

CHENNAI INTERNATIONAL TERMINAL PRIVATE LIMITED

SCALE OF RATES

Gazette No.86 Dated 23.12.2019

(This SOR shall come into effect after expiry of 30 days from the date of notification of the Order passed by the Authority in the Gazette of India or from the date it is intimated to the Hon'ble Madras High Court for getting approval of the Authority for revision of High Court permitted tariff by filing an Affidavit in the Hon'ble High Court of Madras, whichever is later.)

DEFINITIONS AND CONDITIONS

This Scale of Rates sets out the charges payable to Chennai International Terminals Private Limited from time to time for the use of services and facilities provided by Chennai International Terminals Private Limited.

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 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 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 and / or having a valid coastal license issued by the Director General of Shipping/ 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) **“DPD/DPE”** means Direct Port Delivery (DPD) and Direct Port Entry (DPE) is a trade facilitation introduced by Government of India to expedite clearance of goods directly from/to the port thereby reducing transaction time and cost.
DPD container shall refer to those containers which comply to the norms set by CBEC, Chennai vide facility circular No 05/2017 dated 28 Feb 2017.
DPE container shall refer to those containers which comply to the norms set by CBEC, Chennai vide facility circular No 26/2017 dated 18 Nov 2017.

- (vi) **“FCL”** means containers said to contain Full Container Load.
- (vii) **“Foreign-going Vessel”** means any vessel other than a coastal vessel.
- (viii) **“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.
- (ix) **“Hazardous container”** means a Container containing hazardous goods as classified under IMO.
- (x) **“ICD”** means Inland Container Depot.
- (xi) **“ICD Container”** means containers discharged from a vessel and placed in the custody of the CITPL for the purposes of loading on a Train, inside the Terminal. Also **“ICD Container”** means containers discharged from a Train inside the Terminal and placed in the custody of the CITPL for the purposes of shipment on a vessel.
- (xii) **“LCL”** means containers said to contain Less than Full Container Load (Container having cargo of more than one importer/exporter).
- (xiii) **“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.
- (xiv) **“Per Day”** means per calendar day or part thereof.
- (xv) **“Per Shift”** means per period of 8 (eight) hours.
- (xvi) **“Port”** means the Chennai Port Trust (CPT) whereas **“Terminal”** means the Container Terminal operated by Chennai International Container Terminal Private Limited.
- (xvii) **“Reefer”** means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- (xviii) **“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.
- (xix) **“Tonne”** means one metric Tonne of 1,000 kilograms or one cubic metre.
- (xx) **“Transshipment Container”** means container discharged from a vessel and placed in the custody of the CITPL for the purposes of shipment on another vessel declared on a Transshipment manifest with the ultimate port destination marked on each container lodged with prior to or at the time of such a container is placed in its custody.
- (xxi) **“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 simple interest will be 15% 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.
 - (e) A premium of 37.50% will be levied in case of Hazardous Cargo Containers / Over Dimensional Containers over the applicable handling charges prescribed for respective categories of containers.
 - (iv) Containers less than and up to 20' in length will be reckoned as one TEU for the purpose of tariff.
 - (v) 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 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.
 - (vi) 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.
 - (vii)(a). Users will not be required to pay charges for delays beyond a reasonable level attributable to the port.

- (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.
- (viii). The charges prescribed in the Scale of Rates are exclusive of all applicable taxes. All applicable taxes will be collected at actual.
- (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 unless all dues together with interest @ 15 % is paid from the date of discharge of cargo till the date of payment.
- (xi). Container other than that of standard size requiring special devices /sling handling will be charges as per 3.5 below .Such containers will also include damage containers and any other type requiring special devices.
- (xii). If a terminal user provides with prior consent of CITPL, lashing/unlashing gang for lashing operation of all containers in the vessel, then a rebate of ₹.33/- per container in handling charges prescribed in section 3.1.1,3.2.1,3.3.1, and 3.4 shall be allowed, subject to the terminal user agreeing to follow safety regulations.

SECTION – 1

3.0 **CHARGES FOR CONTAINER OPERATION**

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

3.1.1. **Handling by Quay Crane including lashing/unlashing charges**

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per FCL Containers				
Not exceeding 20' length	US\$	22.53	INR	567.76
Exceeding 20' and upto 40' in length	US\$	33.78	INR	851.26
Over 40' in length	US\$	45.05	INR	1135.26
Per Empty Containers				
Not exceeding 20' length	US\$	22.53	INR	567.76
Exceeding 20' and upto 40' in length	US\$	33.78	INR	851.26
Over 40' in length	US\$	45.05	INR	1135.26

Services Include handling by Quay Crane Lashing and Unlashing.

3.1.2. Transportation from Quay side to Yard & Vice Versa

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per FCL Containers				
Not exceeding 20' length	INR	641.91	INR	385.15
Exceeding 20' and upto 40' in length	INR	962.83	INR	577.70
Over 40' in length	INR	1283.81	INR	770.29
Per Empty Containers				
Not exceeding 20' length	INR	317.90	INR	190.74
Exceeding 20' and upto 40' in length	INR	476.85	INR	286.11
Over 40' in length	INR	635.80	INR	381.48

Services Include transport to and from Quayside

3.1.3 (a) Handling at Container Yard including lift on / lift off onto / from the Internal Transfer Vehicle

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per FCL Containers				
Not exceeding 20' length	INR	354.73	INR	212.84
Exceeding 20' and upto 40' in length	INR	532.10	INR	319.26
Over 40' in length	INR	709.44	INR	425.66
Per Empty Containers				
Not exceeding 20' length	INR	175.67	INR	105.40
Exceeding 20' and upto 40' in length	INR	263.50	INR	158.10
Over 40' in length	INR	351.34	INR	210.80

Note: Services includes lifts at container yard for storage.

3.1.3. (b) Handling at Container Yard including lift on / lift off, delivery to customers and receipt from customers

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per FCL Containers				
Not exceeding 20' length	INR	354.73	INR	354.73
Exceeding 20' and upto 40' in length	INR	532.10	INR	532.10
Over 40' in length	INR	709.44	INR	709.44
Per Empty Containers				
Not exceeding 20' length	INR	175.67	INR	175.67
Exceeding 20' and upto 40' in length	INR	263.50	INR	263.50
Over 40' in length	INR	351.34	INR	351.34

Note: Services includes lifts at container yard for landing or loading the container from or to customer vehicle

3.2. Charges for handling LCL import & export container

3.2.1. Handling by Quay Crane including Lashing/ Unlashing

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per Container				
Not exceeding 20' length	US\$	22.53	INR	567.76
Exceeding 20' and upto 40' in length	US\$	33.78	INR	851.26
Over 40' in length	US\$	45.05	INR	1135.26

3.2.2. (a) Transportation from Quay side to Yard and Vice Versa

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per LCL Containers				
Not exceeding 20' length	INR	609.84	INR	365.90
Exceeding 20' and upto 40' in length	INR	914.70	INR	548.82
Over 40' in length	INR	1219.62	INR	731.77

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

3.2.2. (b) Handling at Container Yard including lift on / lift off onto / from the Internal Transfer Vehicle

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per LCL Containers				
Not exceeding 20' length	INR	354.73	INR	212.84
Exceeding 20' and upto 40' in length	INR	532.10	INR	319.26
Over 40' in length	INR	709.44	INR	425.66

Note: Services includes lifts at container yard for storage.

3.2.2. C) Handling at Container Yard including lift on /Lift off delivery /receipt to and from customers

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per LCL Containers				
Not exceeding 20' length	INR	354.73	INR	354.73
Exceeding 20' and upto 40' in length	INR	532.10	INR	532.10
Over 40' in length	INR	709.44	INR	709.44
Per Empty Containers				
Not exceeding 20' length	INR	175.67	INR	175.67
Exceeding 20' and upto 40' in length	INR	263.50	INR	263.50
Over 40' in length	INR	351.34	INR	351.34

Note: Services Include Lifts at Container Yard for landing or loading the container from or to customer vehicle

3.3. Charges for Handling ICD Import & Export containers

3.3.1. Handling by Quay Crane including lashing/unlashing charges

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per Loaded Containers				
Not exceeding 20' length	US\$	22.53	INR	567.76
Exceeding 20' and upto 40' in length	US\$	33.78	INR	851.26
Over 40' in length	US\$	45.05	INR	1135.26
Per Empty Containers				
Not exceeding 20' length	US\$	22.53	INR	567.76
Exceeding 20' and upto 40' in length	US\$	33.78	INR	851.26
Over 40' in length	US\$	45.05	INR	1135.26

Note: Services includes handling by quay cranes and lashing and unlashing

3.3.2. Transportation from Quay side to Container Yard & Vice Versa

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per Loaded Containers				
Not exceeding 20' length	INR	609.84	INR	365.90
Exceeding 20' and upto 40' in length	INR	914.71	INR	548.83
Over 40' in length	INR	1219.63	INR	731.78
Per Empty Containers				
Not exceeding 20' length	INR	302.01	INR	181.21
Exceeding 20' and upto 40' in length	INR	452.98	INR	271.79
Over 40' in length	INR	604.01	INR	362.41

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

3.3.3. (a). Handling at Container Yard lift on / lift of from the Internal transfer vehicle.

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per Loaded Containers				
Not exceeding 20' length	INR	354.73	INR	212.84
Exceeding 20' and upto 40' in length	INR	532.10	INR	319.26
Over 40' in length	INR	709.44	INR	425.66
Per Empty Containers				
Not exceeding 20' length	INR	175.67	INR	105.40
Exceeding 20' and upto 40' in length	INR	263.50	INR	158.10
Over 40' in length	INR	351.34	INR	210.80

Note: Service include lift at container yard for storage.

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

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per LCL Containers				
Not exceeding 20' length	INR	354.73	INR	354.73
Exceeding 20' and upto 40' in length	INR	532.10	INR	532.10
Over 40' in length	INR	709.44	INR	709.44
Per Empty Containers				
Not exceeding 20' length	INR	175.67	INR	175.67
Exceeding 20' and upto 40' in length	INR	263.50	INR	263.50
Over 40' in length	INR	351.34	INR	351.34

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**

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Per Loaded Containers				
Not exceeding 20' length	US\$	27.02	INR	680.90
Exceeding 20' and upto 40' in length	US\$	40.54	INR	1021.61
Over 40' in length	US\$	54.05	INR	1362.06
Per Empty Containers				
Not exceeding 20' length	US\$	27.02	INR	680.90
Exceeding 20' and upto 40' in length	US\$	40.54	INR	1021.61
Over 40' in length	US\$	54.05	INR	1362.06

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.

Note: (i) A Transshipment container send to CFS, ICD are taken delivery locally shall be charge the local Container rate

1. A shut out charge as per Schedule 3.10 shall apply:

i). The vessel nomination is changed

ii). If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed

3.5. **Charges for Hazardous Cargo containers / Over Dimensional cargo containers**

A Premium of 37.5% will be levied over the applicable handling charges prescribed above for respective categories of containers.

3.6. **Charges for Wharfage.**

	Foreign Going Vessel -US \$	Coastal Vessel ₹.
Per Containers (box Only)		
Not exceeding 20' length	1.29	32.51
Exceeding 20' and upto 40' in length	1.94	48.89
Over 40' in length	2.57	64.76
Per Containerized Cargo	₹.	₹.
Not exceeding 20' length	707.85	424.71
Exceeding 20' and upto 40' in length	1061.78	637.07
Over 40' in length	1415.70	849.42

Note.

- (i) The charge for Containerized cargo in all cases will be in Rupee terms.
- (ii) The Charge for containers in case of 'foreign arrival' and 'foreign departure' will be in dollar terms.
- (iii) The charge for containers in case of 'coastal arrival' and 'coastal departure' will be in Rupee terms.
- (iv) Wharfage will be charged on all containers including ICD's, transshipment, Laden and Empty containers.

3.7. **Charges for handling Hatch Covers for One Operation (both opening and closing)**

S.I No.	Particulars	Foreign-going vessels- US \$	Coastal vessels (₹.)
(a)	Without landing Hatch Cover on the quay	18.02	454.10
(b)	With landing Hatch Cover on the quay	45.05	1135.26

Note: Half the rate shall be charged if they is only one activity ie either opening or closing operations.

3.8. **Charges for Shifting Containers within Vessel (Restows).**

Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
Within hatch (without landing & reshipping) per container				
Not exceeding 20' length	US\$	10.95	INR	275.94
Exceeding 20' and upto 40' in length	US\$	16.41	INR	413.53
Over 40' in length	US\$	21.88	INR	551.38
Via Quay (shifted by landing on quay & reshipping) per container				
Not exceeding 20' length	US\$	32.18	INR	810.94
Exceeding 20' and upto 40' in length	US\$	48.27	INR	1216.40
Over 40' in length	US\$	64.35	INR	1621.62

Notes: No wharfage will be applicable on the restow containers and Containerized cargo.

3.9. **Reefer related and other General Services.**

	Particulars	Currency	Foreign Going Vessels	Currency	Coastal Vessels
(a)	Pre-trip inspection (PTI) including supply of electricity	US\$	33.00	INR	831.60
(b)	Connection or disconnection services on board a vessel	US\$	2.20	INR	55.44
(C)	Cleaning of Containers				
	Not exceeding 20' length	US\$	1.65	INR	41.58
	Exceeding 20' and upto 40' in length	US\$	3.30	INR	83.16
	Over 40' in length	US\$	4.95	INR	124.74
(d)	Supply of electricity (including connection, disconnection, monitoring at reefer point) per container for 4 hours shift or part thereof				
	Not exceeding 20' length	US\$	3.89	INR	98.13
	Exceeding 20' and upto 40' in length	US\$	5.84	INR	147.19
	Over 40' in length	US\$	7.79	INR	196.26

Notes:

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

3.10. **Charges for Shut out Container/ renomination of Containers.**

Shut out Containers	Currency	Foreign Going Vessel	Currency	Coastal Vessel (₹.)
Not exceeding 20' length	US\$	24.45	INR	1026.90
Exceeding 20' and upto 40' in length	US\$	36.69	INR	1540.96
Over 40' in length	US\$	48.91	INR	2054.22

Note : Above charges shall apply where.

1. An export container or a transshipment container or a re-export container is shut out and subsequently delivery out of CITPL.

2. 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 3.11 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.

3.11. CHARGES FOR STORAGE OF CONTAINERS.

1. Import - loaded and Empty Containers – (INCLUDES DPD / CFS)

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	₹.	US \$	₹.	US \$	₹.
(a)	First 3 days	Free	Free	Free	Free	Free	Free
(b)	From 4 to 15 days	5.50	231.00	11.00	462.00	16.50	693.00
(c)	From 16 to 30 days	11.00	462.00	22.00	924.00	33.00	1386.00
(d)	Beyond 30 days	22.00	924.00	44.00	1848.00	66.00	2772.00

(1A) Import –Loaded DPD (Direct to Factory).

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	₹.	US \$	₹.	US \$	₹.
(a)	First 5 days	Free	Free	Free	Free	Free	Free
(b)	From 6 to 15 days	5.50	231.00	11.00	462.00	16.50	693.00
(c)	From 16 to 30 days	11.00	462.00	22.00	924.00	33.00	1386.00
(d)	Beyond 30 days	22.00	924.00	44.00	1848.00	66.00	2772.00

2. Export – FCL, LCL and Empty Containers

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	₹.	US \$	₹.	US \$	₹.
(a)	First 7 days	Free	Free	Free	Free	Free	Free
(b)	From 8 to 15 days	5.50	231.00	11.00	462.00	16.50	693.00
(c)	From 16 to 30 days	11.00	462.00	22.00	924.00	33.00	1386.00

(d)	Beyond 30 days	22.00	924.00	44.00	1848.00	66.00	2772.00
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(2A) DPE –(Direct Port Entry Export)

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	₹.	US \$	₹.	US \$	₹.
(a)	First 15 days	Free	Free	Free	Free	Free	Free
(b)	From 16 to 30 days	11.00	N.A	22.00	N.A	33.00	N.A
(c)	Beyond 30 days	22.00	N.A	44.00	N.A	66.00	N.A

3. ICD Containers –Import & Export Loaded and Empty

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	₹.	US \$	₹.	US \$	₹.
(a)	First 10 days	Free	Free	Free	Free	Free	Free
(b)	From 11 to 30 days	5.50	231.00	11.00	462.00	16.50	693.00
(c)	From 31 to 45 days	11.00	462.00	22.00	924.00	33.00	1386.00
(d)	Beyond 45 days	22.00	924.00	44.00	1848.00	66.00	2772.00

4. Transshipment Containers – Loaded and Empty

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	₹.	US \$	₹.	US \$	₹.
(a)	First 30 days	Free	Free	Free	Free	Free	Free
(b)	From 31 to 45 days	5.50	231.00	11.00	462.00	16.50	693.00
(c)	From 46 to 60 days	11.00	462.00	22.00	924.00	33.00	1386.00
(d)	Beyond 60 days	22.00	924.00	44.00	1848.00	66.00	2772.00

5. Shut Out Containers – Loaded and Empty

Sl. No.	Particulars	Container not exceeding 20 feet in length		Container exceeding 20 feet in length and upto 40 feet length		Container exceeding 40 feet in length and upto 45 feet length	
		Foreign-going	Coastal	Foreign-going	Coastal	Foreign-going	Coastal
		US \$	₹.	US \$	₹.	US \$	₹.
(a)	From 1 to 15 days	5.50	231.00	11.00	462.00	16.50	693.00
(b)	From 16 to 30 days	11.00	462.00	22.00	924.00	33.00	1386.00
(c)	Beyond 30 days	22.00	924.00	44.00	1848.00	66.00	2772.00

Notes:

- 3.11.1. Storage period for a container shall be reckoned from the day following the day of landing up to the day of loading / delivery/ removal of containers.
- 3.11.2. For the purpose of calculation of free time, Sundays, Customs notified holidays and the Terminal's non-operating days shall be excluded.
- 3.11.3. Storage charge shall not accrue for the period during which CITPL is not in a position to deliver / shift the containers when requested by the users.
- 3.11.4. Transshipment containers whose status is subsequently changed to local FCL / LCL or ICD container shall be levied storage charges at par with the relevant import containers.
- 3.11.5. Hazardous containers shall attract 1.50 times the normal applicable charges.
- 3.11.6. Over-High and Over-Dimensional Containers including the windmill boxes the storage charges shall be based on the actual no of ground slots the respective container occupies under the respective slabs given above.
- 3.11.7. If boxes meant for delivery under the "Accredited Client Programme" (ACP) as explained 1(i) above are not moved out with in three days of its landing into 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/off and are shifting charges would be charged.
- 3.11.8. The free and storage rates prescribed in case of ICD containers are applicable only for Movement of containers to /from ICDs going by rail.
- 3.11.9. Normal import containers subsequently changing the mode to LCL or ICD containers enjoy the free period applicable to local FCL
- 3.11.10 Total storage period for shut out container shall be calculated from the day when the container has entered the terminal till the day of shipment / delivery.
- 3.11.11 The storage charges on abandoned containers / shipper owned containers shall be levied up to 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 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 following:
 - (a). the Line shall resume custody of container along with cargo and either take it back or remove it from the port premises; and

(b).the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(iii). The container Agent / MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on the 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 Customs 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 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 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.

3.11.12. The ground slots for export containers will be reserved for 7 days weekly call of the Vessel and 5 days for bi-weekly call of vessel.

3.12. Miscellaneous Charges.

(Rate per container in ₹.)

Sl. No.	Particulars	Container not exceeding 20 feet in length	Container exceeding 20 feet but upto 40 feet in length	Container exceeding 40 feet but upto 45 feet in length
(i)	Fixing/ removal of seal	220.00	220.00	220.00
(ii)	Lift on / Lift off in the Container Yard	707.85	1061.78	1415.70
(iii)	Charges for shifting of container within the Terminal	965.25	1447.88	1930.50
(iv)	POD Charges	965.25	1447.88	1930.50
(v)	Additional Movement- Terminal to Rail or rail to Terminal/ charges for extra movement/ transportation.	965.25	1447.88	1930.50
(vi)	Change of status of Container from Rail to Road or vice-versa	965.25	1447.88	1930.50
(vii)	Charges for export containers arriving in the terminal after the gate cut-off for the particular VIAN	965.25	1447.88	1930.50
(viii)	Fixing/removal of Hazardous Sticker (per container)	110	110	110
(xi)	One door open charge Per container	660	660	660
(x)	Cancellation of Document (per EIR)	110	110	110
(xi)	Non-declaration / Mis-declaration of Hazardous containers and Over dimensional container	3300	3300	3300
(xii)	On Wheel customs Inspection (per container)	440	440	440
(xiii)	Fumigation Charges	2200	2200	2200
(xiv)	Fork lift charges for movement of lashing, bins within the terminal (per lashing bin)	110	110	110

(xv)	Weighment of Trailers with / without cargo	110	110	110
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Notes.

1. **Cancellation charge for EIR** applies when EIR is cancelled at the request of customer.
2. **“One Door Open” Charge** is applicable for handling containers which require only one door to be kept open and when door opening and securing is carried by the terminal.
3. **Fixing / Removal 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. The terminal staff shall be at liberty to do this without having to obtain prior 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. Seals shall be removed at the request of the customer.
4. **Fixing / Removal of ‘Hazardous Sticker’**
Hazardous stickers indicating the IMCO class only shall be affixed on a container (Four Stickers) 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.
5. **Customs Inspection**
The inspection of a container shall be allowed at a nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision.
6. **Additional Movement-** From terminal to Rail siding or rail siding to terminal will be applicable for ICD container moved by CITPL.
7. **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 charges are for non-declaration / mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAG, correct technical name, contact details of the person in case of emergency.
8. **Weighment of Trailer with or without Containers / Cargo**
The service of weighment of trailers / trucks is an optional service and shall be offered at the request of the users. The charge includes issuing of the requisite certificate with the weight indicated on it.

3.13. Charges for supply of fresh water to shipping alongside the container berths.

	Foreign-going US \$	Coastal ₹.
Per 1000 liters or part thereof	7.47	313.74

3.14. Charges for clearance of Garbage on board.

	₹.
Per 1/2 Cubic Meter bag	257.40
