

CHENNAI INTERNATIONAL TERMINALS PRIVATE LIMITED

SCALE OF RATES

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PREFACE

This Scale of Rates sets out the charges payable to Chennai International Terminals Private Limited for the use of services and facilities provided at its Container Terminal.

1. DEFINITIONS

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

- (i) **“Accredited Clients Programme”** means a programme introduced by the Customs Department whereby importers registered by them as **“Accredited Clients”** will form a separate category to which assured facilitation will be provided. Except for a small percentage of consignments selected on random basis by the RMS, or cases where specific intelligence is available or where a specifically observed pattern of non-compliance is required to be addressed, accredited clients will be allowed clearance on the basis of self assessment i.e., as a matter of course, clearance will be allowed on the basis of their declaration and without examination of goods. Further this benefit will be available to registered Accredited Clients at all ports in the country where EDI and RMS are operational. It is expected that this programme will bring reduction in the dwell time of cargo and transaction cost of such importers. Commissioners of Customs are also required to work with the custodians for earmarking separate storage space, handling facility and expeditious clearance procedures for these clients. Further IMG has also recommended ‘faster delivery system by creating separate area in the port premises clearly earmarked for immediate delivery of cargo to specified accredited importers.’ This programme has been defined in detail in Customs Circular No. 42/2005 – cus dated 24th November 2005.
- (ii) **“CITPL”** means Chennai International Terminals Private Limited, a company incorporated in India, its successors and assigns.
- (iii) **“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.
- (iv) **“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.
- (v) **“FCL”** means containers said to contain Full Container Load.
- (vi) **“Foreign-going Vessel”** means any vessel other than a coastal vessel.
- (vii) **“Fumigation Facility”** means facilitating decontamination of cargo which are prone to be affected by pests and which requires pesticides to decontaminate by way of fumigation or degassing or both.
- (viii) **“Hazardous container”** means a Container containing hazardous goods as classified under IMO.
- (ix) **“ICD”** means Inland Container Depot.

- (x) **“LCL”** means containers said to contain Less than Full Container Load (Container having cargo of more than one importer/exporter).
- (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) **“Per Day”** means per calendar day or part thereof.
- (xiii) **“Port”** means the Chennai Port Trust.
- (xiv) **“Reefer”** means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- (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) **“Transshipment Container”** means container discharged from one vessel, stored in CITPL and transported through another vessel.
- (xviii) **“VIAN”** means Vessel Identification Advise Number.

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:
 - (a). A foreign-going vessel of Indian Flag having a General Trading License 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 case of such conversions, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (d). In case of such conversions, 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 License from the Director General of Shipping, no other documents will be required to be entitled to coastal rates.
- (ii) All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (iii)
 - (a) Users shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the CITPL shall pay penal interest on delayed refunds.
 - (b) The rate of penal interest will be 16.75% p.a. The penal interest will apply to both the CITPL and the users equally.

- (c) The delay in refunds by the CITPL 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 CITPL. 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.
- (iv) 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.
- (v) Containers less than and up to 20' in length will be reckoned as one TEU for the purpose of tariff.
- (vi) Container-related charges denominated in US dollar terms shall be collected in equivalent to Indian rupees. For this purpose, the market buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiaries or any public sector bank as may be prescribed from time to time prevalent on the date of entry of the vessels into the 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 re-conversion of the dollar-denominated charges into Indian rupees.
- (vii) 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 longer period. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (viii) (a) Users will not be required to pay charges for delays beyond a reasonable level attributable to the CITPL.
(b) In case vessel idles due to non-availability or breakdown of the shore based facilities of CITPL or any other reasons attributable to the CITPL, rebate equivalent to berth hire charges payable to ChPT accrued during the period of idling of vessel shall be allowed.
- (ix) All LCL containers coming in and going out of CITPL as a unit load will be treated as FCL for the purpose of levying charges.
- (x) All Invoices are issued as due on presentation. Failure to pay may cause a lien to be placed on the goods handled at the terminal and the responsible party may be denied further use of the terminal until all outstanding charges have been paid.
- (xi) If a terminal user provides, with prior consent of CITPL, lashing / unlashng gang for lashing operations of all containers in the vessel, then a rebate of ₹ 29/- per container in handling charges prescribed in Sections 3.1. (a), 3.2. (a), 3.3. (a) and 3.4 shall be allowed, subject to the terminal user agreeing to follow safety regulations.
- (xii) The benchmark of the level of productivity will be 20 moves per hour per crane for handling FCL, LCL and ICD import and export containers by quay cranes as mentioned at Sections 3.1. (a), 3.2. (a) and 3.3. (a).

3. CHARGES FOR CONTAINER OPERATIONS

3.1 Charges for handling FCL import and export containers and empty containers

(a). Handling by Quay crane including lashing / unlashng charges

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Per FCL Container		
- Not exceeding 20' in length	19.77	498.32
- Exceeding 20' and upto 40' in length	29.65	747.15
- Over 40' in length	39.54	996.42
Per empty Container		
- Not exceeding 20' in length	19.77	498.32
- Exceeding 20' and upto 40' in length	29.65	747.15
- Over 40' in length	39.54	996.42

Note: Services include handling by quay crane and lashing / unlashng.

(b). Transportation from quay side to container yard and vice versa

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per FCL Container		
- Not exceeding 20' in length	563.40	338.04
- Exceeding 20' and upto 40' in length	845.08	507.05
- Over 40' in length	1126.80	676.08
Per empty Container		
- Not exceeding 20' in length	279.02	167.41
- Exceeding 20' and upto 40' in length	418.53	251.12
- Over 40' in length	558.04	334.82

Note: Services include transport to and from the quay side.

(c). Handling at container yard lift on / lift off onto / from the Internal Transfer Vehicle

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per FCL Container		
- Not exceeding 20' in length	311.35	186.81
- Exceeding 20' and upto 40' in length	467.02	280.21
- Over 40' in length	622.68	373.61
Per empty Container		
- Not exceeding 20' in length	154.19	92.51
- Exceeding 20' and upto 40' in length	231.27	138.76
- Over 40' in length	308.37	185.02

Note: Services include lifts at container yard for storage.

(d). **Handling at container yard lift on / lift off for delivery / receipt to and from customers**

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per FCL Container		
- Not exceeding 20' in length	311.35	311.35
- Exceeding 20' and upto 40' in length	467.02	467.02
- Over 40' in length	622.68	622.68
Per empty Container		
- Not exceeding 20' in length	154.19	154.19
- Exceeding 20' and upto 40' in length	231.27	231.27
- Over 40' in length	308.37	308.37

Note: Services include lifts at container yard for landing or loading the container from or to the customer's vehicle.

3.2 Charges for handling LCL import and export containers

(a). **Handling by Quay crane including lashing / unlashng charges**

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Per LCL Container		
- Not exceeding 20' in length	19.77	498.32
- Exceeding 20' and upto 40' in length	29.65	747.15
- Over 40' in length	39.54	996.42

Note: Services include handling by quay crane and lashing / unlashng.

(b). **Transportation from quay side to container yard and vice versa**

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per LCL Container		
- Not exceeding 20' in length	535.26	321.15
- Exceeding 20' and upto 40' in length	802.83	481.70
- Over 40' in length	1070.46	642.28

Note: Services include transportation of container from the quay side to container yard and vice versa.

(c). **Handling at container yard lift on / lift off onto / from the Internal Transfer Vehicle**

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per LCL Container		
- Not exceeding 20' in length	311.35	186.81
- Exceeding 20' and upto 40' in length	467.02	280.21
- Over 40' in length	622.68	373.61

Note: Services include lifts at container yard for storage.

(d). **Handling at container yard lift on / lift off for delivery to and receipt from customers**

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per FCL Container		
- Not exceeding 20' in length	311.35	311.35
- Exceeding 20' and upto 40' in length	467.02	467.02
- Over 40' in length	622.68	622.68
Per empty Container		
- Not exceeding 20' in length	154.19	154.19
- Exceeding 20' and upto 40' in length	231.27	231.27
- Over 40' in length	308.37	308.37

Note: Services include lifts at container yard for landing or loading the container from or to the customer's vehicle.

3.3 Charges for handling ICD import and export containers

(a). **Handling by Quay crane including lashing / unlashng charges**

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Per Loaded Container		
- Not exceeding 20' in length	19.77	498.32
- Exceeding 20' and upto 40' in length	29.65	747.15
- Over 40' in length	39.54	996.42
Per empty Container		
- Not exceeding 20' in length	19.77	498.32
- Exceeding 20' and upto 40' in length	29.65	747.15
- Over 40' in length	39.54	996.42

Note: Services include handling by quay crane and lashing / unlashng.

(b). **Transportation from quay side to container rail yard and vice versa**

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per Loaded Container		
- Not exceeding 20' in length	535.26	321.15
- Exceeding 20' and upto 40' in length	802.84	481.70
- Over 40' in length	1070.47	642.28
Per empty Container		
- Not exceeding 20' in length	265.07	159.04
- Exceeding 20' and upto 40' in length	397.58	238.55
- Over 40' in length	530.14	318.08

Note: Services include transport to container rail yard, stowage planning on vessel and yard, data handling, processing and transfer between vessel, CITPL and shipping line.

(c). **Handling at container rail yard lift on / lift off onto / from the Internal Transfer Vehicle**

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per Loaded Container		
- Not exceeding 20' in length	311.35	186.81
- Exceeding 20' and upto 40' in length	467.02	280.21
- Over 40' in length	622.68	373.61
Per empty Container		
- Not exceeding 20' in length	154.19	92.51
- Exceeding 20' and upto 40' in length	231.27	138.76
- Over 40' in length	308.37	185.02

Note: Services include lifts at container rail yard for storage.

(d). **Handling at container rail yard lift on / lift off while giving delivery for rail**

Particulars	Foreign-going Vessel	Coastal Vessel
	₹	₹
Per Loaded Container		
- Not exceeding 20' in length	311.35	311.35
- Exceeding 20' and upto 40' in length	467.02	467.02
- Over 40' in length	622.68	622.68
Per empty Container		
- Not exceeding 20' in length	154.19	154.19
- Exceeding 20' and upto 40' in length	231.27	231.27
- Over 40' in length	308.37	308.37

Note: Services include lift at container rail yard, data handling, processing and transfer between vessel, CITPL and shipping line.

3.4. **Charges for handling Transshipment containers including handling by on-board stevedoring labour at quay side, lashing / unlashng charges**

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Per Loaded Container		
- Not exceeding 20' in length	23.72	597.63
- Exceeding 20' and upto 40' in length	35.58	896.67
- Over 40' in length	47.44	1195.48
Per empty Container		
- Not exceeding 20' in length	23.72	597.63
- Exceeding 20' and upto 40' in length	35.58	896.67
- Over 40' in length	47.44	1195.48

Notes:

- (i). 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, CITPL and shipping line.
- (ii). A transshipment container sent to CFS, ICD or taken delivery locally shall be charged the local container rate.
- (iii). A Shut out charge as per Section 3.9 shall apply if -
 - (a). The vessel nomination is changed ; or
 - (b). If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed.

3.5. Charges for wharfage

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Per Container (box only)		
- Not exceeding 20' in length	1.13	28.53
- Exceeding 20' and upto 40' in length	1.70	42.91
- Over 40' in length	2.26	56.84
Per Containerised cargo	₹	₹
- Not exceeding 20' in length	621.28	372.77
- Exceeding 20' and upto 40' in length	931.92	559.15
- Over 40' in length	1242.56	745.54

Notes:

- (i). The charge for containerised cargo in all cases will be in Rupee terms.
- (ii). The charge for containers in cases of 'foreign arrival' and 'foreign departure' will be in Dollar terms.
- (iii). The charges for containers in cases of 'coastal arrival' and 'coastal departure' will be in Rupee terms.
- (iv). Wharfage will be charged on all containers including ICDs, transshipment, LCL and FCL and empty containers.

3.6. Charges for handling Hatch covers for one operation (both opening and closing)

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Without landing hatch cover on quay	15.82	398.57
With landing hatch cover on quay	39.54	996.42

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

3.7. Charges for shifting containers within vessel (Restows)

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Within hatch (without landing and reshipping) – Per container		
- Not exceeding 20' in length	9.61	242.19
- Exceeding 20' and upto 40' in length	14.40	362.96
- Over 40' in length	19.20	483.94
Via quay (shifted by landing on quay and reshipping) – Per container		
- Not exceeding 20' in length	28.24	711.76
- Exceeding 20' and upto 40' in length	42.37	1067.64
- Over 40' in length	56.48	1423.30

Note: No wharfage will be levied on the restow containers and containerized cargo.

3.8. Reefer related and other general services

Sl. No.	Particulars	Foreign-going Vessel	Coastal Vessel
		US\$	₹
(a)	Pre-trip inspection (including supply of electricity)	28.96	729.90
(b)	Connection or disconnection services onboard a vessel	1.93	48.66
(c)	Cleaning of container		
	- Not exceeding 20' in length	1.45	36.49
	- Exceeding 20' and upto 40' in length	2.90	72.99
	- Over 40' in length	4.34	109.48
(d)	Supply of electricity (including connection and disconnection, monitoring of temperature at reefer yard) – Per container per four hours or part thereof		
	- Not exceeding 20' in length	3.11	78.30
	- Exceeding 20' and upto 40' in length	4.66	117.45
	- Over 40' in length	6.21	156.60

Notes:

- (i). Above tariff does not include parameter setting or repair & maintenance of malfunctioning reefers. Above charges are also applicable to restow reefer containers.
- (ii). Pre-trip inspection of the reefer containers, connection or disconnection services on board the vessel and cleaning of containers are optional services and shall be rendered when requested.

3.9. Charges for a shutout container / re-nomination of containers

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Per Container		
- Not exceeding 20' in length	21.46	901.31
- Exceeding 20' and upto 40' in length	32.20	1352.52
- Over 40' in length	42.93	1802.99

Note: Above charges shall apply where -

- (i). an export container or a transshipment container or a re-export container is shut out and subsequently delivered out of CITPL.
- (ii). a container is shut out by one vessel and subsequently shipped on another vessel, in addition to the charges for handling by quay crane charges. In this case, the free storage period will be given to the Container in accordance with section 3.10 from the time the container is first received. If the free storage period is exceeded, storage charges shall be calculated after the expiry of the free period up to the time of lift on.

3.10. Charges for container storage

Sl. No.	Particulars	Foreign-going Vessel			Coastal Vessel		
		Rate per container per day or part thereof (in US \$)			Rate per container per day or part thereof (in ₹)		
		Upto 20'	Above 20' and upto 40'	Above 40'	Upto 20'	Above 20' and upto 40'	Above 40'
1	Import – FCL, LCL & Empty						
	0- 3 days	Free	Free	Free	Free	Free	Free
	4 - 15 days	4.83	9.65	14.48	202.75	405.50	608.25
	16 - 30 days	9.65	19.31	28.96	405.50	810.99	1216.49
	Beyond 30 days	19.31	38.62	57.93	810.99	1621.99	2432.98
2	Export – FCL, LCL & Empty						
	0 - 7 days	Free	Free	Free	Free	Free	Free
	8 - 15 days	4.83	9.65	14.48	202.75	405.50	608.25
	16 - 30 days	9.65	19.31	28.96	405.50	810.99	1216.49
	Beyond 30 days	19.31	38.62	57.93	810.99	1621.99	2432.98
3	ICD – Import & Export – Loaded & empty						
	First 10 days	Free	Free	Free	Free	Free	Free
	11 - 30 days	4.83	9.65	14.48	202.75	405.50	608.25
	31 - 45 days	9.65	19.31	28.96	405.50	810.99	1216.49
	Beyond 45 days	19.31	38.62	57.93	810.99	1621.99	2432.98
4	Transshipment – Loaded & empty						
	First 30 days	Free	Free	Free	Free	Free	Free
	31 - 45 days	4.83	9.65	14.48	202.75	405.50	608.25

	46 - 60 days	9.65	19.31	28.96	405.50	810.99	1216.49
	Beyond 60 days	19.31	38.62	57.93	810.99	1621.99	2432.98
5	Shutout – Loaded & empty						
	First 15 days	4.83	9.65	14.48	202.75	405.50	608.25
	16 - 30 days	9.65	19.31	28.96	405.50	810.99	1216.49
	Beyond 30 days	19.31	38.62	57.93	810.99	1621.99	2432.98

Notes:

- (i). 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.
- (ii). For purposes of calculation of free time, Sundays, Customs notified holidays, and the Terminal's non-operating days shall be excluded.
- (iii). The storage charges shall not accrue for the period during which the CITPL is not in a position to deliver/ ship containers when requested by the user.
- (iv). Transshipment containers whose status is subsequently changed to local FCL/LCL/ICD shall lose the concessional storage charges. The storage charges for such containers shall be recovered at par with the relevant import container's storage tariff.
- (v). For hazardous container, the storage charges shall be 25% more under the respective slab as given above.
- (vi). For over dimensional containers including the windmill boxes, the storage charges shall be based on the actual number of ground slots the respective container occupies under the respective slab as given above.
- (vii). If boxes meant for delivery under the "Accredited Client Programme" (ACP) as explained at Section 1 (i) above are not moved out within 3 days of its landing at the terminal, these boxes would be shifted to the normal import stack area from the designated ACP import stack area, in which case extra Lift on/Lift off and/or Shifting charges as applicable would be charged.
- (viii). The free time and storage rates prescribed in case of ICD containers are applicable only for movement of containers to/from ICDs going by rail only.
- (ix). Normal import containers subsequently changing the mode to either LCL or ICD containers will enjoy the free period applicable to local FCL containers.
- (x). Total storage period for a 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.
- (xi). The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto 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:
 - (a). The consignee can issue a letter of abandonment at any time.
 - (b). 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,
 - (i). the Line shall resume custody of container along with cargo and either take back or remove it from port premises; and
 - (ii). the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

- (c). 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.
- (d). 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 date 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 Lines/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.
- (xii). The ground slots for export containers will be reserved for 7 days for weekly call of the vessel and for 5 days for bi-weekly calls of vessel.

3.11. Miscellaneous Charges

Sl. No.	Particulars	Rate per Container (in ₹)		
		Not exceeding 20' in length	Exceeding 20' in length and upto 40' in length	Exceeding 40' in length
(i).	Fixing/removal of seal	193.09	193.09	193.09
(ii).	Lift on/lift off in the Container Yard	621.28	931.92	1242.56
(iii).	Charges for shifting within the Terminal	847.20	1270.80	1694.40
(iv).	POD Change	847.20	1270.80	1694.40
(v).	Additional movement – Terminal to Rail or Rail to Terminal / Charges for extra movement/ transportation	847.20	1270.80	1694.40
(vi).	Change of status of Container from Rail to Road or vice-versa.	847.20	1270.80	1694.40
(vii).	Charges for export containers arriving in the terminal after the gate cut-off time for the particular VIAN	847.20	1270.80	1694.40
(viii).	Fixing/removal of Hazardous Sticker (per container)	96.55	96.55	96.55
(ix).	One Door Open Charges per container	579.28	579.28	579.28
(x).	Cancellation of documents - per EIR	96.55	96.55	96.55
(xi).	Non- declaration / Mis-declaration of Hazardous and Over Dimensional containers	2896.41	2896.41	2896.41
(xii).	On- Wheel Customs inspection (per container)	386.19	386.19	386.19
(xiii).	Fumigation of Tobacco Containers	1930.94	1930.94	1930.94
(xiv).	Forklift charges for movement of Lashing Bins within the Terminal (per Lashing Bin)	96.55	96.55	96.55

Notes:

- (i). Cancellation charges applies when EIR is cancelled at the request of customers.

- (ii). "One Door Open" charge is applicable for handling container which requires only one door to be kept open (e.g. Onion) and when door opening and securing is carried out in the terminal.
- (iii). "Fixing 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. This shall be done without the written 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.
- (iv). "Fixing/ removal of Hazardous Sticker" - Hazardous stickers indicating IMCO class only shall be affixed on a container 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 CITPL to undertake the said activity, within the terminal.
- (v). On- Wheel Customs inspection - The on-wheel inspection of a container shall be allowed at the nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision. No stuffing/ destuffing, even partially, shall be permitted within the terminal premises.
- (vi). Additional movement from terminal to rail siding or rail siding to terminal will be applicable for ICD container moved by CITPL.
- (vii). 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 CITPL. The above charges are only for non-declaration/mis-declaration of the hazardous nature of the container. The liabilities and cost towards the consequences arising due to non-declaration or mis-declaration shall, however, be on the customer's account.

3.12. Charges for supply of fresh water to ships alongside the container berths

Particulars	Foreign-going Vessel	Coastal Vessel
	US\$	₹
Per 1000 litres or part thereof	6.56	275.37

3.13. Charges for clearance of garbage on board

Per ½ cubic metre bag	₹ 225.92
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