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TARIFF AUTHORITY FOR MAJOR PORTS

G.No. 98

New Delhi,

03 March 2020

NOTIFICATION

In exercise of the powers conferred under Section 48 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby notifies the revised Scale of Rates disposing of the proposal received from Gateway Terminal India Private Limited (GTIPL) for General revision of its Scale of Rates (SOR) under Tariff Guidelines, 2019, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports
Case No. TAMP/47/2019-GTIPL

Gateway Terminal India Private Limited

Applicant

QUORUM

- (i). Shri. T.S. Balasubramanian, Member (Finance)
- (ii). Shri. Rajat Sachar, Member (Economic)

ORDER

(Passed on this 20th day of February, 2020)

This case relates to the proposal received from Gateway Terminal India Private Limited (GTIPL), a BOT Operator at Jawaharlal Nehru Port Trust (JNPT), for general revision of its Scale of Rates.

2. The GTIPL has filed a proposal vide its letter No. GTIPL/TAMP/Tariff Proposal-2019/01 dated 10 September 2019 for general revision of its Scale of Rates. The said proposal was taken on consultation with the Licensor port viz., Jawaharlal Nehru Port Trust (JNPT) and concerned users/ user organisations at the GTIPL. The comments furnished by the users/ user organisations were forwarded to the GTIPL as feedback information. The GTIPL has responded to the comments of the users/ user organisations. The proposal of the GTIPL was internally scrutinized in the office. The additional information/ clarifications were sought from the GTIPL and JNPT. The GTIPL and JNPT have responded to the additional information/ clarifications sought. A joint hearing in this case was held on 31 October 2019 at the Office of this Authority. At the joint hearing, the GTIPL, JNPT and the concerned users/ organisation bodies have made their submissions.

3. With reference to the totality of information collected during the processing of the case, this Authority has approved the revised Scale of Rates of GTIPL.

4. The Speaking Order passed by this Authority is in the process of notification in the Gazette of India and it is likely to take some more time for notification. This Authority desires that the revised Scale of Rates may come into force without waiting for notification of the Order. Therefore, this Authority notifies the revised Scale of Rates of the GTIPL immediately which is attached as **Annex**. The revised Scale of Rates will come into force after expiry of 30 days from the date of notification of this Order in the Gazette of India. The Speaking Order passed by this Authority will be notified separately and communicated to the GTIPL, JNPT and the relevant users/ user organisations in due course of time.

(T.S. Balasubramanian)
Member (Finance)

GATEWAY TERMINALS INDIA PRIVATE LIMITED
Scale Of Rates

1 Definitions:-

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

1.1 "GTI" or "Terminal" means GATEWAY TERMINAL INDIA PVT. LTD.

1.2 "Coastal Vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ Competent Authority.

1.3 "Foreign Vessel" shall mean any vessel other than a coastal vessel.

1.4 "Container" means the standard ISO container, suitable for transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.

1.5 "Full Container Load (FCL)" means a container containing cargo belonging to one consignee in the vessels manifest.

1.6 "Less than Container Load (LCL)" means a container containing cargo belonging to more than one consignee in the vessels manifest.

1.7 "Free period" shall mean the period during which cargo/container shall be allowed storage free of demurrage charges/ground rent and this period shall exclude Customs notified holidays and Terminal's non-operating days.

1.8 "Hazardous container" means a Container containing hazardous goods as classified under IMO including empty container with residual content of hazardous material.

1.9 "Over Dimensional Container (ODC)" means a Container carrying over dimensional cargo beyond the normal size of standard containers or cargo which is brought in flat rack container and needing special devices like slings, shackles, lifting beam, etc. Damaged Containers (including boxes having corner casting problem) and Containers requiring special devices for lifting are also classified as Over Dimensional Container.

1.10 "Port" shall mean Jawaharlal Nehru Port Trust

1.11 "Reefer Container" shall mean a refrigerated container used for carriage of perishable goods with provisions for electrical supply to maintain the desired temperature.

1.12 "ICD" means Inland Container Depot.

1.13 "Per day" means per calendar day or part thereof.

1.14 "Import container" means a container discharged from one vessel, stored in GTI and transported out through Road or Train.

1.15 "Export container" means a container arrived by road or Train, stored in GTI and loaded on the assigned vessel.

1.16 "Transshipment container" means a Container discharged from one vessel, stored in the container yard, and transported through another vessel.

1.17 "Shut Out Container" means a container that entered the terminal as export for a vessel as indicated by VCN/VIAN and is not connected to the vessel for whatsoever reason and is lying in the container yard. A Transshipment container whose loading terminal is changed will also be treated as Shut Out container.

1.18 "Back to Town container" shall mean a container entering the terminal for export for a specific vessel voyage but unable to be exported for some reason and removed from the terminal.

1.19 "VCN" means Vessel Call Number

1.20 "VIAN" means Vessel Identification Advice Number.

1.21 The SOR approved by the Authority is subject to automatic annual indexation at 60% of the WPI to be announced by the Authority. The annual indexation will be from 01 May 2020. The indexed SOR shall be intimated by the GTIPL to the JNPT, users and to the Authority.

II. The following consolidated charges for handling and movement of containers shall be payable by the Shipping Lines / Agents of Vessels or Cargo Agents for services rendered in respect of containers and containerized cargo passing through the terminal:

Section - 1 Charges for all Normal & Rail in -Rail Out containers/Non vessel bound containers

A. Ship to yard/ yard to ship using port crane.

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	2,598.39	1,559.04
40'	3,897.59	2,338.55
Over 40'	5,196.79	3,118.07
ICD Container		
20'	2,598.39	1,559.04
40'	3,897.59	2,338.55
Over 40'	5,196.79	3,118.07
Empty Container		
20'	2,084.57	1,250.74
40'	3,126.85	1,876.11
Over 40'	4,169.14	2,501.48

B. Yard to Rail/ Rail to Yard for ICDs only

Particulars.	Foreign-Going (In INR)
ICD Container (Loaded & Empty)	
20'	844.00
40'	1,266.00
Over 40'	1,688.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to truck / truck to yard

Particulars.	Foreign-Going (In INR)
Loaded Container	
20'	844.00
40'	1,266.00
Over 40'	1,688.00
Empty Container	
20'	844.00
40'	1,266.00
Over 40'	1,688.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

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

SECTION - 2 CHARGE FOR ALL TRANSHIPMENT CONTAINERS

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	3,897.59	2,338.55
40'	5,846.39	3,507.83
Over 40'	7,795.18	4,677.11
Empty Container		
20'	3,126.85	1,876.11
40'	4,690.28	2,814.17
Over 40'	6,253.70	3,752.22

Note:A container originally declared as transshipment container, subsequently moved by rail or road will lose its identity as a transshipment container and shall be treated as normal import container and the prescribed charges as applicable shall be payable. The charges for Hazardous TP will be 1.5 Times of Normal TP containers and charges for ODC TP will be 2 times normal TP containers.

SECTION - 3 CHARGES FOR ALL HAZARDOUS CONTAINER**A. Ship to yard using port crane.**

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	3,897.59	2,338.55
40'	5,846.39	3,507.83
Over 40'	7,795.18	4,677.11
Empty Container		
20'	3,126.85	1,876.11
40'	4,690.28	2,814.17
Over 40'	6,253.70	3,752.22
ICD Container		
20'	3,897.59	2,338.55
40'	5,846.39	3,507.83
Over 40'	7,795.18	4,677.11

B. Yard to Rail for ICDs only

Particulars.	Foreign-Going (In INR)
ICD (Loaded & Empty)	
20'	1,266.00
40'	1,899.00
Over 40'	2,532.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to Truck

Particulars.	Foreign-Going (In INR)
Loaded & Empty	
20'	1,266.00
40'	1,899.00
Over 40'	2,532.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION - 4 CHARGES FOR ALL REEFER CONTAINER**A. Ship to yard using port crane.**

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	2,598.39	1,559.04
40'	3,897.59	2,338.55
Over 40'	5,196.79	3,118.07
ICD Container		
20'	2,598.39	1,559.04
40'	3,897.59	2,338.55
Over 40'	5,196.79	3,118.07

B. Yard to Rail for ICDs only

Particulars.	Foreign-Going (In INR)
ICD (Loaded & Empty)	
20'	844.00
40'	1,266.00
Over 40'	1,688.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to Truck

Particulars.	Foreign-Going (In INR)
Loaded & Empty	
20'	844.00
40'	1,266.00
Over 40'	1,688.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION - 5 CHARGES FOR ALL OVER DIMENSIONAL CARGO CONTAINERS.

A. Ship to yard using port crane.

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded		
20'	3,897.59	2,338.55
40'	5,846.39	3,507.83
Over 40'	7,795.18	4,677.11
ICD		
20'	3,897.59	2,338.55
40'	5,846.39	3,507.83
Over 40'	7,795.18	4,677.11
Empty		
20'	3,126.85	1,876.11
40'	4,690.28	2,814.17
Over 40'	6,253.70	3,752.22

B. Yard to Rail for ICDs only.

Particulars.	Foreign-Going (In INR)
Loaded	
20'	1,266.00
40'	1,899.00
Over 40'	2,532.00
Empty Container	
20'	1,266.00
40'	1,899.00
Over 40'	2,532.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to truck

Particulars.	Foreign-Going (In INR)
Loaded Container	
20'	1,266.00
40'	1,899.00
Over 40'	2,532.00
Empty Container	
20'	1,266.00
40'	1,899.00
Over 40'	2,532.00

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION 6 - Hatchcovers of Vessels

Opening hatchcover and replacing it (charge per hatchcover)

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
A. When placing the hatchcover on the quay	61.33	1,718.63
B. Without placing the hatchcover on the quay	24.53	687.35

Note: If only one operation is carried, half of the hatch cover handling charges as above shall be levied.

SECTION 7 - Restows FCLs & MTs

Shifting containers within the vessel (per move)

A. Hatch to Hatch shifting

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	20.44	572.88
FCL & MT 40'	30.66	859.32
FCL & MT 45'	40.88	1145.75

B. Other than A.

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	81.77	2291.51
FCL & MT 40'	122.65	3437.26
FCL & MT 45'	163.54	4583.02

SECTION 8 - Shut outs**A. Shutouts Charges**

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	40.88	1909.59
FCL & MT 40'	61.33	2864.39
FCL & MT 45'	81.77	3819.18

B. Transportation of shutout containers

Particulars.	Foreign Going Vessels (in INR)	Coastal Vessels (in INR)
FCL & MT 20'	1593.00	1,593.00
FCL & MT 40'	2389.50	2,389.50
FCL & MT 45'	3186.00	3,186.00

Note: Shut out charges as given above shall apply if- 1). the vessel nomination is changed 2). If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed 3). loading terminal is changed for TP container

SECTION 9 - Reefer Monitoring and Connection

Particulars.	Foreign-Going (in US\$)	Coastal (in INR)
FCL & MT 20'	4.78	223.26
FCL & MT 40'	7.17	334.89
FCL & MT 45'	9.56	446.53

Note:

- The above charges are for a period of 4 hours or part thereof.
- Additional electricity charges at the prescribed rates will be applicable in the case of reefer restows also.
- The tariff prescribed above does not include parameter setting or repair & maintenance of malfunctioning reefers.

SECTION 10- Other services**1. Shifting of containers within the terminal for customs inspections or any other purpose, and subsequent loading of containers for delivery**

Particulars.	in INR
FCL & MT 20'	1,687.51
FCL & MT 40'	2,531.26
FCL & MT 45'	3,375.01

Note: Other purposes include for change in the POD, weight, category, status and exit mode and ICD containers without details.

2. Additional service charge for stacking containers in the designated yard for customs examination or for any other purpose by prior arrangement.

Particulars.	in INR
FCL & MT 20'	212.40
FCL & MT 40'	318.60
FCL & MT 45'	424.80

3. Fixing/Breaking of Seal

Particulars.	in INR
Fixing of seal	186.94
Breaking of seal	186.94

4. Handling of Lock Bins

Particulars.	in USD
FCL & MT 20'	87.48
FCL & MT 40'	131.21
FCL & MT 45'	174.96

5. Additional Transportation within the terminal

Particulars.	in INR
FCL & MT 20'	496
FCL & MT 40'	744
FCL & MT 45'	993

6. Additional Lift on/Lift off

Particulars.	in INR
FCL & MT 20'	397
FCL & MT 40'	596
FCL & MT 45'	794

7.Charges for Vessel overstay due to user's fault beyond 2 hour after completion of operations- rate per hour

INR 1,00,000

8.One Door Open Charges per container

in INR
1,500.00

9. Charges for fresh water supply per MT

in INR
183.00

10. Fixing/removal of Hazardous Sticker -per container

in INR
200.00

11.Cancellation/Reissue of documents - per container

in INR
100.00

12.Non- declaration / Mis declaration of Hazardous containers per container-Handling

in INR
3,000.00

13.Non- declaration / Mis declaration of Hazardous containers-per container - Penalty

in INR
10,000.00

14. On- Wheel Customs inspection per container(Excludes handling and door opening, seal cutting)

in INR
600.00

15. Empty Container Administration/Inspection Fee -Per container

in INR
500.00

16.Demanifest /holding of Container

Particulars.
FCL & MT 20'
FCL & MT 40'

in INR
3,290
4,935

17.Invoice Revision (per invoice)

in INR
1,000

18.Out of Turn Delivery

Particulars.
FCL & MT 20'
FCL & MT 40'

in INR
2,000
3,000

19.Charges for Flat Rack Bundling/Unbundling

Particulars.
Flat Rack 20'
Flat Rack 40'

in INR
210
315

20.Twist lock cutting charges (excluding lift off/ lift on and tpt as per SOR) per lock

in INR
1,500

21. Haz bund cleaning charge-administrative charge (excluding cost recovery) per container
(Minimum INR 1500 or 10% of the cost whichever is higher)

in INR
1,500

22. Door turning activity

Particulars.
FCL & MT 20'
FCL & MT 40'

in INR
2,000
3,000

23. Express delivery

Particulars.
FCL & MT 20'
FCL & MT 40'

in INR
4,000
6,000

24. Block stow rent-per month-per block slot of 28 TEUs (non haz)

in INR
110,000

25.Break bulk handling(per crane hour)

in INR
150,000

26. Lashing inspection charges for ROB containers only per container

in INR
50

27. Entry before gate open (Early Gate In)

FCL & MT 20'
FCL & MT 40'

in INR
3,062
4,593

28. Lashing for F/R or ODC- per container

in INR
1,400

29. Providing Open yard space for Re-working or any other inspection (per 20')

in INR
76,650

30. Use of Special Equipments

Truck hire charges-per shift of 8 hours
Trailer hire charges--per shift of 8 hours
Reachstacker hire charges--per shift of 8 hours
Forklift hire charges--per shift of 8 hours

in INR
2,000
8,000
18,000
3,000

31. Selective container delivery

FCL & MT 20'
FCL & MT 40'

in INR
5,400
8,100

32. Reinsertion of container in EAL

in INR
1,800

33. Administrative charges for charges on

a. sludge removal per tanker
b. garbage removal-per ship/per visit of garbage collector
c. Supply of stores/provisions (per transaction)
d. Service charges for Gangway- per day

in INR
5,000
48,000
5,000
7,000

34. Reefer Temperature Variance

FCL & MT 20'
FCL & MT 40'

in INR
2,000
3,000

For variation of more than +/- 5 degrees than required temperature

SECTION 11- Dwell time charges**A. Loaded Import containers**

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 2 Days		Free	Free
3 -15 days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
16 - 30 days	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34
Thereafter	(20')	12.94	604.22
	(Over 20')	25.87	1208.45
	(Over 40')	38.81	1812.67

B. Loaded Export containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 2 Days		Free	Free
3-15 days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
16 - 30 days	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34
Thereafter	(20')	12.94	604.22
	(Over 20')	25.87	1208.45
	(Over 40')	38.81	1812.67

C. Rail in Rail out /non vessel bound Loaded/Empty containers

Particulars.	Container Type	Rail in -Rail out/Non vessel bound (in US\$)
First 2 Days		Free
3 -15 days	(20')	3.23
	(Over 20')	6.47
	(Over 40')	9.70
16 - 30 days	(20')	6.47
	(Over 20')	12.94
	(Over 40')	19.40
Thereafter	(20')	12.94
	(Over 20')	25.87
	(Over 40')	38.81

D. Empty Import or Export containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 2 days		Free	Free
First 3-15 Days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
16-30 days	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34
Thereafter	(20')	12.94	566.64
	(Over 20')	25.87	1208.45
	(Over 40')	38.81	1812.67

E. ICD - Loaded and Empty Import and Export Containers moved by Rail

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 Days		Free	Free
11 - 15 days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
16- 30 days	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34
Thereafter	(20')	12.94	604.22
	(Over 20')	25.87	1208.45
	(Over 40')	38.81	1812.67

F. Transshipment loaded Containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 days		Free	Free
8-15 days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
Thereafter	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34

G. Transshipment empty containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
8-15 days	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34
Thereafter	(20')	12.94	604.22
	(Over 20')	25.87	1208.45
	(Over 40')	38.81	1812.67

H. Shutout loaded & empty containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
1-15 days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
16 - 30 days	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34
Thereafter	(20')	12.94	604.22
	(Over 20')	25.87	1208.45
	(Over 40')	38.81	1812.67

I. Back to Town loaded & empty containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 3 days		Free	Free
4-15 days	(20')	3.23	151.06
	(Over 20')	6.47	302.11
	(Over 40')	9.70	453.17
16-30 days	(20')	6.47	302.11
	(Over 20')	12.94	604.22
	(Over 40')	19.40	906.34
Thereafter	(20')	12.94	604.22
	(Over 20')	25.87	1208.45
	(Over 40')	38.81	1812.67

Notes:-

1. The total storage period for an import container shall commence from the day following the day of landing and for export container shall commence from the time container enters into the terminal upto the day of shipment /delivery/date of removal of the container and include Sundays and Holidays.

2. Transshipment containers whose status (mode of dispatch) is subsequently changed locally shall lose the concessional dwell time as prescribed in Section 11 item (E). Dwell time charges/ Other Charges for such containers shall be recovered at par with import/export containers. A transshipment box, moved other than as defined above, shall be charged at Tariffs applicable to a export/ import container. Such a move will not be treated as a transshipment move.

3. Transshipment containers subsequently changing the mode of dispatch to rail shall be treated as other ICD containers for the purpose of levy of storage fees. In such cases additional shifting charges will be applicable for movement of containers from container yard to ICD yard.

4 The users will not have to pay storage charges for the period during which GTI is not in a position to deliver/ shift the containers when requested by the users.

5. Normal import containers subsequently changing the mode of dispatch to rail will enjoy the free period applicable to normal import containers only.

6. The total storage period for a shutout container shall be calculated from the day following the day when the container has become shutout till the day of Shipment/delivery.

7

(i) Dwell time charges for Hazardous containers shall attract 1.50 times the normal applicable charges.

(ii) Dwell time charges for Over height and over dimensional containers shall attract 3 times the normal applicable charges.

(iii) Dwell time charges for One door open and Flat rack bundle containers shall attract 4 times the normal applicable charges.

8. The storage charges on abandoned FCL containers /shippers owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the days 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 the condition

(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 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 de-stuffed, 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 de-stuffing. 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.

9. The status of the vessel, as borne out by its certification by the Director General of Shipping shall be the deciding factor for its classification as "coastal" or "foreign going" for the purposes of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose. The concessional coastal tariff will be applicable for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh in terms of Notification No.38/2018- Customs (N.T.) dated 11 May 2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.

10. Charges for handling TP containers between GTI and any other Terminal at JNPT -

(a) If a container is discharged by the GTI and loaded by the at other terminal, the charges will be as under:

50% of transshipment container handling charges and Lift on charges as per the GTIPL scale of rates will be charged to the line by the GTI. For the same container the other terminal will charge 50% of the transshipment container handling charges and lift on charges as per its scale of rates and, in addition, also levy a charge towards inter-terminal transfer.

(b) If a container is discharged by other terminal and loaded by the GTI at its terminal, the charges will be as under: the other terminal will charge 50% of transshipment container handling charges to the line as per its scale of rates. for the same container the GTI will charge 50% of TP handling charges as per its scale of rates; and, in addition, also levy a charge of Rs.1,794.80 (for 20' container) and Rs.2,692.20 (for 40' container) towards inter-terminal transfer.

11 (i) Container-related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India, as may be specified from time to time, 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.

(ii) The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pellets, should not exceed 60% of the normal cargo / container related charges.

12 (i) The user shall pay penal interest on delayed payments of any charge under this scale of rates. Likewise, the GTIPL shall pay penal interest on delayed refunds.

(ii) The rate of interest will be 15 % p.a.

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/ or as per the individual customer agreements.

The delay in payments by the user will be counted only 10 days after the date of raising the bills by GTIPL, or as agreed in the customer contract. 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.

13. A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

14. Inter terminal rail handling charges is Rs.400/- for 20' container and Rs.800/- for 40' container at all the JNPT terminals.

15. An amount of Rs.155/- per container will be levied from 05 October 2019 onwards on all containers (except transshipment and coastal) handled at the Major Port Trusts and BOT terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by DMICDC for a period of one year thereon. On completion of one year thereafter, Rs.165/- per container will be levied as MUC for the next period of one year. The approval accorded would automatically lapse thereafter unless specifically extended by the Authority.

GENERAL NOTES

1. Containers less than and up to 20 feet in length will be reckoned as one TEU for the purpose of Tariff.
2. The consolidated charges as above include the following elements, viz Stevedoring, use of Gantry crane, use of transfer crane, stowage planning etc., wharfage on tare weight of containers and containerized cargo, transportation.
3. Containers other than that of standard size requiring special devices or slings or handling will be charged twice the applicable rates. Such containers will also include damage containers and any other type requiring special devices.
4. A container from a foreign port landing at GTI for subsequent transshipment to an Indian port on a coastal voyage or vice versa would be charged at 50% of the transshipment charge prescribed for foreign going vessel and 50% of that prescribed for the coastal category.
5. In case a vessel idles due to non availability or breakdown of the shore based facilities of GTI or any other reasons attributable to the GTI, rebate equivalent to berth hire charges payable to JNPT accrued during the period of idling of vessel shall be allowed.
6. Users will not be required to pay charges for delays beyond a reasonable level attributable to the Terminal operator.