



காமராஜர் துறைமுக நிறுவனம்
कामराजर पोर्ट लिमिटेड
Kamarajar Port Limited

(A company of Chennai Port Authority)
(Ministry of Ports, Shipping and Waterways - Government of India)



संख्या.: केपीएल /OP/Traffic/AECTPL/278

दिनांक: 10.03.2026

सेवा में

M/s. Adani Ennore Container Terminal Private Limited

No.1/2, Ramcons Fortuna Tower, 4th floor,
Kodambakkam High Road, Nungambakkam,
Chennai-600034

Kind Attn: Shri. Cherian Abraham, Business Head

Dear Sir,

विषय: **Container Terminal –Reference Tariff for the year 2026-27 – Reg.**

संदर्भ: **1. Concession Agreement dated 15.03.2014**

2. WPI for 2025 published in the website of Office of Economic Advisor

With reference to the above, the Reference Tariff for the Financial Year 2026-27 is revised in the manner set out in Pt. No.1.2 xvi. of Appendix 12 of the Concession Agreement and as per the reference tariff notified for the year 2025-26 i.e., “The reference tariff will be revised every year based on a variation in the Wholesale Price Index (WPI)”. The WPI index published in the website of Office of Economic Advisor indicated that the figures for the latest two months are provisional.

The Reference Tariff for the FY 2025-26 is attached herewith which is applicable from 01.04.2026 to 31.03.2027.

Thanking you,

आपका विश्वासी

K. तिरुमुरुगन / K. Thirumurugan

महा प्रबंधक (प्रचालन)/ **General Manager (Operations)**

Encl.: O/o Economic Advisor WPI index 2024 and 2025 & Annual indexation factor calculation (*basis for calculation methodology*)

Copy To: महा प्रबंधक (वित्त) / GM (Finance) – For information please

Registered Office :
Jawahar Building, No.17,
Rajaji Salai, Chennai - 600 001.
Phone : 044 - 2525 1666 - 70
Fax : 044 - 2525 1665
CIN : U45203TN1999PLC043322

पंजीकृत कार्यालय :
जवाहर बिल्डिंग, न.17,
राजाजी सालै, चेन्नै - 600 001.
फोन : 044 25251666 - 70
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फोन : 044 - 27950030 - 40 फॅक्स : 044 - 27950002
टोल फ्री संख्या / TOLL FREE NUMBER : 1800 - 425 - 1203

website : www.kamarajarport.in

WPI for the FY 2026-27

WPI for All Commodities as announced by Office of
Economic Advisor, Ministry of Commerce &
Industry based on 2011-12 series

Months	2024	2025
January	151.20	155.00
February	151.20	154.90
March	151.40	154.80
April	152.90	154.20
May	153.50	153.70
June	154.00	153.70
July	155.30	154.40
August	154.40	155.20
September	154.70	155.00
October	156.70	155.10
November	156.40	156.20
December	155.40	157.00
Total	1847.10	1859.20
Average rounded to two decimals	153.93	154.93
Average WPI as on 01.01.2026		154.93
Average WPI as on 01.01.2025		153.93
Variation in the average monthly WPI of 2026 and 2025 (154.93-153.93)		1.01
Inflation as on 01.01.2026 expressed as a % (1.01/153.93)		0.66
60% of inflation factor (i.e., 60% *0.66)		0.39
Thus, annual indexation factor for the year 2026-27 (100 % variation)		0.66%
Thus, automatic annual indexation factor for the year 2026-27 (60% variation)		0.39%

Note: The WPI of December 2024 is based on the
last year's figure taken up during previous year's
revision.

Wholesale Price Index (WPI)

Monthly Wholesale Price Index
 Name of Commodity : All commodities
 Type : Group Item
 Weight : 100
 Base Year : 2011-12 = 100

Month/Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2024	151.2	151.2	151.4	152.9	153.5	154	155.3	154.4	154.7	156.7	156.4	155.4

- Figure 0 may be treated as index for particular item not-available.
- Figures for the latest two months are provisional. Latest two months are to be reckoned with reference to the latest monthly press release issued.
- (NR : Not Released) : Please refer official Press Release for more information.

Wholesale Price Index (WPI)

Monthly Wholesale Price Index
 Name of Commodity : All commodities
 Type : Group Item
 Weight : 100
 Base Year : 2011-12 = 100

Month/Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2025	155	154.9	154.8	154.2	153.7	153.7	154.4	155.2	155	155.1	156.2	157

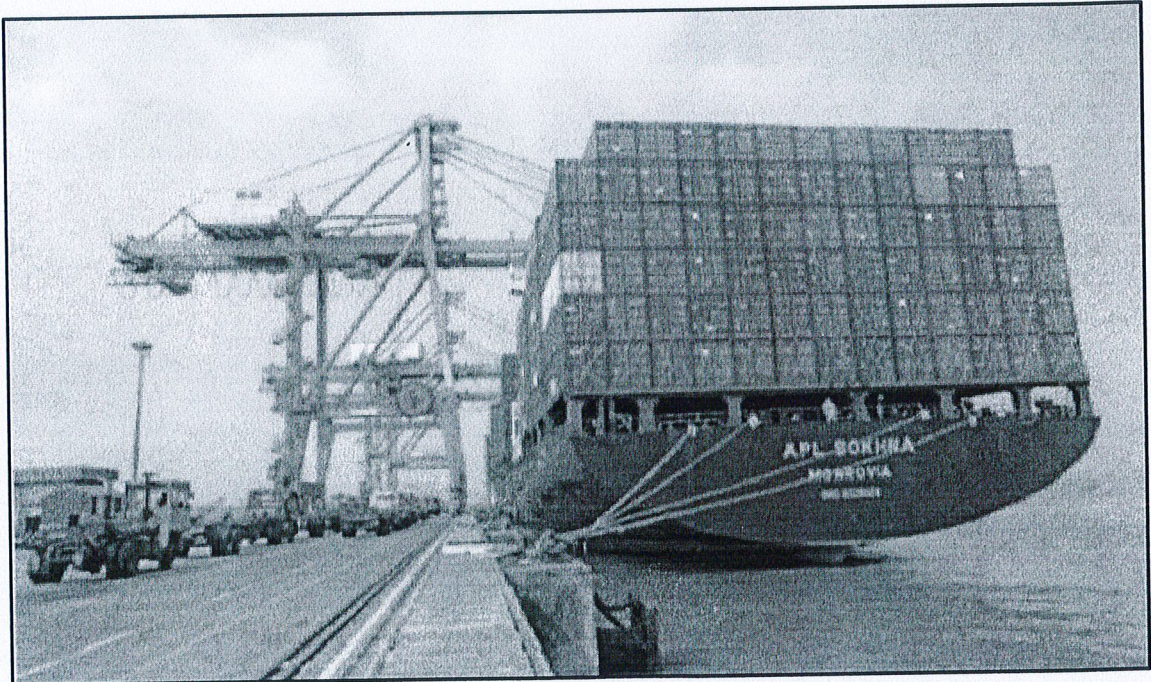
- Figure 0 may be treated as index for particular item not available.
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- (NR : Not Released) : Please refer official Press Release for more information.



KAMARAJAR PORT LIMITED

(A Company of Chennai Port Authority)

ADANI ENNORE CONTAINER TERMINAL PRIVATE LIMITED FOR THE DEVELOPMENT OF CONTAINER TERMINAL AT KAMARAJAR PORT



REFERENCE TARIFF

for the year

2026-27

(Ref: As per the calculation indicated in the Annexure of IPA letter No. IPA/MSD/WPI/Tariff/2022 dated 22.03.2022 & WPI for 2025 published in the website of Office of Economic Advisor)



ADANI ENNORE CONTAINER TERMINAL PRIVATE LIMITED
REFERENCE TARIFF NOTIFIED FOR THE YEAR 2026-27
(Effective from 01.04.2026 - 31.03.2027)

CHAPTER – I

1.1. DEFINITIONS

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

- i. "Port" shall mean Kamarajar Port Limited
- ii. "Coastal Vessel" shall mean any vessel exclusively employed in trading between any Terminal or place in India to any other Port or place in India having a valid coastal license issued by the competent authority.
- iii. "Foreign-going Vessel" shall mean any vessel other than a coastal vessel
- iv. "Container" shall mean the standard ISO container, suitable for the transport and Stacking yard of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.
- v. "Demurrage" shall mean charges payable for storage of cargo in transit area within the Terminal premises beyond free period, as specified in the Scale of Rates.
- vi. "Free period" shall mean the period during which cargo/container is allowed storage free of demurrage charges/ground rent and this period shall exclude Customs notified holidays and Terminal's non-operating days.
- vii. "Full Container Load" (FCL) shall mean a container containing cargo belonging to one consignee in the vessel's manifest.
- viii. "Hazardous container" shall mean a container containing hazardous goods as classified under International Maritime Organisation (IMO.)
- ix. "ICD" shall mean Inland Container Depot.



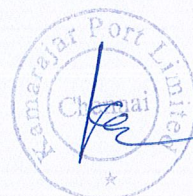
- x. "Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one consignee in the vessel's manifest.
- xi. "Over Dimensional Container" shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices 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.
- xii. "Per day" shall mean a calendar day or part thereof.
- xiii. "Reefer Container" shall mean a refrigerated container used for carriage of goods with provisions for electrical supply to maintain the desired temperature.
- xiv. "Shut Out Container" shall mean a container, which enters into the Terminal as an export intake for a particular vessel as indicated by the Vessel Identification Advice No.(VIAN) Container Advance Information List (COPRAR) and is not shipped into the particular vessel for reasons whatsoever.
- xv. "Transshipment container" shall mean any container, which is discharged from one vessel stored in the container Terminal and shipped through another vessel for other port.

1.2. **GENERAL TERMS & CONDITIONS**

- 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. (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.

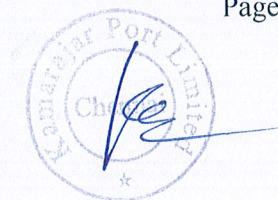
(c). In cases of such conversion, coastal rates shall be chargeable by the load Terminal from the time the vessel starts loading coastal goods.



- (d). In cases of such conversion, coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign going rates shall be chargeable by the discharge Terminals.
- (e). For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to Coastal rates.
- iii. All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- iv. No claims for refund shall be entertained unless the amount refundable is Rs.100/- or more.
- v. Likewise, Terminal Operator shall not raise any supplementary or under charge bills, if the amount due to Terminal is Rs. 100/- or less.
- vi. An LCL Container coming in and going out of the Terminal as a unit load will be regarded as an FCL for the purpose of levying charges.
- vii. Users shall not be required to pay charges for delays beyond a reasonable level attributable to the Terminal.
- viii. In case a vessel idles due to breakdown or non-availability of the shore based facilities of Terminal Operator or any other reasons attributable to Terminal Operator, rebate equivalent to berth hire charges payable to the Kamarajar Port Limited accrued during the period of idling of vessel shall be allowed by Terminal Operator.
- ix. The concession will be on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
- x. Containers less than and upto 20' in length will be reckoned as one TEU for the purpose of tariff.
- xi. 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.



- xii. The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise the Terminal operator shall pay interest on delayed refunds. The rate of penal interest will be 14.25% per annum. The penal rate chosen will apply to both the Terminal and the port users equally. The delay in refunds will be counted only 20 days from the date of completion of services or on production of all documents required from the users, whichever is later. The delay in payments by users will be counted only 10 days after the date of raising the bills by the Terminal operator. This provision shall, however, not apply to the cases where payment is to be made before availing the services.
- xiii. The tariff indicated herein is the Reference Tariff applicable for the year 2026-27.
- xiv. The concessionaire is free to fix tariff based on market forces (ie. Actual Tariff)
- xv. The Concessionaire shall pay Revenue Share at the rate indicated in the Concession Agreement on higher of Reference tariff notified for the year 2026-27 or the Actual Tariff notified by the Concessionaire whichever is applicable for the year 2026-27.
- xvi. The Reference tariff rate will be revised every year based on a variation in the Wholesale Price Index ('WPI'). Such revision shall be based on the indexation against 60% (Sixty percent) of the variation in the WPI for the relevant year beginning 1st January and ending 31st December.
- xvii. The tariff and its implementation will be based on the principles of common user, non-discriminatory and universal access.
- xviii. The Concessionaire should notify the public, the rates and conditionality governing the application of such rates and continue to notify the public any further changes in such rates and / or conditionality. '
- xix. The Concessionaire shall forward a copy of the rates and conditionalities notified to the public to KPL. Wherever the concessionaire charges rates based on the market linked tariff other than the Notified Reference Tariff, the same may be indicated specifically to KPL.



CHAPTER – II
CHARGES FOR CONTAINER OPERATIONS

2.1. Charges for handling FCL import and export containers and empty containers:

(a) Handling by Quay Crane including lashing / unlashng charges :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per FCL Container		
-Not exceeding 20' in length	1524	915
-Exceeding 20' and upto 40' in length	2283	1371
-Over 40' in length	3047	1828
Per Empty Container		
-Not exceeding 20' in length	1524	915
-Exceeding 20' and upto 40' in length	2283	1371
-Over 40' in length	3047	1828

(b) Transportation from Quay side to Yard and Vice Versa :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per FCL Container		
-Not exceeding 20' in length	1041	624
-Exceeding 20' and upto 40' in length	1561	937
-Over 40' in length	2082	1250
Per Empty Container		
-Not exceeding 20' in length	520	312
-Exceeding 20' and upto 40' in length	781	468
-Over 40' in length	1041	624

(c) Handling at Container yard including lift on / lift off onto / from the Internal Transfer vehicle :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per FCL Container		
-Not exceeding 20' in length	572	343
-Exceeding 20' and upto 40' in length	856	513
-Over 40' in length	1142	686
Per Empty Container		



-Not exceeding 20' in length	286	170
-Exceeding 20' and upto 40' in length	429	258
-Over 40' in length	572	343

Note : Services include lifts at container yard for storage

(d) Handling at Container yard including lift on / lift off for Delivery / Receipt to and from Customers :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per FCL Container		
-Not exceeding 20' in length	572	572
-Exceeding 20' and upto 40' in length	856	856
-Over 40' in length	1142	1142
Per Empty Container		
-Not exceeding 20' in length	286	286
-Exceeding 20' and upto 40' in length	429	429
-Over 40' in length	572	572

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

2.2 Charges for handling LCL import and export containers :

(a) Handling by Quay Crane including lashing / unlashng charges :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per LCL Container		
-Not exceeding 20' in length	1524	915
-Exceeding 20' and upto 40' in length	2283	1371
-Over 40' in length	3047	1828

(b) Transportation from Quay side to Yard and Vice Versa :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per LCL Container		
-Not exceeding 20' in length	984	589
-Exceeding 20' and upto 40' in length	1473	884
-Over 40' in length	1966	1179



(c) Handling at Container yard including lift on / lift off onto / from the Internal Transfer vehicle :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per LCL Container		
-Not exceeding 20' in length	572	343
-Exceeding 20' and upto 40' in length	856	513
-Over 40' in length	1142	686

Note : Services include lifts at container yard for storage

(d) Handling at Container yard including lift on / lift off for Delivery / Receipt to and from Customers :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per LCL Container		
-Not exceeding 20' in length	572	572
-Exceeding 20' and upto 40' in length	856	856
-Over 40' in length	1142	1142
Per Empty Container		
-Not exceeding 20' in length	286	286
-Exceeding 20' and upto 40' in length	429	429
-Over 40' in length	572	572

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

2.3. Charges for handling ICD import and export containers :

(a) Handling by Quay Crane including lashing / unlashng charges :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per Loaded Container		
-Not exceeding 20' in length	1524	915
-Exceeding 20' and upto 40' in length	2283	1371
-Over 40' in length	3047	1828
Per Empty Container		
-Not exceeding 20' in length	1524	915
-Exceeding 20' and upto 40' in length	2283	1371
-Over 40' in length	3047	1828



(b) Transportation from Quay side to container rail yard and vice versa :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per Loaded Container		
-Not exceeding 20' in length	984	589
-Exceeding 20' and upto 40' in length	1473	884
-Over 40' in length	1966	1179
Per Empty Container		
-Not exceeding 20' in length	491	294
-Exceeding 20' and upto 40' in length	738	444
-Over 40' in length	984	589

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

(c) Handling at Container rail yard including lift on / lift off onto / from the Internal Transfer vehicle :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per Loaded Container		
-Not exceeding 20' in length	572	343
-Exceeding 20' and upto 40' in length	856	513
-Over 40' in length	1142	686
Per Empty Container		
-Not exceeding 20' in length	286	170
-Exceeding 20' and upto 40' in length	429	258
-Over 40' in length	572	343

Note : Services include lifts at container rail yard for storage

(d) Handling at Container rail yard including lift on / lift off while giving delivery for rail :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per Loaded Container		
-Not exceeding 20' in length	572	572
-Exceeding 20' and up to 40' in length	856	856
-Over 40' in length	1142	1142



Per Empty Container		
-Not exceeding 20' in length	286	286
-Exceeding 20' and up to 40' in length	429	429
-Over 40' in length	572	572

Note : Services include lifts at container rail yard, data handling, processing and transfer between vessel, Terminal operator and shipping line.

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

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per Loaded Container		
-Not exceeding 20' in length	1828	1096
-Exceeding 20' and up to 40' in length	2743	1646
-Over 40' in length	3655	2193
Per Empty Container		
-Not exceeding 20' in length	1828	1096
-Exceeding 20' and up to 40' in length	2743	1646
-Over 40' in length	3655	2193

Note:

1. 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.
2. 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, Terminal operator and shipping line.
3. A Shut out charge as per Section 2.9 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 vessel is berthed.

2.5. Charges for wharfage:

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per Container (box only)		
-Not exceeding 20' in length	88	54
-Exceeding 20' and upto 40' in length	133	79



-Over 40' in length	179	106
Per containerized cargo		
-Not exceeding 20' in length	786	471
-Exceeding 20' and upto 40' in length	1181	709
-Over 40' in length	1574	946

Notes:

The wharfage will be charged on all containers including ICDs, transshipment, LCL and FCL and empty containers.

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

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Without landing hatch cover on quay	1245	747
With landing hatch cover on quay	3110	1865

Notes :

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

2.7. Charges for shifting containers within vessel (Restows):

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Within hatch (without landing and re-shipping) – per container		
-Not exceeding 20' in length	761	456
-Exceeding 20' and upto 40' in length	1142	686
-Over 40' in length	1524	915
Via quay (shifted by landing on quay and re-shipping) – per container		
-Not exceeding 20' in length	2222	1333
-Exceeding 20' and up to 40' in length	3332	2001
-Over 40' in length	4443	2666

Notes :

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



2.8. Reefer related and other general services :

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Pre-trip inspection (including supply of electricity)	2283	1371
Connection or disconnection Services on board a Vessel	152	91
Cleaning of Container		
-Not exceeding 20' in length	113	69
-Exceeding 20' and up to 40' in length	229	137
-Over 40' in length	343	207
Supply of electricity (including connection and disconnection, monitoring of temperature at reefer yard) per container per 4 hours or part thereof.		
-Not exceeding 20' in length	192	113
-Exceeding 20' and up to 40' in length	286	170
-Over 40' in length	380	229

Notes :

1. The tariff prescribed above does not include parameter setting or repair & maintenance of malfunctioning reefers.
2. The charges prescribed in the schedule above are also applicable to restow 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. Pre-trip inspection of the reefer containers and connection or disconnection services on board the vessels will be uniform irrespective of the length of the containers

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

Particulars	Foreign-Going vessel (Rs)	Coastal Vessel (Rs)
Per Container		
-Not exceeding 20' in length	1650	990
-Exceeding 20' and upto 40' in length	2475	1485
-Over 40' in length	3300	1981



Notes :

1. Above charges shall apply where an export container or transshipment container is shut out and delivered out of the Terminal.
2. In this case, the free storage period will be given to the container in accordance with section 2.11. 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.

2.10. Charges for Hazardous cargo containers / over dimensional cargo containers :

A premium of 25% will be levied over the applicable handling charges prescribed above for respective categories of containers.

2.11 Dwell Time Charges (Foreign and Coastal) :

a. Export – Loaded / Empty Containers

Particulars	Rate per container per day or part thereof (Rs.)		
	20'	40'	Over 40'
First 7 days	Free	Free	Free
8 days to 15 days	380	761	1142
16 days to 30 days	761	1524	2283
Beyond 30 days	1524	3047	4571

b. Import – Loaded / Empty Containers

Particulars	Rate per container per day or part thereof (Rs.)		
	20'	40'	Over 40'
First 3 days	Free	Free	Free
4 days to 15 days	380	761	1142
16 days to 30 days	761	1524	2283
Beyond 30 days	1524	3047	4571

c. Transshipment – Loaded / Empty

Particulars	Rate per container per day or part thereof (Rs.)		
	20'	40'	Over 40'
First 30 days	Free	Free	Free
31 days to 45 days	380	761	1142



46 days to 60 days	761	1524	2283
Beyond 60 days	1524	3047	4571

d. ICD – Import & Export - Loaded / Empty

Particulars	Rate per container per day or part thereof (Rs.)		
	20'	40'	Over 40'
First 10 days	Free	Free	Free
11 days to 30 days	380	761	1142
31 days to 45 days	761	1524	2283
Beyond 45 days	1524	3047	4571

e. Shut out - Loaded / Empty

Particulars	Rate per container per day or part thereof (Rs.)		
	20'	40'	Over 40'
First 15 days	Free	Free	Free
16 days to 30 days	380	761	1142
Beyond 30 days	1524	3047	4571

Notes :

- Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container and for export containers the free period shall commence from the time container enters the terminal.
- For the purpose of calculation of free time, Customs notified holidays and Terminal's non-operating days shall be excluded.
- 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.
- 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.
- The users will not have to pay storage charges for the period during which the Terminal operator is not in a position to deliver / shift the containers when requested by the users.



6. Normal import containers subsequently changing the mode of dispatch to rail will enjoy the free period applicable to normal import containers only.
7. 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.
8. (i) Dwell time charges for Hazardous containers shall attract 1.25 times the normal applicable charges. (ii) For Over-Dimensional Containers, storage charge shall be based on actual number of ground slots the respective container occupies under the respective slab as given above.
9. The storage charges on abandoned FCL containers / shippers 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 :
 - (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 it back or remove it from the Terminal premises; and
 - (ii) The Line shall pay all Terminal 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 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 de-stuffing the cargo.
 - (d) Where the container is seized / confiscated by the Custom Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. 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.



2.12. Charges for Miscellaneous Services :

S.No	Particulars	Foreign – Going /Coastal (Rs)		
		20'	40'	Over 40'
a	Fixing / removal of seal	254	254	254
b	Lift on / Lift off in the Container yard	761	1142	1524
c	Movement of container from one place to another place (within the terminal)	1079	1619	2157
d	Opening of door of container for inspection, etc.	761	761	761
e	Shifting of container within the Terminal for customs inspection	1079	1619	2157
f	Direct loading	634	952	952
g	Re-shuffling	1079	1619	1619
h	Change of shipment status	761	761	761
i	Change of container status	761	761	761
j	Cancellation of document	125	125	125

2.13. Charges for supply of fresh water alongside the container berths :

Particulars	Rate in Rs.
Per 1000 Litres or part thereof	507

2.14. Charges for clearance of garbage on board :

Particulars	Rate in Rs.
Per ½ cubic meter bag	317



2.15. Rebates :

Rebate at 25% to this scale of rates shall be applicable to users for carrying out various operations with their own arrangements, with the prior written permission of the Terminal operator when the equipments of the Terminal Operator are not available for the reasons given below :

- (a) If the Ship's gears are used for loading / unloading containers from ship to shore or vice versa.
- (b) If the Terminal user deploys his own tractor trailer for transporting containers from quay to container yard or container yard to quay.
- (c) If the terminal user deploys his own equipment for lifting containers from the container yard to truck and vice versa.
- (d) If the Terminal user provides labour for lashing / unlashng operation of containers

Note :

- 1. No rebate will be admissible for back to town containers handled by private equipment.
- 2. In case of Sr.No (d) above, rebate shall be limited to the number of containers actually lashed.



CHAPTER – III

BERTH HIRE CHARGES

1. Rate of Berth hire charges for vessels called at the Container Terminal :

GT	Rate per hour or part thereof	
	Foreign-going vessel (US\$)	Coastal Vessel (Rs)
Any volume of GT	0.0204	0.7619

- a. Berth Hire charges shall be levied on ship owners / Steamer Agents. Wherever rates have been denominated in US dollar terms, the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India, State Bank of India or its Associates or any other Public Sector Banks as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.
- b. The day of entry of the vessel to be considered for conversion from dollar denominated tariff to rupee tariff.
- c. A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the terminal for a 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.
- d. The fraction of a Rupee so arrived at will be rounded off to the next full Rupee.
- e. Berth hire for coastal vessels shall be recovered at the rates notified in Rupees only.
- f. Gross Tonnage (GT) is the cubic capacity of the whole ship including engine room and crew space but excludes space above deck, cabins, deck shelters, chart houses etc and as recorded in the Certificate of Registry of the Vessel.
- g. The vessel should be ready for sailing in all respects within 2 hours of completion of her cargo work. The information regarding the time of her readiness to sail shall be communicated to the Port Signal Station over VHF by the vessel and hoisting of 'G' flag at least 1 hour in advance. A vessel which is not ready to sail after 2 hours of completion of cargo work is liable to pay additional berth hire charges at the rate of 100% of the normal berth hire charges per hour or part thereof. The duration for which additional berth hire is to be charged will be calculated from the time of expiry of 2 hours from completion of cargo work to the time the vessel is ready for sailing.
- h. For a vessel which is ready to sail in all respect but could not sail due to Terminal or port operational requirements, berth hire charges will cease after 2 hours of vessel's readiness to sail.

