

ANNEXURE

**CHENNAI CONTAINER TERMINAL PRIVATE LIMITED
Scale of Rates with Effect from 10/01/2025**

(This SOR shall come into effect after expiry of 30 days from the date of notification of the Order passed by the Authority in the Gazette of India)

PREFACE

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

1 DEFINITIONS

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

- 1.1. "CCT" means Chennai Container Terminal.
- 1.2. "CCTPL" means Chennai Container Terminal Pvt Limited, a company incorporated in India its successors and assigns.
- 1.3. "CFS" means Container Freight Station at the CCT.
- 1.4. "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
- 1.5. "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.
- 1.6. "FCL" means Containers said to contain Full Container Load.
- 1.7. "Foreign-going Vessel" shall mean any vessel other than a coastal vessel.
- 1.8. "Hazardous container" means a Container containing hazardous goods as classified under IMO.
- 1.9. "ICD" means Inland Container Depot.
- 1.1. "LCL" means Containers said to contain Less than full Container Load (Container having cargo of more than one importer/ Exporter).
- 1.11. "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.
- 1.12. "Per day" means per calendar day or part thereof.
- 1.13. "Reefer" means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- 1.14. "Port" means Chennai Port Authority.
- 1.15. "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.
- 1.16. "Tonne" means one metric Tonne of 1,000 kilograms or one cubic metre.
- 1.17. "Transshipment container" means a Container discharged from one vessel, stored in CCT and transported through another vessel.
- 1.18. "VIAN" means Vessel Identification Advise Number.
- 1.19. "Fumigation Facility" means facilitating decontamination of cargo which are prone to be affected by pests and which requires pesticides to decontaminate by the way of fumigation or degassing or both.
- 1.20. "Accredited Clients Programme" means a programme being introduced by the Customs Department by which importers registered by the department as "Accredited Clients" will form a separate category to which assured facilitation would be provided. Except for a small percentage of consignments selected on a random basis by the RMS, or cases where specific intelligence is available or where a specifically observed pattern of non-compliances required to be addressed, the Accredited Clients will be allowed clearance on the basis of self- assessment i.e.

as a matter of course, clearance would be allowed on the basis of their declarations, and without examination of goods. Further, this benefit would be available to the registered Accredited Clients at all the ports in the country where EDI and the RMS are operational.

Customs Department expects that this measure will bring about reduction in the dwell time of cargo and transaction costs for such importers. Custom Houses may create separately earmarked facility/counters for providing customs clearance service to the Accredited Clients. Commissioners of Customs are also required to work with the Custodians for earmarking separate storage space, handling facility and expeditious clearance procedures for these clients. Further IMG has also recommended faster delivery system by creating separate area in the port premises clearly earmarked for immediate delivery of cargo to specified accredited importers'. This programme has been defined in details in Customs Circular No. 42/2005-Cus dated 24th November 2005.

1.21. "Long Haul vessels" would be defined as Vessels originating/ Destined from /to any ports in continents of Americas/ Europe/ Africa or ports beyond Singapore/ Malaysia.

2 GENERAL

2.1. Containers less than and upto 20' in length will be reckoned as one TEU for the purpose of tariff.

2.2. Containers other than that of standard size requiring special devices / slings / handling will be charged as per 3.5 below. Such containers will also include damaged containers and any other type requiring special devices.

2.3. All US dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in US dollar terms into its equivalent Indian Rupees at 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. 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.

2.4. All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

2.5. 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

2.6. (i) The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the CCTL shall pay penal interest on delayed refunds.

(ii). The rate of penal interest will be 15% per annum. The penal rate will apply to both the CCTL and the port-users equally.

(iii). 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.

(iv). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the CCTL. This provision shall, however, not apply to the cases where payment of charges collected in advance is prescribed in this Scale of Rates.

2.7. (i) 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.

(ii) A foreign going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.

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

(iv) 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 ports.

(iv) For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other documents will be required to be entitled to coastal rates.

2.8. An LCL Container coming in and going out of the CCT as a unit load will be regarded as an FCL for the purpose of levying charges.

2.9. Users shall not be required to pay charges for delays beyond a reasonable level attributable to the CCTL.

2.10. In case a vessel idles due to breakdown or non-availability of the shore based facilities of CCTL or any other reasons attributable to CCTL, rebate equivalent to berth hire charges payable to Chennai Port Authority accrued during the period of idling of vessel shall be allowed by CCTL.

2.11. 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 vessel in terms 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.38/2018Customs (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.

2.12. The SOR approved by the Chennai Port Authority is subject to automatic annual indexation at 60% of the WPI to be announced by the Tariff Authority for Major Ports (TAMP). The next annual indexation in SOR is applicable from 01 May 2025. For the subsequent years, the annual indexed SOR will come into force from 1st May of the relevant year to 30th April of the following year. The indexed SOR shall be intimated by the CCTPL to the ChPA, users and to the Tariff Authority for Major Ports (TAMP).

3	CHARGES FOR CONTAINER OPERATIONS			
3.1.	Charges for handling FCL import and export containers and empty Containers			
3.1.1.	Handling by Quay Crane including lashing/unlashing charges.			
		<i>Foreign-going Vessel others</i>	<i>Foreign-going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>US\$</i>	<i>US\$</i>	<i>INR</i>
	Per FCL Container			
	- Not exceeding 20' in length	26.11	24.80	657.87
	- Exceeding 20' and upto 40' in length	39.13	37.18	986.37
	- Over 40' in length	52.20	49.58	1,315.44
	Per empty Container			
	- Not exceeding 20' in length	26.11	26.11	657.87
	- Exceeding 20' and upto 40' in length	39.13	39.13	986.37
	- Over 40' in length	52.20	52.20	1,315.44
	Services include handling by quay crane and lashing/unlashing.			

3.1.2.	Transportation from QC to Yard & Vice Versa			
		<i>Foreign-going Vessel others</i>	<i>Foreign going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>	<i>INR</i>
	Per FCL Container			
	- Not exceeding 20' in length	743.78	706.60	446.29
	- Exceeding 20' and upto 40' in length	1,115.64	1,059.86	669.40
	- Over 40' in length	1,487.57	1,413.19	892.54

	Per empty Container			
	- Not exceeding 20' in length	368.35	368.35	221.02
	- Exceeding 20' and upto 40' in length	552.54	552.54	331.51
	- Over 40' in length	736.70	736.70	442.02
	Services include transport to and from the quayside.			

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

		<i>Foreign-going Vessel others</i>	<i>Foreign- going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>	<i>INR</i>
	Per FCL Container			
	- Not exceeding 20' in length	411.03	390.48	246.61
	- Exceeding 20' and upto 40' in length	616.56	585.72	369.93
	- Over 40' in length	822.04	780.95	493.23
	Per empty Container			
	- Not exceeding 20' in length	203.56	203.56	122.13
	- Exceeding 20' and upto 40' in length	305.32	305.32	183.20
	- Over 40' in length	407.10	407.10	244.26
	Services include lifts at Container Yard for Storage.			

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

		<i>Foreign-going Vessel others</i>	<i>Foreign- going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>	<i>INR</i>
	Per FCL Container			
	- Not exceeding 20' in length	411.03	390.48	411.03
	- Exceeding 20' and upto 40' in length	616.56	585.72	616.56
	- Over 40' in length	822.04	780.95	822.04
	Per empty Container			
	- Not exceeding 20' in length	203.56	203.56	203.56
	- Exceeding 20' and upto 40' in length	305.32	305.32	305.32
	- Over 40' in length	407.10	407.10	407.10

Services include lifts at Container Yard for landing or loading the container from or to customer's vehicle.

3.2.	Charges for handling LCL import and export container.		
3.2.1.	Handling by Quay Crane including lashing/unlashing charges:		
		<i>Foreign- going Vessel</i>	<i>Coastal Vessel</i>
		<i>US\$</i>	<i>INR</i>
	Per LCL Container		
	- Not exceeding 20' in length	26.11	657.87
	- Exceeding 20' and upto 40' in length	39.13	986.37
	- Over 40' in length	52.20	1315.44
	Services include handling by quay crane and lashing/unlashing		

3.2.2. (a) - Transportation of Container from QC to Container Yard and Vice Versa.			
		<i>Foreign- going Vessel</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>
Per LCL Container			
- Not exceeding 20' in length		743.78	446.29
- Exceeding 20' and upto 40' in length		1,115.64	669.40
- Over 40' in length		1,487.57	892.54
Services include transportation of container from quay to yard and vice versa to CY.			

3.2.2. (b) - Handling at Container Yard on/off onto/from the Internal Transfer Vehicle:			
		<i>Foreign- going Vessel</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>
Per LCL Container			
- Not exceeding 20' in length		411.03	246.62
- Exceeding 20' and upto 40' in length		616.56	369.94
- Over 40' in length		822.04	493.22
Services include lifts at container yard for storage.			

3.2.2. (c) Transport of Container from Yard to CFS and vice versa, loading and unloading container from / to customer's vehicle and handling at CFS			
		<i>Foreign- going Vessel</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>
Per LCL Container			
- Not exceeding 20' in length		1,604.02	1,604.02
- Exceeding 20' and upto 40' in length		2,406.08	2,406.08
- Over 40' in length		3,208.06	3,208.06
Note : Services include landing or loading the container from or to customer's vehicle, stowage planning on vessel and yard, data handling, processing and transfer of data between vessel, CCTL and shipping line. Delivery of empty container will be charged a lift on/ lift off separately.			

3.2.3. Stuffing / destuffing of cargo at the CCT			
		<i>Foreign- going Vessel</i>	<i>Coastal Vessel</i>
		<i>US\$</i>	<i>INR</i>
Destuffing/stuffing per container			
- Not exceeding 20' in length		34.37	864.08
- Exceeding 20' and upto 40' in length		51.56	1,296.10
- Over 40' in length		68.75	1,727.79

Note: (I) Services include stuffing or destuffing of LCL containers.

(II) For stuffing/destuffing half-a-container, 50% of the above-mentioned rates will be levied. For this purpose, part stuffing / destuffing of 50% or less than 50% of a container will be treated as half-a-container. If a container is, however to be topped up or stuffed/ destuffed more than 50%, it will be treated as a full container. For customs examination at CFS if only 25% or less than 25% of a container is destuffed/stuffed then charges will be 25% of above mentioned rates.

3.3. Charges for handling ICD import and export container. charges.

3.3.1. Handling by Quay Crane including lashing/unlashing

		<i>Foreign-going Vessel others</i>	<i>Foreign going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>US\$</i>	<i>US\$</i>	<i>INR</i>
	Per loaded Container			
	- Not exceeding 20' in length	26.11	24.80	657.87
	- Exceeding 20' and upto 40' in length	39.13	37.18	986.37
	- Over 40' in length	52.20	49.58	1315.44
	Per empty Container			
	- Not exceeding 20' in length	26.11	26.11	657.87
	- Exceeding 20' and upto 40' in length	39.13	39.13	986.37
	- Over 40' in length	52.20	52.20	1315.44

Services include handling by quay crane and lashing/ unlashing

3.3.2. Transportation from QC to container Rail Yard & Vice Versa

		<i>Foreign-going Vessel others</i>	<i>Foreign going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>	<i>INR</i>
	Per loaded Container			
	- Not exceeding 20' in length	706.63	671.30	423.96
	- Exceeding 20' and upto 40' in length	1,059.89	1,006.89	635.93
	- Over 40' in length	1,413.20	1,342.54	847.92
	Per empty Container			
	- Not exceeding 20' in length	349.95	349.95	209.97
	- Exceeding 20' and upto 40' in length	524.87	524.87	314.92
	- Over 40' in length	699.88	699.88	419.93

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

3.3.3 (a) Handling at Container Yard lift on/off on to / from the internal transfer vehicle

		<i>Foreign-going Vessel others</i>	<i>Foreign going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>	<i>INR</i>
	Per loaded Container			
	- Not exceeding 20' in length	411.02	390.47	246.61
	- Exceeding 20' and upto 40' in length	616.56	585.72	369.93

	- Over 40' in length	822.04	780.94	493.23
	Per empty Container			
	- Not exceeding 20' in length	203.56	203.56	122.13
	- Exceeding 20' and upto 40' in length	305.32	305.32	183.20
	- Over 40' in length	407.10	407.10	244.26

Services include lifts at Container yard for storage.

3.3.3 (b) Handling at Container Yard lift on/off for delivery/receipt to and from customers

		<i>Foreign- going Vessel others</i>	<i>Foreign going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>INR</i>	<i>INR</i>	<i>INR</i>
	Per loaded Container			
	- Not exceeding 20' in length	411.02	390.47	411.02
	- Exceeding 20' and upto 40' in length	616.56	585.72	616.56
	- Over 40' in length	822.04	780.95	822.04
	Per empty Container			
	- Not exceeding 20' in length	203.56	203.56	203.56
	- Exceeding 20' and upto 40' in length	305.32	305.32	305.32
	- Over 40' in length	407.10	407.10	407.10

Services include lift at Container rail yard, stowage planning on vessel and yard, data handling, processing and transfer between vessel, CCT and shipping line.

3.4. Charges for handling Transshipment Containers including handling by on board stevedoring labour at Quay side, lashing/unlashing charges

		<i>Foreign- going Vessel others</i>	<i>Foreign going Vessel Long Haul</i>	<i>Coastal Vessel</i>
		<i>US \$</i>	<i>US \$</i>	<i>INR</i>
	Per loaded Container			
	- Not exceeding 20' in length	31.31	31.31	887.97
	- Exceeding 20' and upto 40' in length	46.98	46.98	1,331.37
	- Over 40' in length	62.62	62.62	1775.94
	Per empty Container			
	- Not exceeding 20' in length	31.31	31.31	1,665.87
	- Exceeding 20' and upto 40' in length	46.98	46.98	2,498.81
	- Over 40' in length	62.62	62.62	3,331.75

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, CCT and shipping line.

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

(II) A Shut out charge as per Section 3.10 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.

3.5. Charges for Hazardous Cargo Containers / Over-dimensional Cargo Containers.

A premium of 50% will be levied over the applicable handling charges prescribed above for respective categories of containers.

3.6.	Charges for Wharfage	Foreign-going Vessel others	Foreign-going Vessel Long Haul	Coastal Vessel
		US \$	US \$	INR
	Per Container (box only)			
	- Not exceeding 20' in length	1.49	1.49	37.67
	- Exceeding 20' and upto 40' in length	2.25	2.25	56.64
	- Over 40' in length	2.98	2.98	75.04
	Per Containerised Cargo	INR	INR	INR
	- Not exceeding 20' in length	820.20	820.20	492.12
	- Exceeding 20' and upto 40' in length	1,230.29	1,230.29	738.19
	- Over 40' in length	1,640.38	1,640.38	984.23

Note:

- 1 The charge for containerised cargo in all cases will be in Rupee terms.
- 2 The charge for containers in cases of 'foreign arrival' and 'foreign departure' will be in Dollar terms.
- 3 The charges for containers in cases of 'coastal arrival' and 'coastal departure' will be in Rupee terms.
- 4 Wharfage will be charged on all containers including ICDs, transshipment, LCL and FCL and empty containers.

3.7.	Charges for handling hatch covers for one operation (both opening and closing).	Foreign-going Vessel others	Coastal Vessel
		US \$	INR
	Without landing hatch cover on quay	20.87	526.17
	With landing hatch cover on quay	56.20	1,416.24

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

3.8.	Charges for shifting containers within vessel (Restows).	Foreign-going Vessel	Coastal Vessel
		US \$	INR
	Within hatch (without landing and reshipping) per container		
	- Not exceeding 20' in length	12.69	319.74
	- Exceeding 20' and upto 40' in length	19.02	479.15
	- Over 40' in length	25.35	638.89
	Via Quay (shifted by landing on Quay & reshipping) per container		
	- Not exceeding 20' in length	41.29	1,040.43
	- Exceeding 20' and upto 40' in length	61.94	1,560.78
	- Over 40' in length	82.58	2,081.10

Note: No Wharfage will be levied on the restow containers and containerized cargo.

3.9 Reefer related and other General Services

		<i>Foreign-going Vessel</i>	<i>Coastal Vessel</i>
		<i>US \$</i>	<i>INR</i>
a)	Pre-trip inspection (including supply of electricity)	38.23	963.58
b)	Connection or disconnection Services On board a Vessel	2.54	64.24
c)	Cleaning of Container		
	- Not exceeding 20' in length	1.92	48.19
	- Exceeding 20' and upto 40' in length	3.83	96.36
	- Over 40' in length	5.74	144.55
d)	Supply of electricity (including connection and disconnection, monitoring of temperature at reefer yard) per container per 4 hour shift or part thereof.		
	- Not exceeding 20' in length	5.16	329.71
	- Exceeding 20' and upto 40' in length	7.79	494.57
	- Over 40' in length	10.38	659.42

Notes

- (i) Above tariff does not include parameter setting or repair & maintenance of malfunctioning reefers. Above charges are also applicable to restow reefer containers.
- (ii) Pre-trip inspection of the reefer containers and cleaning of containers are optional services and shall be rendered when requested. Hazardous cargo will incur premium as per clause 3.5

3.10	Charges for a shut out container/ renomination of containers		
		<i>Foreign-going Vessel</i>	<i>Coastal Vessel</i>
		<i>US \$</i>	<i>INR</i>
	Per Container		
	- Not exceeding 20' in length	28.33	1,189.88
	- Exceeding 20' and upto 40' in length	42.52	1,785.54
	- Over 40' in length	56.68	2,380.26

Note: Above charge shall apply where -

- (i) an export container or a transshipment container or a re-export container is shut out and subsequently delivered out of CCT.
- (ii) a container is shut out by one vessel and subsequently shipped on another vessel, in addition to the charges for handling by quay crane charges. In this case, the free storage period will be given to the Container in accordance with section 3.11 from the time the container is first received. If the free storage period is exceeded, storage charges shall be calculated after the expiry of the free period up to the time of lift on.

3.11.	Charges for Container storage						
		<i>Foreign-going Vessel Others/Long Haul</i>			<i>Coastal Vessel</i>		
<i>Sl. No.</i>	<i>Particulars</i>	<i>Rate per container per day or part thereof (in US \$)</i>			<i>Rate per container per day or partthereof (in INR.)</i>		
		<i>Upto 20' in length</i>	<i>Above 20' and upto 40'in length</i>	<i>Above 40' in length</i>	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
1	Import-FCL, LCL & Empty						
	0- 3 days	Free	Free	Free	-	-	-

	4-15 days	6.37	12.74	19.13	-	-	-
	16-30 days	12.74	25.49	38.23	-	-	-
	Beyond 30 days	25.49	50.99	76.48	-	-	-
	0-10 days	-	-	-	Free	Free	Free
	11-15 days	-	-	-	267.66	535.32	802.98
	16-30 days	-	-	-	535.32	1,070.64	1,605.98
	Beyond 30 days	-	-	-	1,070.64	2,141.30	3,211.94
2	Export – FCL, LCL & Empty						
	0- 7 days	Free	Free	Free	-	-	-
	8-15 days	6.37	12.74	19.13	-	-	-
	16-30 days	12.74	25.49	38.23	-	-	-
	Beyond 30 days	25.49	50.99	76.48	-	-	-
	0- 10 days	-	-	-	Free	Free	Free
	11-15 days	-	-	-	267.66	535.32	802.98
	16-30 days	-	-	-	535.32	1,070.64	1,605.98
	Beyond 30 days	-	-	-	1,070.64	2,141.30	3,211.94
3	ICD – Import & Export – Loaded & Empty						
	First 10 days	Free	Free	Free	Free	Free	Free
	11-30 days	6.37	12.74	19.13	267.66	535.32	802.98
	31-45 days	12.74	25.49	38.23	535.32	1,070.64	1,605.98
	Beyond 45 days	25.49	50.99	76.48	1,070.64	2,141.30	3,211.94
4	Transshipment – Loaded & empty						
	First 20 days	Free	Free	Free	Free	Free	Free
	21-45 days	6.37	12.74	19.13	267.66	535.32	802.98
	46-60 days	12.74	25.49	38.23	535.32	1,070.64	1,605.98
	Beyond 60 days	25.49	50.99	76.48	1,070.64	2,141.30	3,211.94
5	Shutout – Loaded & empty						
	First 15 days	6.37	12.74	19.13	267.66	535.32	802.98
	16-30 days	12.74	25.49	38.23	535.32	1,070.64	1,605.98
	Beyond 30 days	25.49	50.99	76.48	1,070.64	2,141.30	3,211.94
6	Change of status to local delivery						
	First 3 days	Free	Free	Free	-	-	-
	4-15 days	6.37	12.74	19.13	-	-	-
	16-30 days	12.74	25.49	38.23	-	-	-
	Beyond 30 days	25.49	50.99	76.48	-	-	-
	First 10 days	-	-	-	Free	Free	Free
	11-15 days	-	-	-	267.66	535.32	802.98
	16-30 days	-	-	-	535.32	1,070.64	1,605.98
	Beyond 30 days	-	-	-	1,070.64	2,141.30	3,211.94
7	Export-Direct Port Entry Container (DPE)						
	First 15 days	Free	Free	Free	-	-	-
	15—30 days	12.74	25.49	38.23	-	-	-
	Beyond 30 days	25.49	50.99	76.48	-	-	-

8	Import Loaded DPD— Direct to Factory						
	First 5 days	Free	Free	Free	Free	Free	Free
	6-15 days	6.37	12.74	19.13	267.66	535.32	802.98
	16-30 days	12.74	25.49	38.23	535.32	1,070.64	1,605.98
	Beyond 30 days	25.49	50.99	76.48	1,070.64	2,141.30	3,211.94

3.12.1. Storage period for a container shall be reckoned from the day following the day of landing upto the day of loading / delivery / removal of container.

3.12.2. For purposes of calculation of free time, Sundays, Customs notified holidays, and the Terminal's non-operating days shall be excluded.

3.12.3 The storage charges shall not accrue for the period during which the CCTL is not in a position to deliver / ship containers when requested by the user.

3.12.4. 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.

3.12.5. For hazardous container, the storage charges shall be 1.5 times the normal applicable charges under the respective slab as given above

3.12.6. For over dimensional containers including the windmill boxes, the storage charges shall be based on the actual number of ground slots the respective container occupies under respective slab as given above.

3.12.7. If boxes meant for delivery under the "Accredited Client Programme" (ACP) as explained at 1.21 above are not moved out within 3 days of its landing at the terminal, these boxes would be shifted to the normal import stack area from the designated ACP import stack area, in which case extra Lift on/Lift off and/or Shifting charges as applicable would be charged.

3.12.8. The free time and storage rates prescribed in case of ICD containers are applicable only for movement of containers to/from ICDs going by rail only.

3.12.9. Normal import containers subsequently changing the mode to either LCL or ICD containers will enjoy the free period applicable to local FCL containers.

3.12.10. Total storage period for a shut out container shall be calculated from the day following the day when the container has become shut out till the day of shipment/delivery.

3.12.11. The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto 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 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 the failures to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such 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 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.

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

3.12.13 Miscellaneous Charges

S. No.	Particulars	Rate per Container (in INR)		
		<i>Not exceeding 20' in length</i>	<i>Exceeding 20' in length and upto 40' in length</i>	<i>Exceeding 40' in length</i>
(i).	Fixing/removal of seal	280.41	280.41	280.41
(ii).	Lift on/lift off in the CY	902.22	1,353.32	1,803.97
(iii).	Charges for shifting within the Terminal	1,230.30	1,845.44	2,460.58
(iv).	Change in POD	1,230.30	1,845.44	2,460.58
(v).	Additional movement – Terminal to Rail or Rail to Terminal / Charges for extramovement/ transportation	1,230.30	1,845.44	2,460.58
(vi).	Change of status of Container from Rail to Road or vice-versa	1,230.30	1,845.44	2,460.58
(vii).	Charges for export containers arriving in the terminal after the gate cut-off time for the particular VIAN	1,230.30	1,845.44	2,460.58
(viii).	Fixing/removal of Hazardous Sticker (per containers)	140.21	140.21	140.21
(ix).	One Door Open Charges per container	841.23	841.23	841.23
(x).	Cancellation of documents - per EIR/ Documentation charges / Damage report / weighment	140.21	140.21	140.21
(xi).	Non- declaration / Miss declaration of Hazardous and Over Dimensional containers	4,206.13	4,206.13	4,206.13
(xii).	On- Wheel Customs inspection (per container)	560.81	560.81	560.81
(xiii).	Fumigation Charges	2,804.08	2,804.08	2,804.08
(xiv).	Forklift charges for movement of Lashing Bins within the Terminal (per Lashing Bin)	140.21	140.21	140.21
(xv).	Provision of slings	567.16	567.16	567.16
(xvi).	Cleaning of containers	567.16	567.16	567.16
(xvii).	Mandatory User Charge (MUC) from 28-Oct-21 onwards	170.00	170.00	170.00

Notes

- (i). Cancellation charges applies when EIR is cancelled at the request of customers
- (ii). "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 in the terminal.
- (iii). "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.
- (iv). "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 nonhazardous cargo. In either case, the customer has to intimate in writing to CCT to undertake the said activity, within the terminal.
- (v). 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.
- (vi). Additional movement - from terminal to rail siding or rail siding to terminal will be applicable for ICD container moved by CCT. Movement to another terminal within port will be chargeable at 2 times additional movement charges

(vii). 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 CCT. The above charges are only for nondeclaration/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.

(viii).“Container Weighment Charges” will be charged were the terminal is required to weigh the container due to any statutory regulations / due to wrong declaration of weight by the customers.

This is also be levied whenever the customer requested to do this service.

(ix) Container turning activity without grounding of container will be charged at half rate of lift on / lift off at CY

(x) Containers which cannot be safely handled by use of regular equipment will be handled by using Slings, at the request of the customer.

(xi) Empty containers will be cleaned on the request of the customer

3.13. Charges for supply of Fresh Water to shipping alongside the container berths.

	<i>Foreign- going</i>	<i>Coastal</i>
	<i>US \$</i>	<i>INR</i>
Per 1000 Liters or part thereof	8.65	363.54

3.14. Charges for clearance of Garbage on-board

Refer to Deputy Conservator's circular No. G2/866/2022/M dt.5/04/2024 on ChPA's website, as amended from time to time.

4. CHARGES LEVIABLE AT THE CFS

4.1.1 - Examination charges DPD DPD – CFS

(Amounts in \$)

	<i>Not exceed- ing 20' in length</i>	<i>Exceeding 20' and upto 40' in length</i>	<i>Over 40' in length</i>
Examination charges (25%)	18.90	28.36	37.81
Examination charges (50%)	37.81	56.72	75.63
Examination charges (100%)	75.61	113.43	151.25

4.1.2- Examination charges Others- CFS

(Amounts in \$)

	<i>Not exceeding 20' in length</i>	<i>Exceeding 20' and upto 40' in length</i>	<i>Over 40' in length</i>
Examination charges (25%)	19.76	29.65	39.53
Examination charges (50%)	39.53	59.29	79.06
Examination charges (100%)	79.05	118.59	158.13

4.1.3- Destuffing LCL Charges (LCL UB)

	US\$
Destuffing/stuffing per container	
- Not exceeding 20' in length	40.37
- Exceeding 20' and upto 40' in length	60.56
- Over 40' in length	80.74

4.1.4- Destuffing LCL Charges (Others)

	US\$
Destuffing/stuffing per container	
- Not exceeding 20' in length	34.37
- Exceeding 20' and upto 40' in length	51.56
- Over 40' in length	68.75

Services include stuffing or destuffing of LCL containers.

For stuffing/destuffing half-a-container, 50% of the above-mentioned rates will be levied. For this purpose, part stuffing / destuffing of 50% or less than 50% of a container will be treated as half-a-container. If a container is, however to be topped up or stuffed/ destuffed more than 50%, it will be treated as a full container. For customs examination at CFS if only 25% or less than 25% of a container is destuffed/stuffed then charges will be 25% of above-mentioned rates.

4.2 FCL Reefer Customs Insp (Plugging / unplugging) - CFS

	US\$
Particulars	
FCL Reefer Customs Inspection	43.96

4.3.1 - Charges for Import Container storage - (DPD DPD) - CFS

<i>Particulars</i>	<i>Rate per container per day or part thereof (in US \$)</i>		
	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
<i>Charges for Container storage -CFS (Others)</i>			
01-15 days	7.01	14.01	21.04
16-30 days	14.01	28.04	42.05
Beyond 30 days	28.04	56.09	84.13

4.3.2- Charges for Import Container storage - (Others) - CFS

<i>Particulars</i>	<i>Rate per container per day or part thereof (in US \$)</i>		
	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
<i>Charges for Container storage -CFS (Others)</i>			
01-15 days	7.33	14.65	22.00
16-30 days	14.65	29.31	43.96
Beyond 30 days	29.31	58.64	87.95

4.4- Seal Cutting/Fixing - CFS

<i>In Rs</i>	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
Seal Cutting/Fixing (FCL-Reefer Container, LCL UB cargo -Delivery)	300.00	300.00	300.00
Seal Cutting/Fixing (Others)	254.92	254.92	254.92

4.5 - Lift on/lift off – CFS

<i>In Rs</i>	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
Lift on/lift off in the CY - (DPD DPD)	902.22	1,353.32	1,803.92
Lift on/lift off in the CY - (Others)	943.23	1,414.83	1,885.92

4.6 - Itv-Shifting Charges (Port To CFS) - CFS

<i>Particulars</i>	<i>Rate per container In Rs</i>		
	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
ITV Shifting charges	1,500	2,000	3,000

4.7 - Truck Consolidation charges - CFS

<i>Particulars</i>	<i>Rate per container In Rs</i>		
	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
Truck Consolidation charges	1,118.45	1,677.67	2,236.89

4.8 - On- Wheel Customs inspection (DPE) - CFS

<i>Particulars</i>	<i>Rate per container In Rs</i>		
	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
On- Wheel Customs inspection (DPE)	509.83	509.83	509.83

4.9 - Seal Verification charges - CFS

<i>Particulars</i>	<i>Rate per container In Rs</i>		
	<i>Upto 20' in length</i>	<i>Above 20' and upto 40' in length</i>	<i>Above 40' in length</i>
Seal Verification charges	586.30	586.30	586.30

4.10.1 - Storage charges - LCL UB cargo - Delivery - CFS

<i>Period</i>	<i>Rate per day per – per CBM or per M.T whichever is higher</i>
	(INR.)
First 3 days	Free
4 - 10 days	40.11
11 days - 20 days	80.21
21 days - 30 days	94.53
Thereafter	126.03

4.10.2 - Storage charges – Others - CFS

<i>Period</i>	<i>Rate per day per – per CBM or per M.T whichever is higher</i>
	<i>(INR.)</i>
First 3 days	Free
4 - 10 days	46.13
11 days - 20 days	92.24
21 days - 30 days	108.71
Thereafter	144.93

Note : For purposes of calculation of free time, Sundays, Customs notified Holidays, and the Terminal's non-operating days shall be excluded.

- 4.11.1 - Truck Loading Charges (LCL-Cargo Delivery & LCL ICD cargo Delivery) – Rs.85.93
- 4.11.2 - Truck Loading Charges (LCL UB cargo -Delivery & AUCTION) – Rs.98.82
- 4.12.1 - Packing/ unpacking charges at the request of the customer (LCL-Cargo Delivery) – Rs.91.65
- 4.12.2 - Packing/ unpacking charges at the request of the customer (Others) – Rs.105.40
- 4.13 - Valuation Charges Auction (LCL-Cargo Delivery) – Rs.91.65
- 4.14 - Documentation charges per consignment – Rs.350
- 4.15 - Insurance documentation charges per consignment – Rs.350
- 4.16 - Sorting /Picking charges (LCL UB cargo -Delivery) – Rs.350
- 4.17 - Sample cover – Rs.286.44
- 4.18.1 - Fork lift charges (LCL UB cargo -Delivery & Auction) – Rs.350
- 4.18.2 - Fork lift charges (Others) – Rs.286.44
- 4.19.1 - Palletization / Depalletization Per pallet (LCL-Cargo Delivery) – Rs.171.87
- 4.19.2 - Palletization / Depalletization Per pallet (Others) – Rs.200
- 4.20 - Weighment Charges – Rs.200
- 4.21 - Charges for Hazardous Cargo Containers / Over-dimensional Cargo Containers - A premium of 50% will be levied over charges prescribed from 4.1.1 to 4.20

MALLA SRINIVASA RAO,
Financial Advisor & Chief Accounts Officer.