

INDIA GATEWAY TERMINAL PRIVATE LIMITED

SCALE OF RATES FOR INTERNATIONAL CONTAINER TRANSHIPMENT TERMINAL EFFECTIVE FROM 01st May 2025

PREFACE

This Scale of Rates sets out the charges payable to India Gateway Terminals Private Limited for use of services and facilities provided at the International Container Transshipment Terminal (ICTT).

1. DEFINITIONS

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

- (i). **"IGTPL"** means India Gateway Terminal Private Limited, a company incorporated in India, its successors and assigns.
- (ii). **"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 competent authority / Directorate general of Shipping.
- (iii). **"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.
- (iv). **"FCL"** means a container said to contain Full Container Load.
- (v). **"Foreign going Vessel"** shall mean any vessel other than a coastal vessel.
- (vi). **"Hazardous container"** means a Container containing hazardous goods as classified under IMO.
- (vii). **"ICD"** means Inland Container Depot.
- (viii). **"LCL"** means a container said to contain Less than full Container Load (Container having cargo of more than one importer/ exporter).
- (ix). **"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.
- (x). **"Per day"** means per calendar day or part thereof.
- (xi). **"Port"** means Cochin Port Trust.
- (xii). **"Reefer"** means any container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- (xiii). **"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 whatsoever reason.
- (xiv). **"Transshipment container"** means a Container discharged from one vessel, stored in IGTPPL and transported through another vessel.
- (xv). **"VIAN"** means Vessel Identification Advise Number.

2. GENERAL

- (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 classifying into 'coastal' or 'foreign-going' category 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 License for Specified Period or Voyage issued by the Director General of Shipping and 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 & Customs - Circular No 15/2002-Cus dated 25th February 2002 allows carriage of coastal cargo from one Indian Port to another Indian Port in India, in Indian flag foreign going vessels without any Custom Conversion.
 - (b). In case of Foreign flag vessels converted to coastal run on the basis of a License for Specified Period or Voyage issued by the Director General of Shipping and a Custom Conversion Order, the coastal cargo/ container loaded from Indian Port and destined from any other Indian Port should be levied at the rate applicable for coastal cargo / container.

- (v). Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees. For this purpose, the market buying rate notified by State Bank of India or Reference rate notified by Reserve 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 conversion of the dollar denominated charges into Indian rupees.
- (vi). (a). All dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms into its equivalent Indian Rupees at the market buying rate notified by the State Bank of India or Reference Rate notified by Reserve Bank of India as may be specified from time to time.
- (b). The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.
- (vii). 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.
- (viii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (ix). (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the IGTPL shall pay penal interest on delayed refunds.
- (b). The rate of penal interest will be 15% per annum. The penal rate will apply to both the IGTPL and the port users equally.
- (c). 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.
- (d). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the IGTPL. 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, 1963 prescribed as a condition in the tariff.
- (x). (a). The container related charges for all coastal should not exceed 60% of the normal container related charges.
- (b). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, 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.
- (c). For the purpose of this concession, container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.

- (xi). Concessional coastal tariff 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 (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.
- (a). Coastal goods transported between an Indian Port on east coast and another Indian Port on West Coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessels in terms of Notification No 38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (b). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change or vessel in terms No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (c). The provisions prescribed above shall be subject to adherence to the provision prescribed in the Order No.TAMP/53/2015-VOCPT dated 26th November, 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10th June, 2016.
- (xii). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Operator may, if it so desires, charge lower rates and/or allow higher rebates and discounts.
- (b). The Operator may also, if they so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- (c). The Operator should, however, notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (xiii) Users will not be required to pay charges for delays beyond a reasonable level attributable to the IGTPL.
- (xiv). In case a vessel idles due to non-availability or breakdown of the shore based facilities of IGTPL or any other reasons attributable to the IGTPL, rebate equivalent to berth hire charges payable to COPT during the period of idling shall be allowed by IGTPL.
- (xv). In case a vessel idles at the IGTPL terminal for more than two hours due to user's fault, Rs. 1,46,345/- per hour will be levied.
- (xvi). The tariff prescribed in the Scale of Rates will be increased by 60% of the variation in Wholesale Price Index announced by the Government of India occurring between 1st January and 31st December of relevant year. Such adjusted SOR will come into force from 1st May of the relevant year to 30th April of following year. The first such escalation will be effected on 1 May 2020 and last one will be on 1 May 2021. The

individual tariff arrived after applying the annual escalation shall be rounded off to 2 decimals.

- (xvii). The minimum level of productivity will be 25 moves per hour per crane for handling normal containers by gantry crane as mentioned in schedule 1.1. A reduction of 5% in the charges prescribed in schedule 1.1. will be allowed in case the productivity falls below 25 moves per hour / per crane.
- (xviii). In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges may be levied for cargo and vessels related services as well as special discount may be offered in port charges for the services rendered after regular hours.

[This condition is incorporated in pursuance to the MOS letter No.PD/14033/101/2015-PD.V dated 3 February 2016 based on which a common adoption Order No.TAMP/14/2016-Misc dated 16 February 2016 is approved by the Authority]

- (xix). Mandatory User Charges :

The Mandatory User Charges for the Logistics Data Bank (LDB) service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC) in pursuance of MOS communication vide letter No.PD-14033/34/2017-PD-V dated 06 June 2018 will be governed by separate common adoption Order No. TAMP/46/2018-MUC dated 24 July 2019 approved by TAMP for common adoption by all Major Port Trusts and BOT terminals.

SECTION - I

1. CHARGES FOR ALL NORMAL AND REEFER CONTAINERS

1.1. Gantry Crane Charges including Lashing / unlashings, stowage planning

Particulars	Foreign-going (US\$)	Coastal (INR)
<u>Per Laden Container</u>		
Not Exceeding 20' in length	62.94	1,983.66
Exceeding 20' and upto 40' in length	94.42	2,975.50
Over 40' in length	125.85	3,965.82
<u>Per Empty Container</u>		
Not Exceeding 20' in length	62.94	1,983.66
Exceeding 20' and upto 40' in length	94.42	2,975.50
Over 40' in length	125.85	3,965.82

Note:

The consolidated charges prescribed above include the following elements, viz. stevedoring, use of gantry crane, use of transfer crane, lashing / unlashings and stowage planning.

1.2. Transportation from QC to Yard and visa versa

Particulars	Foreign-going (INR)	Coastal (INR)
<u>Per Laden Container</u>		
Not Exceeding 20' in length	479.01	344.75
Exceeding 20' and upto 40' in length	718.53	517.16
Over 40' in length	958.01	689.48
<u>Per Empty Container</u>		
Not Exceeding 20' in length	425.85	325.49
Exceeding 20' and upto 40' in length	638.79	488.22
Over 40' in length	851.68	650.96

1.3. Transportation from Container Yard to Rail Yard and visa versa

Particulars	Foreign-going (INR)	Coastal (INR)
<u>Per Laden Container</u>		
Not Exceeding 20' in length	479.01	574.58
Exceeding 20' and upto 40' in length	718.53	861.90
Over 40' in length	958.01	1,149.15
<u>Per Empty Container</u>		
Not Exceeding 20' in length	425.85	542.47
Exceeding 20' and upto 40' in length	638.79	813.72
Over 40' in length	851.68	1,084.90

1.4. Handling at Container Yard for lift on / off while receiving from Quay

Particulars	Foreign-going (INR)	Coastal (INR)
<u>Laden Container</u>		
Not Exceeding 20' in length	1,021.93	735.53
Exceeding 20' and upto 40' in length	1,532.89	1,103.29
Over 40' in length	2,043.83	1,471.06
<u>Empty Container</u>		
Not Exceeding 20' in length	319.36	343.52
Exceeding 20' and upto 40' in length	479.06	515.30
Over 40' in length	638.71	687.32

1.5. Handling from truck / rail for delivery / receipt to and from customers

Particulars	Foreign-going (INR)	Coastal (INR)
<u>Laden Container</u>		
Not Exceeding 20' in length	1,021.93	1,225.82
Exceeding 20' and upto 40' in length	1,532.89	1,838.72
Over 40' in length	2,043.83	2,451.61
<u>Empty Container</u>		
Not Exceeding 20' in length	319.36	430.23
Exceeding 20' and upto 40' in length	479.06	645.37
Over 40' in length	638.71	861.63

Note:

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

SECTION - II

2. CHARGES FOR ALL TRANSHIPMENT CONTAINERS

Particulars	Foreign-going (US\$)	Coastal (INR)
<u>Laden Container</u>		
Not Exceeding 20' in length	139.30	5,110.27
Exceeding 20' and upto 40' in length	208.97	7,665.38
Over 40' in length	278.62	10,220.49
<u>Empty Container</u>		
Not Exceeding 20' in length	123.72	4,540.72
Exceeding 20' and upto 40' in length	185.56	6,811.14
Over 40' in length	247.41	9,081.47

Notes:

(1). The composite rates given above covers gantry crane charges, lashing, unlashng, stowage planning, charges for transportation from quay to yard and vice-versa, charges for grounding and lifting by transfer crane at the yard and wharfage.

(2). A container from foreign port landing at the IGTPL 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.

(3). A transshipment container sent to CFS, ICD or taken delivery locally shall be charged the local container rate.

(4). Charges for Hazardous Containers and Overdimensional Containers will be 1.50 times the rates prescribed above.

SECTION - III

3. CHARGES FOR ALL HAZARDOUS CONTAINERS AND OVERDIMENSIONAL CONTAINERS

3.1. Gantry Crane Charges including Lashing / unlashng

Particulars	Foreign-going (US\$)	Coastal (INR)
<u>Laden Container</u>		
Not Exceeding 20' in length	113.25	2,975.48
Exceeding 20' and upto 40' in length	169.87	4,463.25
Over 40' in length	226.45	5,948.74

3.2. Transportation from QC to Yard and visa versa

Particulars	Foreign-going (INR)	Coastal (INR)
<u>Laden Container</u>		
Not Exceeding 20' in length	861.86	517.12
Exceeding 20' and upto 40' in length	1,292.86	775.75
Over 40' in length	1,723.70	1,034.21

3.3. Transportation from Container yard to Rail yard and visa versa

Particulars	Foreign-going (INR)	Coastal (INR)
<u>Laden Container</u>		
Not Exceeding 20' in length	861.86	861.86
Exceeding 20' and upto 40' in length	1,292.86	1,292.86
Over 40' in length	1,723.70	1,723.70

3.4. Handling at Container Yard for lift on / off while receiving from Quay

Particulars	Foreign-going (INR)	Coastal (INR)
<u>Laden Container</u>		
Not Exceeding 20' in length	1,838.73	1,103.27
Exceeding 20' and upto 40' in length	2,758.08	1,654.94
Over 40' in length	3,677.42	2,206.59

3.5. Handling from truck / rail for delivery / receipt to / from customers

Particulars	Foreign-going (INR)	Coastal (INR)
Laden Container		
Not Exceeding 20' in length	1,838.73	1,838.73
Exceeding 20' and upto 40' in length	2,758.08	2,758.08
Over 40' in length	3,677.42	3,677.42

SECTION - IV

4. WHARFAGE CHARGES

Particulars	Foreign-going (INR)	Coastal (INR)
Laden Container		
Not Exceeding 20' in length	1,064.49	766.15
Exceeding 20' and upto 40' in length	1,596.74	1,149.26
Over 40' in length	2,128.97	1,532.32
Empty Container		
Not Exceeding 20' in length	223.55	170.96
Exceeding 20' and upto 40' in length	335.35	256.44
Over 40' in length	447.08	341.84

SECTION - V

5. CHARGES FOR HANDLING HATCHCOVERS OF VESSELS

Particulars	Foreign-going (US\$)	Coastal (INR)
Opening hatchcover and replacing it (charge per hatchcover)		
A. When placing the hatchcover on the quay	81.68	2,135.67
B. Without placing the hatchcover on the quay	32.68	854.72

SECTION - VI

6. CHARGES FOR SHIFTING OF CONTAINERS WITHIN VESSELS (RESTOWS) [FULL CONTAINER LOAD AND EMPTY CONTAINER]

Particulars	Foreign-going (US\$)	Coastal (INR)
<u>A. Shifting containers within the vessel (per move)</u>		
Not Exceeding 20' in length	54.47	1,423.74
Exceeding 20' and upto 40' in length	81.67	2,135.67
Over 40' in length	108.89	2,847.50
<u>B. Other than (A)</u>		
Not Exceeding 20' in length	121.15	3,167.92
Exceeding 20' and upto 40' in length	181.72	4,751.85
Over 40' in length	242.27	6,335.82

SECTION - VII

7. REEFER RELATED CHARGES

Particulars	Foreign-going (US\$)	Coastal (INR)
<u>A. Charges for supply of electricity reefer Monitoring and Connection / disconnection (per 4 hours / or part thereof) [For Laden and Empty]</u>		
Not Exceeding 20' in length	6.33	276.49
Exceeding 20' and upto 40' in length	9.53	414.71
Over 40' in length	12.67	552.97
<u>B. Pre-Trip inspection (including supply of electricity)</u>	83.24	4,038.36
<u>C. Cleaning of containers [For Laden and Empty]</u>		
Not Exceeding 20' in length	3.33	161.52
Exceeding 20' and upto 40' in length	6.63	323.07
Over 40' in length	9.99	484.64

Notes:

- (1). Above tariff does not include parameter setting or repair and maintenance of malfunctioning reefers.
- (2). Pre-trip inspection of the reefer containers, and cleaning of containers are optional services and shall be rendered when requested by user.
- (3). The charges prescribed above are also applicable to restow reefer containers.

SECTION - VIII

8. STORAGE CHARGES

Particular	Rate per container per day or part thereof					
	Foreign-going (in US \$)			Coastal (in INR)		
	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	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
Laden container						
i) First 3 days	Free	Free	Free	Free	Free	Free
ii) 4-15 days	8.99	17.99	26.95	391.76	783.47	1,175.15
iii) 16-30 days	17.99	35.94	53.94	783.41	1,566.84	2,350.23
iv) Thereafter	35.94	71.90	107.87	1,566.89	3,133.82	4,700.70
Empty container						
i) First 3 days	Free	Free	Free	Free	Free	Free
ii) 4-10 days	8.99	17.99	26.95	391.76	783.47	1,175.15
iii) 11-15 days	17.99	35.94	53.94	783.41	1,566.84	2,350.23
iv) Thereafter	35.94	71.90	107.87	1,566.89	3,133.82	4,700.70
Transshipment container-Laden						
i) First 30 days	Free	Free	Free	Free	Free	Free
ii) 31-45 days	17.99	35.94	53.94	783.41	1,566.84	2,350.23
iii) Thereafter	26.95	53.94	80.87	1,175.15	2,350.30	3,525.46
Transshipment container-Empty						
i) First 15 days	Free	Free	Free	Free	Free	Free
ii) 16-30 days	17.99	35.94	53.94	783.41	1,566.84	2,350.23
iii) Thereafter	26.95	53.94	80.87	1,175.15	2,350.30	3,525.46

Notes:

- (1). (a). Storage period for an import container shall be reckoned from the day following the day of landing upto the day of loading / delivery / removal of container.
- (b). Storage period for export container starts from the date containers enters the terminal.
- (2). For the purpose of calculation of free period Customs notified holidays and terminal's non-working days shall be excluded.
- (3). 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.

- (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). For over high and over dimensional containers, the storage charge shall be based on the actual number of ground slots the respective container occupies under the respective slab as given above.
- (7). For hazardous container, the storage charges shall be 50% more under the respective slab as given above.
- (8). The users will not have to pay storage charges for the period during which IGTPPL is not in a position to deliver/ ship the containers when requested by the users.
- (9). The storage charges on abandoned FCL container / shipper owned containers shall be levied upto 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 the condition that,
 - (a). the Line shall resume custody of container along with cargo and either take back it 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 destuffed 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 destuffing. 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.

SECTION - IX

9. MISCELLANEOUS CHARGES

S. No.	Particulars	Rate per Container (in INR `)	
		Not exceeding 20' in length	Exceeding 20' in length and upto 40' in length
(i).	Fixing/ removal of seal	332.90	332.90
(ii).	Additional service charge for stacking containers in the designated yard for customs examination or for any other purpose, by prior arrangement.	332.90	499.35
(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.	3,120.97	4,682.30
(iv).	POD / Vessel Change	4,161.30	6,241.95
(v).	Change of status / weight of Container	4,161.30	6,241.95
(vi).	Fixing/removal of Hazardous Sticker (per container)	332.90	332.90
(vii).	One Door Open Charges(per container)	1,664.51	1,664.51
(viii).	Cancellation of documents (per EIR)	166.46	166.46
(ix).	Non-declaration / Mis declaration of Hazardous containers	4,993.55	4,993.55
(x).	On- Wheel Customs inspection (per container)	998.73	998.73
(xi).	Sending Containers survey report/Photo at Gate through electronic process (per container)	665.81	695.76
(xii).	Weighment Charges	335.60	503.42
(xiii).	Printing of Shipping Bill / Other Customs Documents	936.61	936.61
(xiv).	Radiological Scanning Charges	2,107.37	4,214.73

Notes:

- (1). Cancellation charges 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 (e.g. 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 IGTPPL to undertake the said activity, within the terminal.

(5). On-Wheel Customs inspection - The on-wheel inspection of a container shall be allowed at the nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision. No stuffing/ destuffing, even partially, shall be permitted within the terminal premises.

(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 IGTPPL. 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 customers account.
