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**TARIFF AUTHORITY FOR MAJOR PORTS**

G.No.99

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 of the Nhava Sheva International Container Terminal Private Limited (NSICTPL) 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/56/2019- NSICTPL**

Nhava Sheva International Container Terminal Private Limited

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Applicant

**QUORUM**

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

**ORDER**

(Passed on this 20<sup>th</sup> day of February, 2020)

This case relates to the proposal received from Nhava Sheva International Container Terminal Private Limited (NSICTPL), a BOT Operator at Jawaharlal Nehru Port Trust (JNPT), for general revision of its Scale of Rates.

2. The NSICTPL has filed a proposal vide its letter No. CEO/NSICT/011/2019 dated 18 November 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 NSICTPL. The proposal of the NSICTPL was internally scrutinized in the office. The Additional information/ clarifications were sought from the NSICTPL and JNPT. The NSICTPL and JNPT responded to the additional information/ clarifications sought. A joint hearing in this case was held on 23 December 2019 at the Office of this Authority. At the joint hearing, the NSICTPL, 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 NSICTPL.

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 NSICTPL 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 NSICTPL, JNPT and the relevant users/ user organisations in due course of time.

**(T.S. Balasubramanian)**  
Member (Finance)

**SCALE OF RATES****NHAVA SHEVA INTERNATIONAL CONTAINER TERMINAL PRIVATE LIMITED****PREFACE**

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

**1.0 DEFINITIONS**

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

- 1.1** "NSICT" means Nhava Sheva International Container Terminal, a company incorporated in India, its successors and assigns.
- 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** "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.
- 1.4** "FCL" means Containers said to contain Full Container Load.
- 1.5** "Foreign going Vessel" shall mean any vessel other than a coastal vessel.
- 1.6** "Hazardous container" means a Container containing hazardous goods as classified under IMO.
- 1.7** "ICD" means Inland Container Depot.
- 1.8** "LCL" means Containers said to contain Less than full Container Load (Container having cargo of more than one importer / exporter).
- 1.9** "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 (including boxes having corner casting problem) and Container requiring special devices for lifting is also classified as Over Dimensional Container.
- 1.10** "Per day" means per calendar day or part thereof.
- 1.11** "Reefer" means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- 1.12** "Port" means Jawaharlal Nehru Port Trust.
- 1.13** "Shut Out Container" means a container, which has entered the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for what so ever reason.
- 1.14** "Transshipment container" means a Container discharged from one vessel, stored in NSICT and transported through another vessel.
- 1.15** "VIAN" means Vessel Identification Advise Number.

**2.0 GENERAL**

- 2.1** The SOR approved by the Authority is subject to automatic annual indexation at 60% of the Wholesale Price Index (WPI) to be announced by the Authority. The Annual Indexation will be from 1<sup>st</sup> May 2020. The Indexed SOR shall be intimated by the NSICTPL to the JNPT, users and to the Authority.
- 2.2** Containers less than and up-to 20' in length will be reckoned as one TEU for the purpose of tariff.

- 2.3 In general all charges for containers more-than 20 feet in length and up-to 40 in length will be 150% of the charges applicable for 20 feet containers.
- 2.4 Handling charges for containers more-than 40' in length and up-to 45' in length will be 200% of the charges applicable for 20 feet containers.
- 2.5 Containers other than that of standard size requiring special devices / slings / handling will be charged as per Section 4 below. Such containers will also include damaged containers and any-other type requiring special devices.
- 2.6 Container related charges denominated in US dollar terms will be recovered in equivalent Indian Rupees. For this purpose, the rate notified by the Reserve Bank of India or the rate notified by the State Bank of India as may be specified from time to time prevalent on the date of entry of the vessel in to 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 reckoned as the day for such conversion.
- 2.7 All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- 2.8 (i) The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the NSICT shall pay penal interest on delayed refunds.
- (ii). The rate of penal interest will be 15% per annum. The penal rate chosen will apply to both the NSICT and the port users equally.
- (iii). The delay in refunds 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.
- (iv). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the NSICT. 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.
- 2.9. (i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as 'coastal' or 'foreign-going' for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii). System of classification of vessel for levy of Vessel Related Charges (VRC)
- (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. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
- (b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or Voyage issued by the Director General of Shipping and a custom conversion order.
- (iii). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate:
- (a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
- (b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
- (c). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (iv). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate

- (a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
- (i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
- (ii). Not converted\* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.
- \* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.
- (b). In case of a Foreign flag vessel converted to coastal run on the basis of a Licence for Specified Period or Voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

**2.10** The consolidated charges as above include the following elements, viz Stevedoring, use of Gantry crane, use of transfer crane, lashing / unlashng, stowage planning etc., wharfage on tare weight of containers and containerized cargo, transportation and contribution towards railway infrastructure.

**2.11** The users will not be required to pay charges for delays beyond a reasonable level attributable to the NSICT.

**2.12** In case vessel idle due to non-availability or breakdown of the shore based facilities of NSICT or any other reasons attributable to the NSICT, rebate equivalent to berth hire charges payable to JNPT accrued during the period of idling shall be allowed.

### 3.0 Consolidated charges for movement and handling of containers and containerized cargo.

#### SECTION – 1 CHARGES FOR ALL NORMAL AND REEFER CONTAINERS

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

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b><u>Per Loaded Container</u></b>		
Not Exceeding 20' in length	5,300	3,180
Exceeding 20' and up-to 40' in length	7,950	4,770
Over 40" in length	10,600	6,360
<b><u>Per ICD Container</u></b>		
Not Exceeding 20' in length	5,300	3,180
Exceeding 20' and up-to 40' in length	7,950	4,770
Over 40" in length	10,600	6,360
<b><u>Per Empty Container</u></b>		
Not Exceeding 20' in length	4,505	2,703
Exceeding 20' and up-to 40' in length	6,758	4,055
Over 40" in length	9,010	5,406

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

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b><u>ICD Container</u></b>		
Not Exceeding 20' in length	844	844
Exceeding 20' and up-to 40' in length	1,266	1,266
Over 40" in length	1,688	1,688

**C. Yard to Truck / Truck to Yard**

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b><u>Loaded Container</u></b>		
Not Exceeding 20' in length	844	844
Exceeding 20' and up-to 40' in length	1,266	1,266
Over 40" in length	1,688	1,688
<b><u>Empty Container</u></b>		
Not Exceeding 20' in length	844	844
Exceeding 20' and up-to 40' in length	1,266	1,266
Over 40" in length	1,688	1,688

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

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

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b><u>Loaded Container</u></b>		
Not Exceeding 20' in length	7,950	4,770
Exceeding 20' and up-to 40' in length	11,925	7,155
Over 40" in length	15,900	9,540
<b><u>Empty Container</u></b>		
Not Exceeding 20' in length	6,758	4,055
Exceeding 20' and up-to 40' in length	10,136	6,082
Over 40" in length	13,515	8,109

**Note:**

- 1 A transshipment container is the one, which is discharged from one ship, stored in the yard and transported through other vessel A transshipment container sent to CFS, ICD or taken delivery locally shall be charged the local container rate.
- 2 A Shut out charge as per Section 7 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.

**SECTION – 3 CHARGES FOR ALL HAZARDOUS CONTAINER**

**A. Ship to yard using port crane.**

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b><u>Loaded Container</u></b>		
Not Exceeding 20' in length	7,950	4,770
Exceeding 20' and up-to 40' in length	11,925	7,155
Over 40" in length	15,900	9,540
<b><u>ICD Container</u></b>		
Not Exceeding 20' in length	7,950	4,770
Exceeding 20' and up-to 40' in length	11,925	7,155
Over 40" in length	15,900	9,540
<b><u>Transshipment Container</u></b>		
Not Exceeding 20' in length	11,925	7,155
Exceeding 20' and up-to 40' in length	17,888	10,733
Over 40" in length	23,850	14,310

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

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b>ICD</b>		
Not Exceeding 20' in length	1,266	1,266
Exceeding 20' and up-to 40' in length	1,899	1,899
Over 40" in length	2,532	2,532

**C. Yard to truck**

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b>Loaded</b>		
Not Exceeding 20' in length	1,266	1,266
Exceeding 20' and up-to 40' in length	1,899	1,899
Over 40" in length	2,532	2,532

**SECTION – 4 CHARGES FOR ALL OVER DIMENSIONAL CARGO CONTAINERS.****A. Ship to yard using port crane.**

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b>Loaded</b>		
Not Exceeding 20' in length	7,950	4,770
Exceeding 20' and up-to 40' in length	11,925	7,155
Over 40" in length	15,900	9,540
<b>ICD</b>		
Not Exceeding 20' in length	7,950	4,770
Exceeding 20' and up-to 40' in length	11,925	7,155
Over 40" in length	15,900	9,540
<b>Transshipment</b>		
Not Exceeding 20' in length	11,925	7,155
Exceeding 20' and up-to 40' in length	17,888	10,733
Over 40" in length	23,850	14,310
<b>Empty</b>		
Not Exceeding 20' in length	6,758	4,055
Exceeding 20' and up-to 40' in length	10,136	6,082
Over 40" in length	13,515	8,109

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

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b>ICD</b>		
Not Exceeding 20' in length	1,266	1,266
Exceeding 20' and up-to 40' in length	1,899	1,899
Over 40" in length	2,532	2,532
<b>Empty</b>		
Not Exceeding 20' in length	1,266	1,266
Exceeding 20' and up-to 40' in length	1,899	1,899
Over 40" in length	2,532	2,532

**C. Yard to truck**

Particulars	Foreign-going (in ₹.)	Coastal (in ₹.)
<b>Loaded Container</b>		
Not Exceeding 20' in length	1,266	1,266
Exceeding 20' and up-to 40' in length	1,899	1,899
Over 40" in length	2,532	2,532
<b>Empty Container</b>		
Not Exceeding 20' in length	1,266	1,266
Exceeding 20' and up-to 40' in length	1,899	1,899
Over 40" in length	2,532	2,532

**SECTION 5 – Hatch covers of vessels**

**Opening hatch cover and replacing it (charge per hatch cover) Rate in US\$**

A. When placing the hatch cover on the quay	162.93
B. Without placing the hatch cover on the quay	65.19

**SECTION 6 – Re-stows FCLs & MTs**

**Rate in US\$**

Shifting containers within the vessel (per move)

**A. Hatch to Hatch shifting**

FCL & MT 40'	81.47
FCL & MT 20'	54.30

**B. Other than (A).**

FCL & MT 40'	325.88
FCL & MT 20'	217.25

Handling charges for containers more than 40' length and up to 45' in length will be 200% of the applicable charges.

**SECTION 7 - Shut outs / Denomination of containers**

**A. Shutouts Charges**

**Rate in US\$**

FCL & MT 40'	162.93
FCL & MT 20'	108.62

**B. Transportation of shutout containers**

**Rate in US\$**

FCL & MT 40'	5,212
FCL & MT 20'	3,475

Note : In the case of Shutout Container, the free storage period will be given to the Container in accordance with free storage period prescribed at Serial no.5 of Section 9 from the time the container is first received till the shutout event. 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.

Handling charges for containers more than 40' length and up to 45' in length will be 200% of the applicable charges for FCL & MT 20'

**SECTION 8**

**(i). Reefer Monitoring and Connection (per 4 hours)**

FCL & MT 20'	8.90
FCL & MT 40'	13.36

**(ii). Pre- Trip inspection ( including supply of electricity)**

50.00

**(iii). Clearing of containers**

FCL & MT 20'	2.00
FCL & MT 40'	4.00

Rate in US\$	
	8.90
	13.36
	50.00
	2.00
	4.00

Note: 1 A refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature is considered a reefer container.

2 Above tariff does not include parameter setting or repair and maintenance of malfunctioning reefers. Charges are also applicable to re-stow reefer containers.

3 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

4 Additional electricity charges of US\$ **35.62 for 20'** & **US\$ 53.42 for 40'** per calendar day will be applicable in case of Reefer Restow Containers also.

5 Handling charges for containers more than 40' length and up to 45' in length will be 200% of the applicable charges for FCL & MT 20'

**SECTION 9 – Dwell time charges**

**Charges for Container storage**



Sl. No	Particulars	Rate per container per day or part thereof (in US \$)		
		Up-to 20' in Length	Above 20' and up-to 40' in Length	Above 40' in length
1	Import-FCL & LCL			
	0- 3 days	Free	Free	Free
	4-15 days	7.42	14.84	22.26
	16-30 days	14.84	29.68	44.52
	Beyond 30 days	29.68	59.36	89.04
2	Export – FCL & LCL			
	0- 7 days	Free	Free	Free
	8-15 days	6.50	13.00	19.50
	16-30 days	13.00	26.00	39.00
	Beyond 30 days	26.00	52.00	78.00
3	Export / Import – Empty containers			
	First 15 days	7.42	14.84	22.26
	16-30 days	14.84	29.68	44.52
	Beyond 30 days	29.68	59.36	89.04
4	ICD – Import & Export – Loaded & empty (Moved by Rail)			
	First 7 days	Free	Free	Free
	8-15 days	3.22	6.44	9.66
	16-30 days	6.44	12.88	19.32
	31 - 45 days	12.88	25.76	38.64
	Thereafter	25.76	51.52	77.28
5	Transshipment – Loaded			
	First 7 days	Free	Free	Free
	8-45 days	7.42	14.84	22.26
	Thereafter	14.84	29.68	44.52
6	Transshipment – Empty			
	First 15 days	7.42	14.84	22.26
	16-30 days	14.84	29.68	44.52
	Beyond 30 days	29.68	59.36	89.04
7	Shutout – Loaded & empty			
	First 15 days	7.42	14.84	22.26
	16-30 days	14.84	29.68	44.52
	Beyond 30 days	29.68	59.36	89.04
8	Change of status to local delivery			
	First 3days	Free	Free	Free
	4—15days	7.42	14.84	22.26
	16-30days	14.84	29.68	44.52
	Beyond 30 days	29.68	59.36	89.04

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 container. Free dwell time (storage) allowed shall be exclusive of customs notified holidays and port non-working days.

2 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 containers storage tariff.

3 In case of ICD container, if documentation is submitted within 48 hours of date of landing of containers, the storage period of 7 free days for loading the container on rail will be applicable. Else the free storage period prescribed for normal containers will be applicable.

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

5 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.

6 Over high and over dimensional containers shall attract thrice the normal applicable charges.

7 For hazardous container, the storage charges shall be 25% more under the respective slabs given above.

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

9 The storage charges on abandoned FCL containers/shipper owned containers shall be levied up to 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:

- (i) The consignee can issue a letter of abandonment at anytime.
- (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,
- (iii) The Line shall resume custody of container along with cargo and either take it back or remove it from the port premises; and
- (iv) The Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
- (v) The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. 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.
- (vi) 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.

#### **SECTION 10 - Procedure and Charges for Inter Terminal Transfer of Transshipment Containers between NSICT & JNPT.**

The following procedure and charges for inter-terminal transfer of transshipment containers between JNPT and NSICT:

##### **(i). Procedure for handling transshipment (TP) containers:**

a. TP containers discharged at the JNPT and bound to be loaded at the NSICT will be transported by the JNP TTs; and, the JNP RTGCs will discharge these containers in the NSICT yard of 4G.

b. Similarly, TP containers discharged at the NSICT and bound to be loaded at the JNPT will be discharged by the NSICT by using its RTGCs and TTs in CY31 of the JNPT.

##### **(ii). Charges for handling transshipment (TP) containers:**

a If a container is discharged by the JNPT and loaded by the NSICT at its terminal, the charges will be as under:

- (i) 50% of transshipment container handling charges as per the JNPT Scale of Rates will be charged to the Line by the JNPT.
- (ii) For the same container the NSICT will charge 50% of the transshipment container handling charges as per its Scale of Rates and, in addition, also levy a charge of ₹

1,807.13 (for 20') or ₹ 2,710.71 (for 40') towards inter-terminal transfer.

b. If a container is discharged by the NSICT and loaded by the JNPT at its terminal, the charges will be as under:

- (i) The NSICT will charge 50% of transshipment container handling charges to the Line as per its Scale of Rates.
- (ii) For the same container the JNPT will charge 50% of TP handling charges and in addition, also levy charge towards inter-terminal transfer as per its Scale of Rates.

#### SECTION 11 – Other charges

S. No.	Particulars	Rate per Container (in ₹.)	
		Not exceeding 20' in length	Exceeding 20' in length and up to 40' in length
(i).	Fixing/ removal of seal	300	300
(ii).	Additional service charge for stacking containers in the designated yard for customs examination or for any other purpose, by prior arrangement.	354	531
(iii).	Charges for shifting within the Terminal for customs examination or any other purpose and subsequent loading of containers for delivery with Prior arrangement with user.	3,319	4,978
(iv).	POD Change	3,723	5,585
(v).	Change of status of Container from Rail to Road or vice-versa	3,723	5,585
(vi).	Fixing/removal of Hazardous Sticker ( per container )	300	300
(vii).	One Door Open Charges per container	1,500	1,500
(viii).	Cancellation of documents - per EIR	150	150
(ix).	Non- declaration / Mis declaration of Hazardous containers	4,500	4,500
(x).	On- Wheel Customs inspection ( per container)	900	900
(xi).	Vessel overstay due to User's fault - Rate per hour	1,50,000	1,50,000
(xii).	Sending Containers survey report/Photo at Gate through electronic process per container	600	600

#### Notes

1. Cancellation charge applies when EIR is cancelled at the request of customers.
2. "One Door Open" charge is applicable for handling container which requires only one door to be kept open (eg. Onion) and when door opening and securing is carried by the terminal.
3. "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 line. The list of such containers on which a seal is affixed by the terminal shall be intimated to the lines. Seal charges will be applicable for removal of seals also.
4. "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 NSICT to undertake the said activity, within the terminal.
5. On- Wheel Customs inspection. The on-wheel inspection of a container shall be allowed to a 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.
6. 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 NSICT. 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 account.

7. Handling charges for containers more than 40' length and up to 45' in length will be 200% of the applicable charges for FCL & MT 20'.

**SECTION 12 –Mandatory User Charge (MUC).**

An amount of ₹. 155/- per container will be levied from 5 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, ₹.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.

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