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TARIFF AUTHORITY FOR MAJOR PORTS

G. No. 91

New Delhi, 9 June, 2003

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 disposes of the application of the Visakha Container Terminal Private Limited (VCTPL) for an interim arrangement of levying charges at its Container Terminal in the Visakhapatnam Port as in the Order appended hereto.

(A.L. Bongirwar)
Chairman

Tariff Authority for Major Ports
Case No. TAMP/16/2003-VPT

The Visakha Container Terminal Private Limited

- - - -

Applicant

ORDER

(Passed on this 5th day of June 2003)

The Visakhapatnam Port Trust (VPT) has signed a Concession and Licence Agreement (CLA) with the VCTPL (a joint venture company of United Liner Agencies (ULA) of India and Dubai Port Authority (DPA) of Dubai) on 11 September 2002 for developing the multipurpose berth in the outer harbour of the Visakhapatnam port as a Container Terminal on BOT basis for thirty years. The VCTPL has sought approval of the proposed tariffs which is being processed as a separate case.

2.1. In accordance with the consultative procedure prescribed, the VCTPL proposal was forwarded to the VPT and the concerned user organisations for their comments. The comments received from the various users were forwarded to the VCTPL for their comments.

2.2. A joint hearing in this case was held on 8 May 2003 at the VPT premises.

3.1. The users have made extensive comparison of the proposed rates with the existing VPT rates and the rates at the CCTL.

3.2. Various issues emerged from a preliminary scrutiny of the proposal were pointed out to the VCTPL. They include reasonableness and justification of investment, reasons for deviations from the Concession Licence Agreement, reasonableness of some of the cost items, etc.

4.1. In this backdrop, the VCTPL stated that since the operation were planned to commence by June 11 2003 and in the time available it is not possible to reconcile the requirement of various user groups, it will agree to the request of the users for fixation of interim rates benchmarking it at 10% less than the CCTL tariff.

4.2. Accordingly, the VCTPL have submitted a proposal for fixation of interim rates for a period of 3 months. The proposed interim rates are 10% less than CCTL or its earlier proposed rate whichever is lower with an exception for a few tariff items. Some of the exceptions made in the general approach are as follows:

- (i). The charges for transport of ICD containers from/to rail yard and lift on/lift off were proposed as Rs.1200 per 20' container in its earlier proposed draft SOR. It has now proposed a rate of Rs.1800 for this operation stating that earlier proposed rate was a typographical error; in the financial projection, however, Rs.1800 is considered. It has substantiated its claim by pointing out that the charges for ICD container at the CCTL including the charges levied by the CONCOR amounts to Rs.2900 (i.e. Rs.1050 as prescribed in the CCTL SOR+ Rs.1100 levied by CONCOR for handling the container + Rs.750) as against its proposed rate of Rs.1800 for a 20' container.
- (ii). Pre Trip Inspection (PTI) services, rebates in the case ships gear are used and additional services like direct loading and LILO, reshuffling, etc., are not offered at the CCTL. These are optional services provided by it to the trade and hence the rates proposed by it for these items may be considered.

(iii). Charges for removal of garbage and for supply of fresh water are proposed same as the charges approved by in the VPT Scale of Rates since tariffs for these items do not appear in the CCTL tariff manual.

4.3. The VCTPL has requested to approve the proposed tariff on an interim basis for 3 months and allow at least of 3 months time to present and finalise the final tariff.

5.1. The VCTPL plans to commence the operation by June 11 2003 and is yet to firm up its final proposal for fixation of rates. Since the case has not yet matured to consider fixation of cost based tariff the VCTPL has proposed to fix the rates based on the market forces for an interim period. It has benchmarked the proposed rate at 10% less than the CCTL tariff for this purpose. The rates proposed are 10% less than the CCTL tariff or its earlier proposed rates whichever is lower with an exception for a few items as explained above by the VCTPL.

5.2. It may be relevant here to mention that the (then) existing JNPT rates and the (then) existing CHPT rates were allowed to be adopted by the NSICT and the CCTL respectively when they commenced their operation. In the case of the CCTL, it was allowed as an interim measure. Since the existing VPT operations do not compare with the proposed operations by the VCTPL, it will not be appropriate to require the VCTPL to adopt the existing VPT rates in the initial period. Since the CCTL is the neighbouring terminal and also the VCTPL expects to be in competition with the CCTL for traffic, the approach proposed by the VCTPL to benchmark interim tariff with reference to CCTL tariff appears to be reasonable. It is noteworthy that when PSA SICAL commenced its operations, which were totally different from the conventional handling done by the TPT earlier, its initial tariff were benchmarked against the (then) existing tariff of CHPT which was the neighbouring terminal.

5.3. The overall approach adopted for prescribing interim rates is generally agreed to by most of the users and VPT. This Authority is, therefore, inclined to approve the interim proposal of the VCTPL subject to minor modifications made in the line with the formulations already approved at the other terminals and major ports.

6.1. In the result, and for the reasons given above, and based on a collective application of mind, this Authority approves the interim Scale of Rates for container handling at the Visakha Container Terminal Private Limited which is attached as **Annex-I**. The interim Scale of Rates will come into effect immediately and remain valid till 15 September 2003 or till fixation of final rates, whichever is earlier.

6.2. The VCTPL is directed to submit by 15 July 2003 its alternate proposal, if any, alongwith necessary details for fixing final rates.

(A.L. Bongirwar)
Chairman

INTERIM SCALE OF RATES

DEFINITIONS AND CONDITIONS

This Scale of Rates sets out the charges payable to Visakha Container Terminal Private Limited (VCTPL) from time to time for the use of services and facilities provided by Visakha Container Terminal Private Limited (VCTPL).

1. DEFINITIONS

- (i) **"Container"** means any freight container complying with all relevant prevailing ISO standards. Generally, it is designed to facilitate the carriage of goods by one or more modes without intermediate reloading; fitted with devices permitting ready handling and with unique identification numbers and markings.
- (ii). **"Per Day"** means per calendar day.
- (iii). **"Per Shift"** means per period of 8 hours.
- (iv). **"Port"** means the Visakhapatnam Port Trust (VPT) whereas "Terminal" means the Container Terminal, now or hereafter operated by Visakha Container Terminal Private Limited.
- (v). **"VCTPL"** means Visakha Container Terminal Private 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 VCTPL for the purposes of shipment on another vessel declared on a transshipment manifest with the ultimate port of destination marked on the container lodged with the VCTPL prior to or at the time 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 having a valid coastal license issued by the competent authority.
- (ix) **"Foreign 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 Containers 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 to 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.

2. GENERAL

- (i). (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.
- (ii). Containers less than and upto 20' in length will be reckoned as one TEU for the purpose of tariff.
- (iii). Container-related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the market buying rate prevalent on the date of entry of the vessel 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.
- (iv). 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.
- (v). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (vi). (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the VCTPL shall pay penal interest on delayed refunds.
- (b). The rate of penal interest will be 16% p.a. The penal interest will apply to both the VPT and the port users equally.
- (c). The delay in refunds 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.
- (d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the VCTPL. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and/or where payment of charges in advance is prescribed in this Scale of Rates.
- (vii). Where charges are payable by the agent or owner of the vessel, or the agent or owner of the container, VCTPL shall be informed in advance of any change of agency or ownership of the vessel or container including the name and address of the new agent or owner. For the purpose of this paragraph, the change in agency shall be effective from the date such notification is received by VCTPL or such later date if VCTPL had been notified in advance.
- (viii). Except in the case of charges on storage of containers, all charges for containers more than 20 feet and up to 40 feet in length will be 150% of the rates applicable to containers not exceeding 20 feet in length. Charges for containers more than 40 feet and up to 45 feet in length will be 200% of the rates applicable to containers not exceeding 20 feet in length.
- (ix). A premium of 25% will be levied in case of Hazardous cargo containers/Overdimensional Cargo Containers over the applicable handling charges prescribed for respective categories of containers.

(x). The charges in the Tariff book are exclusive of all applicable taxes. All applicable taxes will be collected at actual.

3. APPLICATION

(i). The rates to be levied by VCTPL to its Customers or Customers' Representatives for the use of premises, works or appliances and for Services or Facilities provided are categorised into the following sections:

SECTION 1	-	CONTAINER OPERATIONS
SECTION 2	-	OTHER SERVICES

(ii). Import and Export rates shall apply when:

(a) a loaded or empty container is discharged from a vessel, moved and stored in the container yard and eventually delivered out of VCTPL; or b) a loaded or empty container is received at VCTPL yard, moved and stored in the container yard and eventually is shipped.

(iii). Transshipment container rates shall apply to a loaded or empty container when it is discharged from the first carrier onto VCTPL's premises and remained in the custody of VCTPL until it is transhipped in its original status by VCTPL to a nominated second carrier.

(iv). Re-export container rates shall apply to a loaded container when:

(a) it is discharged from the first carrier onto VCTPL premises and remained in the custody of VCTPL until it is re-exported;

(b) it is declared for re-export within 72 hours after discharge of the first carrier is completed; and

(c) VCTPL is informed of the re-export at least 24 hours before the second carrier berths. Re-export containers shall pay the import and export container stevedorage rates but shall enjoy the same free storage period applicable to transshipment containers if they meet the above conditions.

(v). Reshuffling rates shall apply whenever a container has to be shifted in the yard upon the customer's request.

SECTION-I

1. CONTAINER OPERATIONS

1.1. STEVEDORAGE FOR IMPORT AND EXPORT CONTAINERS

		<u>Foreign-going Vessels</u>		Coastal Vessels	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(a).	Quay Crane Charges - Loaded and Empty	US \$ 15.75	US \$ 23.63	Rs.756	Rs.1134
(b).	Transport to CY from quay and vice versa and Lift - on/Lift-off - Loaded - Empty	Rs. 945 Rs. 468	Rs.1418 Rs.702	Rs. 945 Rs. 468	Rs.1418 Rs.702
(c).	Transport of ICD containers from/to Rail Yard and Lift - on/Lift-off at - Loaded - Empty	Rs. 1740 Rs. 870	Rs.2610 Rs.1305	Rs. 1740 Rs. 870	Rs.2610 Rs.1305

Notes:

- (1). The charge for containers in cases of 'foreign arrival' and 'foreign departure' will be in Dollar terms.
- (2). The charge for containers in cases of 'coastal arrival' and 'coastal departure' will be in Rupee terms.
- (3). Services in the case of item no. (a) above include handling by quay crane and lashing/unlashing.
- (4). Services in the case of item no. (b) above includes transport to and from the quayside, lift on at CY for storage or vice versa and landing and loading the container from or to customer's vehicle.
- (5). Services in the case of item no. (c) above includes transport to and from the quayside, lifts at CY for storage and for transport to rail yard and loading the container to rail or vice versa
- (6). Export Containers have to be delivered to VCTPL at least 6 hours before berthing of the Vessel to be accepted for loading.

1.2. STEVEDORAGE FOR TRANSHIPMENT CONTAINERS

<u>Foreign-going Vessels</u> (in US\$)		Coastal Vessels (in Rs.)	
Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
17.10	25.65	821	1231

Notes:

- (1). Services include handling by quay crane (discharge and loading), transport and, lifts, stowage planning on vessel and yard, data handling, processing and transfer between vessel, VCTPL and shipping line.
- (2). Any Transshipment Container delivered out of VCTPL by road or rail shall be charged the import/ export container rate.
- (3). The above charges apply to the complete cycle of transshipment from discharge from the first carrier to the loading onto the second carrier, including lashing/unlashing charges.
- (4). A shut out charge as per item 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.

1.3. LIFT ON OR LIFT OFF

		<u>Foreign-going Vessels</u> (in Rs.)		Coastal Vessels (in Rs.)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(a).	Loaded	400	600	400	600
(b).	Empty	200	300	200	300

1.4. HATCH COVER HANDLING FOR ONE OPERATION (both opening and Closing)

		<u>Foreign-going Vessels</u> (in US\$)	Coastal Vessels (in Rs.)
		(a).	Without landing Hatch Cover on the quay
(b).	With landing Hatch Cover on the quay	31.50	1512

Note:

- (1). 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)

		<u>Foreign-going Vessels</u> (in US\$)		Coastal Vessels (in Rs.)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(a).	Loaded or empty Container shifted by landing and reshipping	22.50	33.75	1080	1620
(b).	Loaded or empty Container shifted without landing and reshipping	7.65	11.48	367	551

Note:

- (1). No wharfage will be levied on the restow containers and containerised cargo.

1.6 EXTRA MOVEMENT

		<u>Foreign-going Vessels</u> (in US\$)		Coastal Vessels (in Rs.)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(a).	Loaded and Empty	Rs.500	Rs.750	Rs.500	Rs.750

Note:

- (1). Extra movement charges applies when a container is required to be moved by a trailer within VCTPL upon customers request.

1.7. REEFER RELATED AND OTHER GENERAL SERVICES

		<u>Foreign-going Vessel</u> s (in US\$)	Coastal Vessels (in Rs.)
		Per Container	
(a).	Pre-trip inspection (including the supply of electricity)	20.00	960
(b).	Supply of electricity (including connecting and disconnecting, monitoring at Reefer yard) per 8 hours or part thereof-		
	- not exceeding 20 feet in length - exceeding 20 feet in length	4.95 7.45	238.00 358.00

Notes:

- (1). Services include only plugging/ unplugging and monitoring of the temperature. No maintenance will be performed on malfunctioning refers.
- (2). Pre-trip Inspection of the reefer containers is an optional service and shall be rendered when requested.
- (3). These charges will be applicable for restow reefer containers also.

1.8. CHARGES FOR A SHUT OUT CONTAINER

- (i). Where an Export container or a Transshipment container or a Re-export container is shut out and subsequently delivered out of VCTPL, the following rates shall apply;

		<u>Foreign-going Vessels</u> (in US\$)		Coastal Vessels (in Rs.)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(a).	Loaded and Empty	17.10	25.65	821.00	1231.00

(ii). Where a container is shut out by one vessel and subsequently shipped via another vessel; or,

(A) the carrier is changed after berthing of the originally nominated carrier; or

(B) the nomination is changed from a later carrier to an earlier carrier after the earlier carrier is berthed.

in addition to the stevedorage charge:

(a) the charge as per item (a) above shall also apply.

(b) the free storage shall be given to the Container in accordance with item 1.11 from the time the container is first received. If the free storage period is exceeded, store rent shall be calculated after the expiry of the free period up to the time of lift on.

1.9. WHARFAGE

		<u>Foreign-going Vessels</u> (in US\$)		Coastal Vessels (in Rs.)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(a).	Per Container	US \$ 0.90	US \$ 1.35	Rs.43	Rs.65
(b).	Per containerised Cargo	Rs.495	Rs.743	Rs.495	Rs.743

Notes:

- (1). The charge for containers in cases of 'foreign arrival' and 'foreign departure' will be in Dollar terms.
- (2). The charge for containers in cases of 'coastal arrival' and 'coastal departure' will be in Rupee terms.
- (3). Wharfage will be charged on all containers including ICDs, transhipment, LCL and FCL and empty containers.

1.10 Additional Charges

		<u>Foreign-going Vessels</u> (in US\$)		Coastal Vessels (in Rs.)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
1.10.	Direct Loading - Loaded and Empty	US\$10.00	US\$15.00	Rs.480	720
1.11.	Reshuffling - Loaded and Empty	Rs.600	Rs.900	Rs.600	Rs.900
1.12.	Trucking - Loaded and empty	Rs.500	Rs.750	Rs.500	Rs.750
1.13.	Change of shipment status - Loaded and empty	Rs.675	Rs.1013	Rs.675	Rs.1013
1.14.	Change of Container Status - Per Container	Rs.100			
1.15.	Cancellation of Document - Per EIR	Rs.75			
1.16.	One Door Open Charge Per container	Rs.500			

Notes:

- (1). **Direct loading** charge applies when, at the request of customers, VCTPL accepts an export container delivered to the terminal after the prescribed closing time. This charge is in addition to all applicable charges in a normal export cycle.
- (2). **Reshuffling** charge applies when, at the request of customers, VCTPL reshuffles containers in the yard.
- (3). **Trucking** charge applies when, at the request of customers, when the status of a normal container is changed to ICD container.
- (4). **Change of shipment status** charge applies when:
 - (i) a transshipment container in VCTPL premise is changed to an import container;
 - (ii) an import container in VCTPL premise is re-exported;
 - (iii) an export container is delivered out of VCTPL premise; or
 - (iv) a transshipment container is re-nominated to another second carrier more than 8 hours before the berthing of the originally nominated carrier or the re-nominated carrier, which is earlier.
- (5). **Change of container status** charge applies each time the detail of an import or export container is changed after processing by VCTPL.
- (6). **Cancellation charge** applies when EIR is cancelled at the request of customer.
- (7). **“One Door Open” Charge** is applicable for handling container which requires only one door to be kept open (eg.Onions) and when door opening and securing is carried by the terminal.

1.11. CHARGES FOR STORAGE OF CONTAINERS

(a) Import - Laden Containers

		<u>Foreign-going Vessels</u> (in US\$/ Day)		Coastal Vessels (in Rs./ Day)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(i).	first 5 days	Free	Free	Free	Free
(ii).	from 6 to 15 days	2.25	4.50	108	216
(iii).	from 16 to 30 days	4.50	9.00	216	432
(iv).	Beyond 30 days	9.00	18.00	432	864

(b) Export - Laden Containers

		<u>Foreign-going Vessels</u> (in US\$/ Day)		Coastal Vessels (in Rs./ Day)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(i).	first 12 days	Free	Free	Free	Free
(ii).	from 13 to 20 days	2.25	4.50	108	216
(iii).	from 21 to 30 days	4.50	9.00	216	432
(iv).	Beyond 30 days	9.00	18.00	432	864

(c) Empty Containers-Import

		<u>Foreign-going Vessels</u> (in US\$/ Day)		Coastal Vessels (in Rs./ Day)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(i).	first 12 days	Free	Free	Free	Free
(ii).	from 13 to 20 days	2.25	4.50	108	216
(iii).	from 21 to 30 days	4.50	9.00	216	432
(iv).	Beyond 30 days	9.00	18.00	432	864

(d) Empty Containers-Export

		<u>Foreign-going Vessels</u> (in US\$/ Day)		Coastal Vessels (in Rs./ Day)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(i).	first 7 days	Free	Free	Free	Free
(ii).	from 8 to 15 days	2.25	4.50	108	216
(iii).	from 16 to 30 days	4.50	9.00	216	432
(iv).	Beyond 30 days	9.00	18.00	432	864

(e) ICD Containers – Laden & Empty

		<u>Foreign-going Vessels</u> (in US\$/ Day)		Coastal Vessels (in Rs./ Day)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(i).	first 15 days	Free	Free	Free	Free
(ii).	from 16 to 30 days	2.25	4.50	108	216
(iii).	from 31 to 45 days	4.50	9.00	216	432
(iv).	Beyond 45 days	9.00	18.00	432	864

(f) Transhipment/Re-export – Laden and empty Containers

		<u>Foreign-going Vessels</u> (in US\$/ Day)		Coastal Vessels (in Rs./ Day)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
(i).	first 30 days	Free	Free	Free	Free
(ii).	from 31 to 45 days	2.25	4.50	108	216
(iii).	from 46 to 60 days	4.50	9.00	216	432
(iv).	Beyond 60 days	9.00	18.00	432	864

Notes:

- (1). Storage period for a container shall be reckoned from the day following the day of landing upto the day of loading/ delivery/ removal of container.
- (2). For the purpose of calculation of free time, Sundays, customs notified holidays and the Terminal's non-operating days shall be excluded.
- (3). Transhipment containers whose status is subsequently changed to local or ICD container shall loose the concessional storage charges. The storage charges for such containers shall be recovered at par with the relevant import containers storage tariff.

- (4) 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.
- (5). The storage charges on abandoned containers/shipper owned containers shall be levied upto 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 condition:
- (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 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 destuffed 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 destuffing. 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.

1.12 CHARGES FOR REMOVAL OF GARBAGE

A consolidated charge of Rs. 3500.00 per truck trip shall be payable for removal of garbage collected on board of ship.

1.13 CHARGES FOR SUPPLY OF FRESH WATER

For Foreign going vessel, US\$ 3.241 per 1000 Ltrs. or part thereof will be charged for supply of fresh water, subject to a minimum charge of US\$16.205.

For Coastal vessel, Rs.108.90 per 1000 Ltrs. or part thereof will be charged for supply of fresh water, subject to a minimum charge of Rs.544.50.

1.14. REBATES :

With the prior permission of the VCTPL authorities, rebates as follows shall be applicable to port users for carrying out the loading/unloading operations of containers using ship's gear when the VCTPL equipment are out of order or not available because they are hired to other user or for any other reason.

Sl. No.	Description	Foreign-going Vessels (in US\$/per container)		Coastal Vessels (in Rs./ per container)	
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length
1.	If the ship's gears are used for loading / unloading containers from ship to shore or vice versa	6.00	9.00	288	432

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

SECTION - II

2. OTHER SERVICES

2.1 VISITOR ENTRY PASS

	Yearly	Monthly	Daily
(a). Per Application	Rs.200	Rs.50	Rs.20
(b). Per Replacement	Rs.50	Rs.50	Rs.20

2.2 VEHICLE ENTRY PASS

Per Entry	Rs.75.00
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2.3 PHOTOGRAPHY

(a). Film Shooting and Photography	Rs.8500 per day
(b). Taking Photographs of Goods Imported / Exported	Rs.425 per day
(c). Taking Photographs of Crews and Others	Rs.215 per day
(d). Videography (related to operational activities)	Rs.2550 per day