-----|----------|------------------|-----|----------|
|                  | 20'             | 40' | Over 40' | 20'              | 40' | Over 40' |
| Loaded Container | 264             | 396 | 528      | 158              | 238 | 317      |
| Empty Container  | 264             | 396 | 528      | 158              | 238 | 317      |

- (iii). If a port user provides the labour for lashing / un-lashing operations of containers, a rebate of Rs.26 per container shall be allowed in the handling charges.

The rebate shall be limited to the number of containers actually lashed.

- (iv). 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      | Rebate (In Rs.) |     |          |
|------------------|-----------------|-----|----------|
|                  | 20'             | 40' | Over 40' |
| Loaded Container | 220             | 330 | 440      |
| Empty Container  | 220             | 330 | 440      |

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

-----