

# APM TERMINALS PIPAVAV

Gujarat Pipavav Port Limited

Scale of Rates



# APM TERMINALS

With effect from 01 October 2020

<b>Corporate Office</b>	<b>Port Office</b>
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## Definitions

1. The abbreviation "**B**" means "Bale".
2. "**Coasting/Coastal Vessel**" means a vessel exclusively engaged in the carriage by sea of passengers or goods from any port or places in India to any other port or places in India subject to production of Coastal license issued under the Merchant Shipping Act, 1958 by the Competent Authority. Such vessels include the vessels pertaining to Coastguard / Indian navy.
3. "**Container**" means any freight container complying with all relevant prevailing ISO standards. Generally, it is designed to facilitate the carriage of goods by one or more modes without intermediate reloading; fitted with devices permitting ready handling and with unique identification numbers and markings.
4. "**Customer**" means importer, exporter, shipping lines, CHA, Transporters, forwarders, traders and shall include their agents who avail the services of the Port.
5. "**Day**" for the purpose of calculating vessel related dues would be counted as 24 hours from the time of berthing.
6. The abbreviation "**E**" means "Each of"
7. "**Foreign Vessel**" means a vessel employed in trading between any port or place in India and other ports or places outside India.
8. "**GPPL**" means Gujarat Pipavav Port Limited, its successors and assigns.
9. "**Gross Registered Tonnage**" or "GRT" shall have the meaning assigned to "ton" as defined in the Indian Ports Act, 1908, as amended from time to time.
10. "**Kg**" means Kilogram
11. " Gas Tankers are vessels carrying Gases in Liquefied Form .
12. The abbreviation "**NOR**" means 'Not Otherwise Rated'.
13. "**Port**" means Gujarat Pipavav Port Limited, its successors and assigns.
14. "**Port Authorities**" shall mean GPPL and shall include any officer of GPPL authorized to carry out the relevant function/duties.
15. "**Sailing vessel**" means any description of vessel provided with sufficient sail, area for navigation under sails alone, whether or not fitted with mechanical means of propulsion and includes a rowing boat or canoe, but does not include a pleasure craft.
16. '**Ship**' does not include sailing vessel.
17. "**Reefer**" means any Container for the purpose of the carriage of goods, which require refrigeration.
18. The abbreviation "**T (Meas)**" means a measurement tonne which refers to the weight of cargo such as wood, timber, wool or any un enumerated cargo for which the weight in "tonne" will be worked out by applying a measurement factor of 1.41584 cubic meters (50 cubic feet) per tonne.
19. "**Tonne**" and the abbreviation "**T**" means metric tonnes of 1000 kilograms and whatever weights declared in measure of long Ton according to British Unit, the rate of conversion of such ton into metric Unit of weight shall be 1,016.05 kilograms.
20. "**Tonne**" for liquids in bulk means a metric tonne of 1000 litres in case of liquids whose density is equal to or less than 1 gram per 1 cubic centimetre and a metric tonne equal to 1000 kilograms in case of heavier liquid with density more than 1 gram per 1 cubic centimetre.
21. "**Vessel**" includes any ship, barge, boat, sailing vessels or any other description of vessel used in navigation.

## Interpretations

1. In determination of the measurement of the Gross Registered Tonnage for the purpose of calculating the charges, a fraction of a half a GRT or more shall be counted as one GRT and less than half GRT shall be ignored.
2. If the vessel in the course of her voyage or during stay in the port changes its character from a coastal vessel to a foreign ship or vice versa, all Vessel Related Charges shall be charged at the rates leviable in respect of foreign ships.
3. In relation to specified commodities like wood and timber, Wool or un enumerated goods, N.O.R., the weight of which is to be ascertained by measurement (space occupied) Tonne shall be equivalent to 1.41584 cubic meters (50 cubic feet);
4. The payment of all tariffs notified in US Dollars, shall be made in equivalent Indian Rupees at the Bank TT selling rate, on the date the vessel is brought alongside the berth.
5. Additional Service Requests / Storage charges will be invoiced basis the exchange rate as applicable on the date of billing.

**Notes**

1. Unless otherwise stated, the tariffs mentioned hereunder are not inclusive of any government taxes, levies and or cess, and other applicable taxes, which are chargeable extra.
2. All charges are payable in advance of rendering services.
3. All services rendered for handling containers and container vessels, Bulk, Liquid, Gas, RORO cargoes and related vessels at Port Pipavav will be subject to the standard 'Terms of Business' of Gujarat Pipavav Port Ltd.(GPPL) as stated in [www.apmterminals.com/pipavav](http://www.apmterminals.com/pipavav)

**SECTION A**

**VESSEL RELATED CHARGES**

## **I. Port Dues**

<b>Container Vessels</b>	<b>Per GRT</b>
<b>Foreign Vessel</b> (Once in 30 days in case of each vessel)	<b>US\$ 0.168</b>
<b>Coastal Vessel</b> (Once in 30 days in case of each vessel)	<b>US\$ 0.065</b>
<b>Other than Container Vessels</b> (Once in 30 days in case of each vessel)	<b>Per GRT</b>
<b>Minimum applicable Port Dues (Non-Container vessels only)</b>	<b>US\$ 1000</b>
<b>Foreign Vessel</b>	<b>US\$ 0.16</b>
<b>Coastal Ships</b>	<b>US\$ 0.14</b>
<b>All Liquid Bulk Vessels</b>	<b>US\$ 0.26</b>
<b>Gas Tankers</b>	<b>US\$ 0.30</b>
<b>Ro-Ro Vessels</b>	<b>US\$ 0.168</b>
<b>Ships arriving at a port for loading or unloading transshipped cargo from or to daughter vessels</b>	<b>US\$0.4</b>
<b>Daughter ship arriving at a port for receiving or delivering transshipped cargo from or to mother ships</b>	<b>US\$0.32</b>
<b>For RIGS</b>	<b>US\$1.0</b>

**Note:**

1. The period of 30 days shall be reckoned from the date of entry of the vessel into the port.

## **II. Pilotage and Towage**

<b>Container Vessels</b>	<b>Per GRT</b>
<b>Foreign Vessel</b>	<b>US\$ 0.53625</b>
<b>Coastal Vessel</b>	<b>US\$ 0.3528</b>

<b>All Liquid Bulk Vessels</b>	<b>Per GRT</b>
<b>Up to 60,000 GRT</b>	<b>US\$ 0.55</b>
<b>Gas Tankers</b>	<b>Per GRT</b>
<b>Up to 60,000 GRT</b>	<b>US\$ 0.55</b>

<b>All Other Vessels (including Dry Bulk, Breakbulk, Project Cargo, Offshore etc.)</b>	<b>Per GRT</b>
<b>Foreign Vessel</b>	
<b>Up to 60,000 GRT</b>	<b>US\$ 0.55</b>
<b>Above 60,000 GRT</b>	<b>US\$ 0.60</b>
<b>Coastal Vessel</b>	<b>US\$ 0.46</b>

<b>RORO Vessels</b>	<b>Per GRT</b>
<b>Foreign Vessel</b>	<b>US\$ 0.472</b>
<b>Coastal Vessel</b>	<b>US\$ 0.370</b>

<b>Pilotage for vessels handled at other than GPPL Jetty</b>	<b>Per GRT</b>
<b>Foreign Vessel</b>	
<b>Up to 60,000 GRT</b>	<b>US\$ 0.65</b>
<b>Above 60,000 GRT</b>	<b>US\$ 0.72</b>
<b>Coastal Vessel</b>	<b>US\$ 0.55</b>

### **Other Charges**

<b>Item</b>		<b>Rate</b>
<b>Sign on and sign off charges</b>	Sign On and Sign Off Charges (applicable per person)	<b>US\$ 50</b>
<b>Pilot Attendance Charges</b>	Pilot Attendance Charges (Applicable per Hr or part thereof), applicable When a pilot is required to stay on board the vessel on request of the Master or when the port decides to post a pilot for safety of the vessel/port)	<b>US\$ 150</b>
<b>Pilotage and Towage Charges</b>	Minimum applicable Pilotage and Towage charges (Non container vessels only)	<b>US\$ 1000</b>
<b>Port Control Charges</b>	Applicable on all vessels entering port limits / staying at anchorage. These charges are not applicable on vessels berthing alongside /entering port channel	<b>US\$ 1000/ Call</b>

### **Note:**

- 1 The fees mentioned above is for piloting the vessels in and out of the harbour and include services of the Port's pilots and the services of the tugs and launches with the crew.
- 2 The above charges will be levied on every requisition for the services of a pilot/tug.
- 3 Pilot assistance is compulsory for all ships entering the port.
- 4 The vessel for whose convenience adjacent berth/berths is/are kept vacant due to the nature of cargo being handled at that particular berth or for any other reason shall be charged additional Pilotage cum Towage fees for each of the berth so kept vacant at the rate applicable to the particular vessel.
- 5 The vessels anchored / berthed within the port limits requisitioning services of a pilot for shifting from berth to berth or from one anchorage point to another will be charged 50% of the applicable Pilotage cum Towage fees mentioned above for each movement.
- 6 Vessels, which are required to be moved from the berth to the anchorage point and back to the berth during the course of the operation at the request of the customer for any reason whatsoever, shall attract full Pilotage charges for that movement.
- 7 Vessels, which are moved from the berth to the anchorage and back during the course of the operation by the Port Authorities for any reason shall not be levied any additional Pilotage charges for that movement from the berth to the anchorage and back.

8 **Cold Move Charges:** - Vessels which are required to be moved without their normal operations of engine/steering gears shall be considered cold move.

- (a) Cold move charges are applicable to
- (i) vessels where engine / steering response is not as per designed parameters of the vessel
  - (ii) vessels where engine / steering response is not adequate for the requirements of the port to counter currents in channel
  - (iii) Vessels without self-propulsion (with or without towing assistance)

The cold move charges will be two times the normal pilotage for each such instance.

(b) – Normally disabled vessels will not be berthed or unberthed. However, if any need arises to carry out such movement then it will attract five times the pilotage for each such move.

(c) Any emergency situation arising on any vessels including but not limited to engine failure, steering failure, drifting from berth, accident, fire etc. which requires Port’s assistance to navigate the vessel (cold or otherwise) to safety, shall attract five times the pilotage for each such move.

9 The port reserves the right to withdraw the Pilot service from a vessel that is not ready to be Piloted. This shall be treated as cancellation of the Pilot after boarding and cancellation charges as per item (1) of “Cancellation and Detention Charges for Pilots” listed below shall apply.

10 When the services of the pilots are requisitioned a written notice of not less than 12 hours before the time the pilot is required to board the vessel shall be given to the Port Authorities. Requisition submitted with less than the above prescribed notice period, may however be accepted by the Port Authorities subject to the availability of pilots and tugs and subject to other exigencies, at the discretion of the Port Authorities. However a minimum notice of 2hrs is required for pilot Confirmation.

**Cancellation and Detention Charges for Pilots:**

<b>Detention Charges for Pilots</b>	<b>0-30 Mins from boarding</b>	<b>NIL</b>
	<b>Every 30 minutes thereafter</b>	<b>US\$ 1000</b>
<b>Cancellation charges for Pilots</b>	<b>Up to 2 Hrs before Pilot boarding time</b>	<b>NIL</b>
	<b>2 Hrs up to 1 Hr before Pilot boarding</b>	<b>US\$ 300</b>
	<b>1 Hr to Pilot boarding</b>	<b>US\$ 500</b>
	<b>After Pilot Boarding</b>	<b>US\$ 1000</b>

**III. Berth Hire Charges**

<b>Container Vessels</b>	<b>Per GRT per hour or part thereof</b>
<b>Foreign Vessel</b>	<b>US\$ 0.00675</b>
<b>Coastal Vessel</b>	<b>US\$ 0.00504</b>

**Note:**

1. The period of 1-hour for levy of berth hire for container vessels shall be reckoned from the time of berthing i.e. from the time the first line of rope is put up on the bollard.
2. The period of berth occupancy shall start from the time the first line of rope is put on the bollard to the time the last line of rope is taken off the bollard for un-berthing.
3. Time of un-berthing for a vessel shall be established at the first available time on completion of operations, in consultation with the Port Authorities.
4. The vessel for whose convenience adjacent berth/berths is/are kept vacant due to the nature of cargo being handled at that particular berth or for any other reason shall be charged additional berth hire for each of the berth so kept vacant at the rate applicable to the particular vessel.



<b>Other than Container Vessels</b>	
<b>Liquid Cargo Vessels</b>	<b>Per GRT per hour or part thereof</b>
<b>All Liquid Bulk Vessels</b>	<b>US\$ 0.018</b>
<b>Gas Tankers</b>	<b>US\$ 0.022</b>
<b>Minimum Berth Hire Charges</b>	<b>US\$ 1000 for 24 hours</b>
<b>Penal Berth Hire Charges</b>	<b>US\$ 1000 per hour</b>
<b>RORO Vessels</b>	<b>Per GRT per hour or part thereof</b>
<b>Foreign Vessel</b>	<b>US\$ 0.0054</b>
<b>Coastal Vessel</b>	<b>US\$ 0.0048</b>
	<b>Per GRT per hour or part thereof</b>
<b>Dry Bulk Vessels</b>	<b>US\$ 0.0087</b>
<b>Minimum Berth Hire Charges for Dry Bulk Vessels</b>	<b>Minimum for 24 hours</b>
<b>Offshore vessels/ Supply barges/Project cargo vessels/Vessels calling for activities other than cargo handling</b>	
<b>First 24 Hours</b>	<b>US\$ 8000</b>
<b>Subsequent 8 Hour shifts or part thereof</b>	<b>US\$ 5000</b>

**Note:**

1. The period of berth occupancy shall start from the time the first line of rope is tied on the bollard to the time the last line of rope is untied on the bollard for un-berthing.
2. A day shall be reckoned as 24 hours from the time of berthing i.e. from the time the first line of rope is put up on the bollard.

**Penal berth hire for liquid cargo vessels:**

(a) Vessels remaining idle for more than 2 hours shall attract penal berth hire and may be removed from berth at the expenses of the hirer, if the Port authorities deem so necessary.

(b) Vessels working below the handling rates as prescribed by the Port will also attract penal berth hire; and may be removed from berth at the expenses of the hirer by the Port Authorities if the Port Authorities deem so necessary. Minimum handling rates for liquid cargo to be maintained as below:

Pipeline	Edible Oil	Chemicals	POL	LPG
	Min. Productivity - TPH	Min. Productivity - TPH	Min. Productivity - TPH	Min. Productivity - TPH
10 "	300	275	400	250
12 "	400	300	500	-
16 "	500	400	750	-

(c) With respect to (a) & (b) penal berth hire would be charged only for the particular day, when the vessel has remained idle or has worked below prescribed handling rates.

1. Time of un-berthing for a vessel shall be established at the first available time on completion of operations, in consultation with the Port Authorities.
2. The vessel for whose convenience adjacent berth/berths is/are kept vacant due to the nature of cargo being handled at that particular berth or for any other reason shall be charged additional berth hire for each of the berth so kept vacant at the rate applicable to the particular vessel.

**Penal berth hire will be charged in the event of:**

1. Vessel not starting cargo operations within specified time.
2. Vessel not ready for sailing after completion of cargo operations within specified time
3. Vessel not adhering to specified cargo loading / discharge norms

**Priority Berthing Charges for liquid cargo vessels:** The vessel which avails priority berthing will be required to pay 3 times of berth hire over and above normal berth hire charges.

**Operating Guidelines for Availing Priority Berthing for Liquid Vessels**

- a) Any vessel requesting priority berthing is required to give at least 5 days' notice basis ETA at GPPL limits in writing confirmation to Harbour Master, GPPL. No request for priority berthing will be accepted, if the notice is less than 5 days. Priority Berthing shall be confirmed basis written requisition with cargo discharge/load plan along with payment (in form of DD) of Priority Berthing Charges. The vessels ETA must be updated every 12 hrs in the last 24 hours.
- b) Priority berthing is allowed for berth stay not exceeding 36 hours from first line to last line. Minimum cargo productivity rates will be applicable on vessels availing priority berthing; deviation if any should be intimated to & approved by GPPL at time of application for priority berthing. The vessel shifted out on exceeding 36 hours will re-berth as per her new seniority.
- c) Once a vessel has requested priority, it cannot be cancelled or withdrawn up after 48 hours of filing for priority berthing. In case vessel cancels priority berthing within 48 hours of filing for priority it shall attract cancellation charges of Rs.50000/- or one day's berth hire whichever is higher.
- d) Notwithstanding application of berthing priority, if a vessel berths without superseding any other waiting vessel, priority berth charges will not be applicable to the vessel.
- e) Port will not keep berth vacant for any priority vessel, and seniority sequence will be maintained as usual till arrival of priority opted vessel, her priority starts from her arrival time and accordingly she will be given first preference amongst the waiting vessels.
- f) In case the vessel does not commence cargo operations beyond 4 hours of berthing of vessel, the Port will reserve the right to shift the vessel to anchorage at her cost, subject to another vessel waiting for occupying the berth.
- g) Allocation of Priority Berthing will be accorded as per Port's discretion. In case of any dispute, the Port's decision will be final.

**Note:**

1. The period of berth occupancy shall start from the time the first line of rope is tied on the bollard to the time the last line of rope is untied on the bollard for un-berthing.
2. Time of un-berthing for a vessel shall be established at the first available time on completion of operations, in consultation with the Port Authorities.
3. The vessel for whose convenience adjacent berth/berths is/are kept vacant due to the nature of cargo being handled at that particular berth or for any other reason shall be charged additional berth hire for each of the berth so kept vacant at the rate applicable to the particular vessel.

**Penal Berth Hire Charges for Container Vessel**

**Below Charges would be applicable if Vessel Is not ready for sailing after completion of cargo operations within 90 minutes**

<b>Container Vessels</b>	<b>Per GRT per hour or part thereof</b>
<b>Foreign Vessel</b>	<b>US\$ 0.00878</b>
<b>Coastal Vessel</b>	<b>US\$ 0.00652</b>

## **IV. Tug Hire Charges**

	<b>Per Tug per hour or part thereof</b>
<b>All Vessels</b>	<b>US\$ 600</b>
<b><u>CANCELLATION OF TUGS (Up to 2 Hrs before requisition time)</u></b> <b>All Vessels</b>	<b>US\$ 300</b>

### **Note:**

1. Tug Hire charges of a minimum of one hour shall be levied for every requisition. The above charges shall be applicable from the time the tug leaves her moorings or previous duty, whichever is later to the time she returns to her moorings or attends to subsequent duty whichever is earlier.
2. If the requisition is cancelled or postponed up to 2 hours before the requisition time, cancellation charge will be applicable.
3. The tugs shall not be hired except with the Port crew, and the charges set out in the table above include the cost of the service of the said crew and of fuel.
4. The services of the tugs shall be made available at the discretion of the Port Authorities.
5. If the services of the tug are made available not continuously but at different times to suit the convenience of the Port Authorities or due to circumstances beyond the control of the parties concerned, charges will be calculated by totalling up the broken periods of work and treating them as one continuous period up to the time the tug finally returns to her moorings or attends to subsequent duty.
6. Every requisition for availing the services of the tugs should be accompanied by the hire charges in advance
7. The hiring of tugs is not guaranteed normally. The Port shall not be responsible to the hirer for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire. The hirer shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from the use of the tugs during the period of the supply on hire to any property belonging to the port including the tugs or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life or property may have arisen due to any act or default of any employee of the Port.
8. The decision of GPPL Management, will be final in respect of any disputes arising in the matter of making available the tugs, manner and method of usage and assessment of damage, etc., to the tug and any other equipment thereon.
9. In case of certain weather conditions, the Master of the vessel requires the assistance of a tug to keep the vessel alongside during its operational period. In such circumstances, the charges mentioned above shall be applicable.
10. Small parcels may be carried on tugs. Every 100 Kg load will be charged at US\$ 20. Personal baggage of seamen (Sign on/Sign Off) is exempted from this charge.
11. The services of tugs will be made available only on written requisition submitted to the Port Authorities, duly specifying therein the purpose for which the tug is required.

## **V. Anchorage Fees**

	<b>Per GRT per 6 Hrs or part thereof</b>
<b>All Vessels</b>	<b>US\$ 0.015</b>

### **Note:**

- 1. Vessels calling at GPPL Jetty:**
  - a. All vessels intending to berth at GPPL Jetties are required to submit Inward Pilot Memo on arrival at Pipavav Port Anchorage to be considered for berthing.
  - b. For all operational & commercial purposes, date & time of readiness mentioned on the Inward Pilot Memo will be considered for seniority and as confirmation of vessel's readiness to berth in accordance with the provisions of the Berthing Scheme listed on the website of APM Terminals - Pipavav.
  - c. Vessels arriving at Pipavav Port Anchorage but not submitting Inward Pilot Memo are liable to pay Anchorage Fees - to be levied from the time of arrival at Pipavav Port Anchorage till the time Inward Pilot Memo is submitted (in accordance with point no. 1b).
  - d. In case Inward Pilot Memo is cancelled/revised for any reason, Anchorage Fees will be applicable from time of arrival till subsequent Inward Pilot Memo is submitted. The vessel's seniority will be revised according to the readiness time mentioned in the subsequent Inward Pilot Memo.
  
- 2. Vessels calling at "other than GPPL Jetty"**
  - a. All vessels that use Pipavav Port Anchorage and do not intend to berth at GPPL Jetty (including those intending to berth at "other than GPPL Jetties"), shall be liable to pay Anchorage Fees – to be levied from time of arrival at Pipavav Port Anchorage to time of submission of Inward Pilot Memo.
  
- 3. General Conditions (Applicable to all vessels)**
  - a. After completion of operations at berth, if vessel is anchored at anchorage at owners / agent's option; then Anchorage Fees shall be applicable.
  - b. If vessel is detained for want of Port Clearance and is waiting at Pipavav Port Anchorage; then Anchorage Fees shall be applicable.
  - c. In the event of a vessel, which had stayed at an anchorage, returns to anchorage after berthing, the number of hours the vessel was away from the anchorage will be excluded. The period of occupation of anchorage, before and after berthing, will be treated as a continuous period for computing the Anchorage Fees.
  - d. In case of point nos. 3 a, b & c, the time at which the vessel heaves anchor to finally sail out of the designated anchorage area will be considered as end of anchorage for the purpose of levy of Anchorage Fees.
  - e. Pipavav Port Anchorage refers to anchorage area within Pipavav Port Limits.

## **VI. Sludge Oil/ Garbage Disposal**

The port offers Sludge oil/ Garbage disposal facilities at the rate of **INR 2000/ton**

## **VII. Anchorage Utility Charges**

- a. For Vessel entering Port limits and not intending to berth for cargo operations for any kind of physical work (including but not limited to on-board repairs, tank cleaning etc.), or documentation work (including but not limited to Importations, Customs Clearances, Foreign-Coastal Conversions etc.) shall be charged USD 2000 shift per vessel call (one shift equal to 12 hours) and subject to acceptance by port.
- b. For Vessel entering Port limits and intending to berth for cargo operations and carry out any physical work at anchorage (including but not limited to on-board repairs, tank cleaning etc.) shall be charged USD 2000 USD shift per vessel call (one shift equal to 12 hours) and subject to acceptance by port.  
All other applicable vessel handling charges will be additional to above charges.

## **VIII. Tug Hire for Anchorage Services**

Tug hire charges for tugs used by external parties, crew transfers etc. for any activities other than towage is as per below

	<b>Per Tug per hour or part thereof</b>
<b>TUG HIRE</b>	<b>US\$ 1,000</b>

## **IX. Over Side Operations**

Over side operations: Vessels and Barges double bank to be considered as if they are alongside and charges (Regular/ premium) as applicable

## **X. Channel Utility Charges**

These are to be in addition to normal applicable charges like port dues, pilotage etc.

<b>Channel Utility Charges</b>	<b>Charges for Vessel entering port limits and using channel and not loading/ discharging cargo at GPPL having GRT 3000 and above for every passage.</b>	<b>US\$ 24,000</b>
	<b>Charges for Vessel entering port limits and using channel and not loading/ discharging cargo at GPPL having GRT more than 1000 and less than 3000 for every passage.</b>	<b>US\$ 2,000</b>
	<b>Charges for Vessel entering port limits and using channel and not loading/ discharging cargo at GPPL having GRT less than 1000 for every passage.</b>	<b>US\$ 1,000</b>

**Section B**

**CARGO RELATED CHARGES**

## **I. Wharfage Charges**

<b>ITEM</b>	<b>UNIT</b>	<b>Rate in Rs.</b>
ANIMAL: Goats & Sheep/Cows & Buffalos/other Animals	E	25/40/50
BONES, BONE MEALS, HIDES, HORNS & SKINS	T	35
BRAN, FODDER OR CATTLE FEED	T	35
CEMENT/CLINKER	T	48
FERTILIZER	T	50
FISH	T	100
FOODGRAINS, OIL SEEDS, PULSES	T	40
FRUITS	T	220
GUAR GUM	T	42
NEWSPRINT	T	40
Oil vegetable & edible bulk	T	70
Oil vegetable & Edible packed	T	45
OIL CAKES & DEOILED EXTRACTIONS	T	40
ONION	T	40
SALT (unprocessed)	T	35
SCRAP BULK (other than Metal Scrap)	T	75
SCRAP BUNDLE (other than Metal Scrap)	T	75
STONE CHIPS	T	35
STONES (MARBLE - GRANITE)	T	60
SUGAR	T	40
MOLASSES	T	70
<b>IRON, STEEL &amp; OTHER METALS</b>		
CEMENT COATED PIPE	T	80
COPPER FINE	T	100
COPPER ORE	T	70
EMPTY DRUMS (BARRELS)	E	12
H.R. COILS	T	74
HOT & COLD ROLL & IRON SLABS	T	84
IRON ORE	T	70
IRON ORE FINE	T	70
PIG IRON	T	70
PIPES, PLATES, SHEETS, BILLETS ETC.	T	80
SCRAP		
i) OTHER SCRAP BUNDLE	T	75
ii) OTHER SCRAP BULK	T	75
iii) MILL SCALE	T	75
<b>MINERALS</b>		
BAUXITE	T	45
BENTONITE & CLAY IN LUMPS/POWDER	T	45
CALCINE BAUXITE	T	45
COAL & COKE	T	45
FLOUR SPAR	T	48

LIGNITE	T	45
LIME STONE	T	45
GYPSUM	T	45
ROCK PHOSPHATE	T	45
SAND (OTHER THAN BALLAST)	T	35
SULPHUR	T	80
OTHERS	T	60
<b>COTTON</b>		
REQUIRING FUMIGATION	T	240
OTHERS	T	240
<b>UNENUMERATED GOODS</b>		
SOLID CARGO IN BULK/BREAK BULK	T	60
ALL LIQUID CARGO IN BULK/BREAK BULK	T	100
<b>WOOD AND TIMBER</b>		
BOBBIN, PLYWOOD & OTHER BOARDS LOGS SQUARES, SLEEPERS, PLANKS AND SCANTLINGS	T OR T(Meas)	40
WOOL PULP / SYNTHETIC RESIN	T OR T(Meas)	70
NOR INCLUDING BAMBOOS, BAMBOO CHIPS AND FIREWOOD	T	55
<b>WOOL</b>		
RAW WOOL INCLUDING GOATS HAIR & ITS PRODUCTS	B	30
WASTE	T OR T (Meas)	30
<b>TEXTILES</b>		
COTTON	T	200
WOOLEN	T	200
ALL OTHERS	T	240
<b>POL &amp; POL PRODUCTS</b>		
CRUDE OIL	T	70
DIESEL/KEROSENE	T	100
PETROL/NAPHTHA/LDO & SKL	T	100
LUBRICATING OIL / FUEL OIL / BASE OIL	T	80
LPG / LPG MIX / PROPANE / BUTANE	T	250
ASPHALT, BITUMEN & COALTAR	T	70
BUTADIENE	T	250
LNG	T	250
BUTENE / BUTENE-1	T	250
VCM	T	100
XYLENE (PARA/ORTHO/META)	T	80
PROPYLENE	T	80
LINEAR ALKYL BENZENE (LAB)	T	80
BENZENE	T	100
ALL SOLID PETROLEUM DERIVATIVES	T	70
ALL LIQUID PETROLEUM DERIVATIVES	T	100
ALL GASES WHICH ARE PETROLEUM DERIVATIVES	T	250
ALL GASES WHICH ARE NOT PETROLEUM DERIVATIVES	T	250



<b>CHEMICALS</b>		
PHOSPHORIC ACID OR ANY OTHER ACIDS	T	120
AMMONIA	T	120
SODA ASH/CAUSTIC SODA	T	42
ETHYLENE DI CHLORIDE (EDC)	T	120
CAUSTIC LYE	T	70
ALL OTHER SOLID CHEMICALS WHICH ARE NOT PETROLEUM PRODUCTS OR DERIVATIVES	T	50
ALL OTHER LIQUID CHEMICALS WHICH ARE NOT PETROLEUM PRODUCTS OR DERIVATIVES	T	80
<b>MACHINERY</b>		
MACHINERY & PARTS INCLUDING BELTING/PROJECT CARGO	Freight Ton (MT or CBM whichever is higher)	200
<b>Ro-Ro</b>		
MOTOR VEHICLES, CARS & OTHER ROLLING CARGO	0.5% Ad Valorem on the FOB value of the cargo	
Re-stowage charges for LMVs	Rs. 3500 / CEU	
Re-stowage charges for HMVs	Rs. 7000 / CEU	

**Note:**

- Charges under this section shall be recovered from Importer or Exporter based on the quantity manifested.
- All wharfage charges are payable in Indian Rupees.
- The fee on goods in case of distressed vessels shall be recovered as under:
  - Initial loading (shipping) : Full Fees
  - Unloading (Landing) on return due to distress : Full Fees
  - Reloading (Shipping) : Full Fees
- The Wharfage shall be levied on a minimum of 50 Kgs. In case of the cargo manifested in bulk, wharfage shall be levied on the manifested tonnage of the vessel cargo without insisting on any other shipping documents or invoices. In all other cases the Port Authority shall assess wharfage on the gross weight of goods as shown in invoices or as ascertained by actual weighment at the time of landing or shipping or any subsequent date. However, in case of bulk cargo, if the quantity ascertained by draft survey on arrival and departure of the vessel by the consignee/consignor is manifested in the statement of fact and if such quantity is higher than the manifested quantity, then the higher quantity shall be chargeable.
- Wharfage on packages containing assorted or sundry goods shall be levied according to the most remunerative classification applicable to any item of the contents.
- All Transshipment and re-shipment of goods shall be dealt with ordinary landing and shipping of goods and shall be subject to levy of fees on landing and shipping each time.
- Full Wharfage shall be applicable on the cargo transhipped from one vessel to another vessel on the manifested quantity of such transshipment cargo.
- Wharfage shall not be levied in the following specific cases:
  - Goods consigned to the Port of Pipavav.
  - Passenger bona fide kits allowed by the steam ship companies without any charges.
  - Fodder accompanying livestock and not manifested as cargo.
  - Ship's sweeping provided that the entire cargo is landed at the landing place and satisfactory proof is produced to the effect that the sweeping form a part of the consignment for which the landing and shipping fee has been paid.
  - Sweeping collected from the jetties, wharves, sheds etc.

- Cargo not manifested for transshipment, but merely transferred from one hatch to another of the same vessel.
9. In case the weight of cargo declared and charged for, is later discovered to be less than the cargo manifested, then penal wharfage at double the above listed rates will be levied by the Port.
10. The Wharfage shall be levied in the following classified cases as mentioned against each item in the following statement

**Statement**

<b>Item</b>	<b>Classification</b>	<b>Fees payable</b>
<b>(i)</b>	<b>On goods abandoned confiscated</b>	<b>Fee as per table</b>
<b>(ii)</b>	<b>On the manifested description of packages whether they are handled empty/partly empty</b>	<b>-do-</b>
<b>(iii)</b>	<b>On the sweepings collected on board the vessel from the consignment partly landed at port</b>	<b>-do-</b>
<b>(iv)</b>	<b>Goods brought into transit and returned unshipped or short shipped</b>	<b>-do-</b>
<b>(v)</b>	<b>Goods shut out from shipment</b>	<b>Wharfage as per table</b>
<b>(vi)</b>	<b>Goods shut out from shipment and subsequently reshipped</b>	<b>-do-</b>
<b>(vii)</b>	<b>Salvaged cargo</b>	<b>Fee as per table</b>
<b>(viii)</b>	<b>Goods shipped from landing place and landed at other place in the same port</b>	<b>Fees at half the rates prescribed in table for use of each landing place</b>
<b>(ix)</b>	<b>Survey rejection in port transit</b>	<b>Fees as per table</b>

**Note:**

- a) Fees mentioned in item No. (v) and (vi) of the above shall apply to goods which are not taken out of transit.

## **II. Charges for Services Rendered to Containers**

### **A. Charges for handling and movement of containers**

The following consolidated charges for handling and movement of containers shall be levied for various types of containers.

For empties, all containers will be moved from CY to empty yard unless specified by line to move elsewhere and applicable empty yard charges as per Section IV will be charged.

### **Terminal Handling Charges for Road Container**

Containers which are entering/leaving port premises through road/trailer/truck movement.

Consolidated handling charges from ship to container yard (CY) and loading the container from the CY to truck or vice versa.

#### **1. Normal Containers**

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

Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
Loaded	Empty	Loaded	Empty
<b>US\$ 90</b>	<b>US\$ 63</b>	<b>US\$ 133</b>	<b>US\$ 95</b>

#### **2. Reefer containers**

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

Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
Loaded	Empty	Loaded	Empty
<b>US\$ 90</b>	<b>US\$ 63</b>	<b>US\$ 133</b>	<b>US\$ 95</b>

#### **3. Hazardous containers**

A Container containing hazardous goods as classified under International Maritime Organization (IMO) regulations/ as declared by shipping line would be considered a hazardous container.

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 98</b>	<b>US\$ 147</b>

**Note:** Charges may vary for handling hazardous cargo depending on the operational requirements.

#### **4. Over Dimensional Containers**

Containers carrying over-dimensional cargo beyond the standard size of containers and need special devices like slings, shackles, lifting beam, etc., are termed as Over Dimensional Cargo Containers. They also include damaged containers and other types of containers that require special devices to handle them.

**OOG 1:** OOG cargo with "over height" up to 180 cm which can be handled with OH frame

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 143</b>	<b>US\$ 213</b>

**OOG 2:** OOG with height above 180 cm requiring rope sling (or any additional equipment) for handling

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 171</b>	<b>US\$ 255</b>

**Note:** Charges may vary for handling over dimensional cargo depending on the operational requirements.

## **Terminal Handling Charges for Rail Container**

Consolidated handling charges from ship to container yard (CY), transfer to rail yard and loading onto railway flat or vice versa

### **1. Normal Containers**

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

Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
Loaded	Empty	Loaded	Empty
<b>US\$ 90</b>	<b>US\$ 70</b>	<b>US\$ 135</b>	<b>US\$ 106</b>

### **2. Reefer containers**

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

Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
Loaded	Empty	Loaded	Empty
<b>US\$ 90</b>	<b>US\$ 70</b>	<b>US\$ 135</b>	<b>US\$ 106</b>

### **3. Hazardous containers**

A Container containing hazardous goods as classified under International Maritime Organization (IMO) regulations/ as declared by shipping line would be considered as hazardous container.

Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
Loaded		Loaded	
<b>US\$ 112</b>		<b>US\$ 165</b>	

**Note:** Charges may vary for handling hazardous cargo depending on the operational requirements.

### **4. Over Dimensional Containers**

Containers carrying over-dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc., are termed as Over Dimensional Cargo Containers. They also include damaged containers and other types of containers that require special devices to handle them.

Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
Loaded	Empty	Loaded	Empty
<b>US\$ 195</b>	<b>US\$ 146</b>	<b>US\$ 287</b>	<b>US\$ 220</b>

**Note:** Charges may vary for handling over dimensional cargo depending on the operational requirements.

### **5. Port Infrastructure Development Charge (PIDC)**

All containers arriving and departing the port by rail will be charged a Port Infrastructure Development Charge as per the following tariff irrespective of, type of container or cargo

Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
<b>US\$ 14</b>		<b>US\$ 27</b>	

## **Charges for Direct Port Delivery (DPD) and Risk Management System (RMS) Containers**

### **1. DPD charges for Road Containers**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 22</b>	<b>US\$ 34</b>

### **2. DPD Charges for Road Containers (Hazardous)**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 26</b>	<b>US\$ 41</b>

### **3. DPD Charges for Road Containers (Over Dimensional Containers)**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 33</b>	<b>US\$ 51</b>

### **4. DPD Charges for Rail Containers (includes PIDC Charges)**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 34</b>	<b>US\$ 58</b>

### **5. DPD Charges for Rail Containers (Hazardous, includes PIDC)**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 41</b>	<b>US\$ 70</b>

### **6. DPD Charges for Rail Containers (Over Dimensional Containers, includes PIDC)**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 51</b>	<b>US\$ 87</b>

**Note:** HAZ or OOG containers will be taken into consideration as declared by Shipping line

## **Other Handling Charges**

### **1. Transshipment Containers**

A Transshipment container is one that is discharged from one vessel, stored in the yard and transported through another vessel.

		Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
		Loaded	Empty	Loaded	Empty
(i)	<b>Consolidated Handling Charges from ship to CY</b>	<b>US\$ 48</b>	<b>US\$ 32</b>	<b>US\$ 71</b>	<b>US\$ 48</b>
(ii)	<b>Consolidated Handling Charges from CY to ship</b>	<b>US\$ 48</b>	<b>US\$ 32</b>	<b>US\$ 71</b>	<b>US\$ 48</b>

**Notes:**

- (i) Charges for OOG will be 200% of normal containers
- (ii) Charges for DG will be 115% of normal containers

### **2. Charges for Shifting Containers Within Vessel**

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
		(i)	<b>Hatch to Hatch Shifting (FCL &amp; Empty)</b>
(ii)	<b>Container shifted by landing the container on the quay and re-loading (FCL &amp; Empty)</b>	<b>US\$ 90</b>	<b>US\$ 134</b>

**Notes:**

- (i) Charges for OOG will be 200% of normal containers
- (ii) Charges for DG will be 115% of normal containers

### **3. Charges for Handling Hatch Covers**

		<b>One Operation (Opening and Closing one hatch cover)</b>
(i)	Without Landing Hatch Cover on the quay	<b>US\$ 26</b>
(ii)	With Landing Hatch Cover on the quay	<b>US\$ 60</b>

### **4. Charges for Handling Vessel Gear box**

	<b>Per Gear Box Move</b>
Vessel Gear Box Handling	<b>US\$ 192</b>

### **5. Bundled Flat Rack Containers**

- (i) Flat rack containers received in bundle – THC and storage as per over dimensional cargo.
- (ii) Charges for Flat rack containers arriving separately, and bundling requested by COA

	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
Per Flat Rack	<b>US\$ 5</b>	<b>US\$ 8</b>
Lashing Charges	<b>US\$ 20</b>	<b>US\$ 20</b>

## 6. Shutout Charges

If the container enters the port as an export intake for a particular vessel and is not connected to the particular vessel for reasons whatsoever, then the container is termed to be shutout container. Such container is liable to pay shutout charges as follows:

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	Shutout Charges (FCL & Empty)	<b>US\$ 40</b>	<b>US\$ 60</b>
(ii)	Transportation of Shutout Container from any place in the Port to quay and back to the designated area in the port premises(FCL & Empty)	<b>US\$ 32</b>	<b>US\$ 45</b>

- (i) **Charges for OOG will be 200% of normal containers**
- (ii) **Charges for DG will be 115% of normal containers**

## 7. Special Services

### a) Lift on / Lift off (Loaded and Empty) for operations at areas other than Empty Yard

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 12</b>	<b>US\$ 16</b>

- (i) **Charges for OOG will be 200% of normal containers**
- (ii) **Charges for DG will be 115% of normal containers**

### b) Fixing/ Removal of Seal (per container)

Per container
<b>US\$ 6</b>

The Port shall be at liberty to fix seals without the consent of the shipping lines on all such containers which require proper seals before the containers enter the port by road, rail or sea.

### c) Non-Declaration / Mis-declaration of Hazardous Container/ OOG Cargo Dimensions/weight

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 60</b>	<b>US\$ 90</b>

### d) Change of Vessel / Change of Destination

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 30</b>	<b>US\$ 46</b>

### e) Change of shipment status

- i) A transshipment container is changed to an import container
- ii) An import container is re-exported
- iii) An ICD container is changed to local delivery container after landing or vice versa
- iv) Containers under storage changed to export.

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 30</b>	<b>US\$ 46</b>

**f) Acceptance of containers**

- i) After gate cut off time
- ii) Export containers which are in the container yard but not included in the export advance list submitted before cut-off time.
- iii) In case of ICD Export Container arriving after gate cut off time, the container shall be gated-in in the next Vessel of the same service. If COA requests for loading in current vessel, change of COV charges as per 7 (d) will apply.

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 20</b>	<b>US\$ 30</b>

**g) Internal transportation within and between areas not including Empty Yard**

Type of container	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>Normal containers</b>	<b>US\$ 12</b>	<b>US\$ 16</b>
<b>Reefer containers</b>	<b>US\$ 12</b>	<b>US\$ 16</b>
<b>Hazardous containers</b>	<b>US\$ 16</b>	<b>US\$ 22</b>
<b>Over dimensional containers</b>	<b>US\$ 18</b>	<b>US\$ 24</b>

**h) Change of Line Operator Code**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 5</b>	<b>US\$ 5</b>

(Note: Changes will be accepted prior shipment only)

**i) Group Code Change / Change of Rail Operator**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 30</b>	<b>US\$ 46</b>

**j) Hold/ Release container for ICD**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 30</b>	<b>US\$ 46</b>

**k) Shifting/facilitation of Custom's Examination for self-seal/factory stuffed containers**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 74</b>	<b>US\$ 104</b>

- (i) Charges for OOG will be 200% of normal containers
- (ii) Charges for DG will be 115% of normal containers

**l) Back to Town Non ICD container**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 48</b>	<b>US\$ 71</b>

- (i) Charges for OOG will be 200% of normal containers
- (ii) Charges for DG will be 115% of normal containers



**m) Back to Town ICD Container**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 63</b>	<b>US\$ 92</b>

- (i) Charges for OOG will be 200% of normal containers
- (ii) Charges for DG will be 115% of normal containers

**n) Reefer Plugging and Unplugging Charges – On the vessel.**

Per container
<b>US\$ 4</b>

**o) Twist Lock Cutting Charge**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 30</b>	<b>US\$ 30</b>

**p) Electricity and other charges for Reefer Containers**

**Reefer monitoring and connection charges**

Particulars	Rate per 6 hours	
	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>Reefer containers</b>	<b>US \$ 22</b>	<b>US \$ 33</b>

Services include plugging/unplugging, provision of electricity and monitoring of the temperature. No maintenance will be performed on malfunctioning reefers.

**q) Fixing/ removal of Hazardous Sticker**

- i) Hazardous stickers indicating IMCO class only shall be affixed on a container carrying hazardous cargo.
- ii) Old stickers on the container shall be removed from a container carrying non-hazardous cargo
- iii) In either case, the customer has to intimate in writing to undertake the said activity, within the terminal.
- iv) The sticker will be supplied by the customer.

Per container/per sticker
<b>US\$ 10</b>

**r) ICD containers arrived without pre-advice / incorrect pre-advice**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 30</b>	<b>US\$ 45</b>

**s) Container weighing services for Variable Gross Mass (VGM) declaration**

All Containers
<b>INR 200/ Container</b>

- t) Amendment / Revision of declared Variable Gross Mass (VGM), in excess/short of national tolerance levels

<b>All Containers</b>
<b>INR 1,250/ Revision</b>

- u) Charges levied on Laden containers for below services

	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>Road in - Road out</b>	<b>US\$ 24</b>	<b>US\$ 32</b>
<b>Road in - Rail Out</b>	<b>US\$ 48</b>	<b>US\$ 64</b>
<b>Rail in - Rail Out</b>	<b>US\$ 60</b>	<b>US\$ 80</b>
<b>Rail in - Road Out</b>	<b>US\$ 48</b>	<b>US\$ 64</b>

**Note: PIDC, as applicable, under relevant line items is inclusive in the charges levied on laden containers above**

- v) Reefer Container Cargo Inspection Chamber Activity Charges

	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
Upto 25% De-Stuffing	<b>US\$ 121</b>	<b>US\$ 191</b>
More than 25% De-Stuffing	<b>US\$ 131</b>	<b>US\$ 216</b>

- w) Container twist lock handling charges:

For each container twist lock handled at Pipavav port rail siding, below amount will be charged to rail operator.

Total Container locks per rake = locks removed + locks installed

Lock handling charges per lock	<b>INR 6</b>
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This charge cover handling locks, putting/removing locks for containers on rakes, storing and shifting of locks.

- x) CY-CFS-CY Movement

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 74</b>	<b>US\$ 104</b>

- (i) Charges for OOG will be 150% of normal containers  
(ii) Charges for DG will be 115% of normal containers

**Other charges**

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	<b>Pre Trip Inspection (PTI)</b>	<b>US\$13</b>	<b>US\$13</b>
(ii)	<b>RPTI (Run Test)</b>	<b>US\$10</b>	<b>US\$10</b>
(iii)	<b>Minor Repairs (Man Hour Rate)</b>	<b>US\$1.6 per hour</b>	<b>US\$1.6 per hour</b>
(iv)	<b>Change of set temperature</b>	<b>US\$2 per request</b>	<b>US\$2 per request</b>
(v)	<b>Gate-in with incomplete information</b>	<b>US\$2 per missing field</b>	<b>US\$2 per missing field</b>
(V1)	<b>Any trailer/truck arriving/exiting port premises but not availing any standard terminal services</b>	<b>US\$14</b>	<b>US\$27</b>

- Electricity charges are subject to revision in the event of a change in the prices of power purchased / diesel or any other fuel used to generate electricity that is supplied to Reefer Containers.
  - Laden reefer containers will incur Reefer Monitoring charges from the time the reefer container is connected to a main electricity supply to the time the reefer container is disconnected from a main electricity supply. Reefer Monitoring charges mentioned above will be applicable for Last Temperature Report.
  - Unless otherwise notified reefer monitoring will be performed once every 4 hours and will be charged accordingly.
  - PTI & RPTI charges mentioned above are inclusive of electricity charges.
  - Any movement of container for PTI will be charged extra.
- Minor repair charges do not include the cost of spares and consumable)

**y) Handling and Transportation charges for Container scanning**

These charges ONLY include lift on- lift off and transportation for specific containers to/from container scanning area. GPPL doesn't charge any amount for actual scanning of containers. All other charges for these containers will be as per standard tariff terms

- a) DPD/RMS Containers selected for scanning by ICEGATE at the time of IGM and information received from shipping lines along with IAL submission & prior shifting to Port customs examination area**

**Standard Containers**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 12</b>	<b>US\$ 16</b>

**Hazardous containers**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 18</b>	<b>US\$ 24</b>

- b) Containers selected for scanning after shifted to Port customs examination area**

**Standard Containers**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 48</b>	<b>US\$ 64</b>

**Hazardous Containers**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 72</b>	<b>US\$ 96</b>

c) Export Factory stuff container selected for scanning in port customs examination area.

**Shifting for customs examination of self-seal/factory stuffed containers + Additional H/T Charges – In USD**

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 74</b>	<b>US\$ 104</b>
Additional Transportation and handling	
<b>US\$ 12</b>	<b>US\$ 16</b>

d) Rail containers selected for Scanning

Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
<b>US\$ 48</b>	<b>US\$ 64</b>

\* Charges for OOG will be 200% of normal containers for all above scanning activities

**Note:**

1. Terminal Handling charges for containers more than 40 feet in length will be charged at 200 per cent of the applicable charges for “CONTAINER NOT EXCEEDING 20 FEET IN LENGTH”.
2. The consolidated charges mentioned above include the following elements, viz. stevedoring (including lashing and unlashng), use of cranes, wharfage on tare weight of the containers, wharfage on containerised cargo, transportation to and from container yard.
3. If the cargo is both OOG and Haz then applicable rate is of OOG only
4. IMO declaration by Shipping Line will be considered for Haz Cargo Charges

**B. Rebates**

If the ship's gears are used for loading/unloading containers from ship to shore or vice versa, then the following rates of rebates in handling charges shall be allowed only for those containers handled by the ship's gears. The use of ships gear will be permitted only if shore cranes are not available for loading / discharging containers from the ship.

		Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
		Loaded	Empty	Loaded	Empty
(i)	Rebate on consolidated handling charges	US\$ 4	US\$ 4	US\$ 6	US\$ 6

## C. Ground rent for containers

### NON-ICD CONTAINERS

#### 1. Empty Containers

Dwell time charges per day in respect of empty containers, export or import stored in the Port premises shall be as follows:

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 7 days	Free	Free
(ii)	8-30 days	US\$ 3.5	US\$ 7
(iii)	Thereafter	US\$ 4	US\$ 8

#### 2. Loaded Containers

Dwell time charges per day in respect of loaded; export and import containers stored in the Port premises shall be as follows:

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 7 days	Free	Free
(ii)	8-22 days	US\$ 3.5	US\$ 6.5
(iii)	23-45 days	US\$ 6.5	US\$ 13.0
(iv)	Thereafter	US\$ 13.0	US\$ 26.0

### ICD CONTAINERS

#### 1. Empty Containers

Dwell time charges per day in respect of empty containers, export or import stored in the Port premises shall be as follows:

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 10 days	Free	Free
(ii)	11-30 days	US\$ 3.5	US\$ 7
(iii)	Thereafter	US\$ 4	US\$ 8

#### 2. Loaded Containers

Dwell time charges per day in respect of loaded; export and import containers stored in the Port premises shall be as follows:

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 10 days	Free	Free
(ii)	11-22 days	US\$ 3.5	US\$ 6.5
(iii)	23-45 days	US\$ 6.5	US\$ 13
(iv)	Thereafter	US\$ 13	US\$ 26

## DPD Containers/RMS Containers

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 7 days	Free	Free
(ii)	8-22 days	US\$ 3.5	US\$ 6.5
(iii)	23-45 days	US\$ 6.5	US\$ 13
(iv)	Thereafter	US\$ 13	US\$ 26

## TRANSSHIPMENT CONTAINERS

### 1. Empty Containers

Dwell time charges per day in respect of empty containers, export or import stored in the Port premises shall be as follows:

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 10 days	Free	Free
(ii)	11-30 days	US\$ 2	US\$ 4
	Thereafter	US\$ 4	US\$ 8

### 2. Loaded Containers

Dwell time charges per day in respect of loaded; export and import containers stored in the Port premises shall be as follows:

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 15 days	Free	Free
(ii)	16-22 days	US\$ 3.5	US\$ 6.5
(iii)	23-45 days	US\$ 6.5	US\$ 13
(iv)	Thereafter	US\$ 13	US\$ 26

## OVER DIMENSIONAL CONTAINERS (Including DPD/RMS Containers)

### 1. Loaded Containers

Dwell time charges per day in respect of loaded: export and import containers stored in the port premises shall be as follows

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 3 days	Free	Free
(ii)	04-22 days	US\$ 9	US\$ 18
(iii)	Thereafter	US\$ 15	US\$ 30

#### Notes:

1. Dwell time charges per day in respect of hazardous containers, export or import, stored in port premises shall be 33% more than normal containers. Same is applicable for DPD/RMS hazardous containers (33% more than DPD/RMS Charges)
2. The total storage period for a container shall be reckoned from the day following the day of landing up to the day of shipment/delivery/date of removal of containers and includes Sundays and Holidays.

### III. CFS Charges

#### I. Export Operation

##### Storage Charges: Covered Warehouse

Four days free time including the day of arrival of cargo into the warehouse for the area allotted for each consignment.	
<b>Charges beyond free time</b> <b>Note:</b> 1. Minimum charges will be taken for 25 sq.mtrs and in multiples thereof. 2. Cargo will be allowed to be stored beyond free time at the sole discretion of Gujarat Pipavav Port Limited	<b>INR 25 per square meter (sq.m) per week or part thereof.</b>

##### Storage Charges: Open Plot

Four days free time including the day of arrival of cargo at the open plot for the area allotted for each consignment.	
<b>Charges beyond free time</b> <b>Note:</b> 1. Minimum charges will be taken for 25 sq.mtrs and in multiples thereof. 2. Cargo will be allowed to be stored beyond free time at the sole discretion of Gujarat Pipavav Port Limited	<b>INR 5 per sq.m per week or part thereof.</b>

##### Storage Charges for Containers: Empty

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 2 days	Free	Free
(ii)	Thereafter	US\$ 2 per day	US\$ 4 per day

##### Storage Charges for Containers: Loaded

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 7 days	US\$ 2 per day	US\$ 4 per day
(ii)	Thereafter	US\$ 4 per day	US\$ 8 per day

- 1) The total storage period for an empty container shall be reckoned from the day following the day of landing at the CFS up to the day of stuffing / date of removal of empty containers from the CFS including Sundays and holidays.
- 2) If stuffing is undertaken in the free period available for an empty container, then the storage period for the loaded container shall be reckoned from the day following the day of stuffing up to the day of removal of the loaded container from the CFS.
- 3) If stuffing is undertaken beyond the free period available for an empty container, then the storage period for the loaded container shall be reckoned from the day following the day of stuffing up to the day of removal of the loaded container from the CFS.

**Handling Charges**

	Through Warehouse/Plot for Palletized cargo	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
	Unloading & Stacking of cargo at the warehouse, lift off of empty container from vehicle and positioning the container at the stuffing point, stuffing the cargo and placing the loaded container on the truck/trailer, weighment and movement to CY.		
(i)	Up to 30 MT	INR 5500	INR 10000

	Through Warehouse/Plot for loose cargo	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
	Unloading & Stacking of cargo at the warehouse, lift off of empty container from vehicle and positioning the container at the stuffing point, stuffing the cargo and placing the loaded container on the truck/trailer, weighment and movement to CY.		
(i)	Up to 30 MT	INR 6000	INR 10000

**Handling Charges for Coastal cargo**

	Direct Stuffing from truck to Container	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
	Lift off of empty container from the vehicle and positioning the container at the stuffing point ( Non custom bonded area), stuffing the cargo direct from truck and placing the loaded container on the truck/trailer and moving to CY		
(i)	Up to 30 MT	INR 3500	INR 7000

**Factory Stuffed Container**

	Factory Stuffed Container	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	Unloading of excise sealed factory stuffed container, stacking, loading onto trailer and transportation to the container yard.	INR 2400	INR 3600



## II. Import Operation

### Storage Charges: Covered Warehouse

Storage Charges for covered Warehouse for the first week for the area allotted for each consignment	INR 25 per sq.m per week or part thereof.
Storage Charges for covered warehouses for subsequent weeks for the area allotted for each consignment	INR 35 per sq.m per week or part thereof

**Note:**

1. Minimum charges will be taken for 25 sq.mtrs and in multiples thereof.
2. Cargo will be allowed to be stored at the sole discretion of Gujarat Pipavav Port Limited

### Storage Charges: Open Plot

Storage Charges for Open Plot for the first week for the area allotted for each consignment	INR 5 per sq. mtr per week or part thereof.
Storage Charges for Open Plot for subsequent weeks for the area allotted for each consignment	INR 7 per sq. mtr per week

Notes:

1. Minimum charges will be taken for 25 sq.mtrs and in multiples thereof.
2. Cargo will be allowed to be stored at the sole discretion of Gujarat Pipavav Port Limited

### Storage Charges for Containers: Loaded

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 2 days (including day of landing at the CFS)	Free	Free
(ii)	3-10 days	US\$ 2 per day	US\$ 4 per day
(iii)	Thereafter	US\$ 4 per day	US\$ 8 per day

### Storage Charges for Containers: Empty

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 7 days (including day of landing at the CFS)	US\$ 2	US\$ 4
(ii)	Thereafter	US\$ 4	US\$ 8

### Handling Charges

	De-stuffing through Warehouse/Plot for Palletized cargo	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
	Receiving and positioning of the loaded container at the de-stuffing point for seal cutting and Customs examination, de-stuffing & stacking of cargo at the warehouse/plot, giving delivery of cargo from the warehouse and placing the empty container on the truck/trailer.		
(i)	Up to 30MT	INR 5500	INR 10000

	<b>De-stuffing through Warehouse/Plot for loose cargo</b>	<b>Container not exceeding 20 feet in length</b>	<b>Container Exceeding 20 Feet but not exceeding 40 feet in length</b>
	<b>Receiving and positioning of the loaded container at the de-stuffing point for seal cutting and Customs examination, de-stuffing &amp; stacking of cargo at the warehouse/plot, giving delivery of cargo from the warehouse and placing the empty container on the truck/trailer.</b>		
<b>(i)</b>	<b>Up to 30MT</b>	<b>INR 6000</b>	<b>INR 10000</b>

	<b>De-stuffing at Factory</b>	<b>Container not exceeding 20 feet in length</b>	<b>Container Exceeding 20 Feet but not exceeding 40 feet in length</b>
<b>(i)</b>	<b>Lift off of import container from the vehicle and positioning the container for seal cutting and Customs examination and giving delivery of container to importer / CHA arranged vehicle.</b>	<b>INR 3000</b>	<b>INR 5000</b>
<b>(ii)</b>	<b>Up to 25% of cargo is de-stuffed and stuffed back into the container</b>	<b>INR 3600</b>	<b>INR 6200</b>
<b>(iii)</b>	<b>If more than 25% of cargo is de-stuffed and stuffed back into the container</b>	<b>INR 4400</b>	<b>INR 7800</b>

	<b>De-stuffing of Steel Scrap</b>	<b>Container not exceeding 20 feet in length</b>	<b>Container Exceeding 20 Feet but not exceeding 40 feet in length</b>
	<b>Receiving and positioning of the loaded container at the de-stuffing point for seal cutting and Customs examination, de-stuffing &amp; stacking of cargo at the plot, giving delivery of cargo from the plot and placing the empty container on the truck/trailer.</b>		
<b>(i)</b>	<b>Up to 24 MT</b>	<b>INR 5450</b>	<b>INR 8175</b>
<b>(ii)</b>	<b>Beyond 24 MT</b>	<b>INR 6550</b>	<b>INR 9825</b>

### III. Other Charges

#### Labour Charges for Customs Re – Examination (Import Only)

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	Up to 25% of cargo is de-stuffed and stuffed back into the container	INR 600	INR 1200
(ii)	If more than 25% of cargo is de-stuffed and stuffed back into the container	INR 1400	INR 2800

#### Other Handling Charges

		Container not exceeding 20 feet in length		Container Exceeding 20 Feet but not exceeding 40 feet in length	
		Loaded	Empty	Loaded	Empty
(i)	From yard to truck or vice versa (Lift-on / Lift-off)	INR 400	INR 400	INR 600	INR 600
(ii)	Internal Transfer (Trucking only)	INR 300	INR 300	INR 450	INR 450

#### Notes

- 45 feet container will be counted as 2.5 TEUs for charging any of the per TEU rate.
- The above charges are not applicable for the stuffing and destuffing of cargoes such as marble blocks, heavy machinery, steel coils etc which may require additional heavy lift equipment and specialised labour. Rates can be quoted separately for cargoes requiring specialised heavy-lift equipment and labour against specific enquiries.
- There will be a standard handling loss of 2% applicable for loose commodities.
- Gujarat Pipavav Port Limited reserves the right to change any of the above terms without prior notice.
- For ODC consignment laden/empty will be counted at 2.5 TEUs for charging movement of the per TEU rate.& 3.5 TEUs for storing charges of the per TEU rate. GPPL reserves the right to modify these terms if the cargo exceeds road/traffic regulations or requires special handling and/or special clearances from road/traffic authorities.

## IV. Empty Yard Charges

### Empty yard Ground Rent

		Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
(i)	First 7 days	Free	Free
(ii)	8-30 days	US\$ 3.5	US\$ 7
(iii)	Thereafter	US\$ 4	US\$ 8

#### Notes:

Date in and Date out/Stuffing date, both will be taken into account for calculating Empty Ground Rent charges) Ground Rent for ODC containers will be levied 300% of the normal rate.

Lift On/Lift Off	Tariff - Empty yard	Tariff - From / to external Trailers (EMR yard) *
20' foot Container	US\$ 12	INR 800
40' foot Container	US\$ 16	INR 1200
Length exceeding 40'	US\$ 24	INR 1600

\*Only the charges mentioned in INR in the above table are inclusive of GST. All other charges in this table and in tariff document are exclusive of GST.

	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
Road in - Road out	US\$ 12	US\$ 16
Road in - Rail Out	US\$ 30	US\$ 41
Rail in - Rail Out	US\$ 48	US\$ 68
Rail in - Road Out	US\$ 30	US\$ 41

**Note:** PIDC, as applicable, under relevant line items is inclusive in the above charges

#### Shifting charges

Transportation Charges from CY, Rail Siding to Empty Yard or Vice Versa		
Container not exceeding 20 feet in length		US\$ 12
Container Exceeding 20 Feet but not exceeding 40 feet in length		US\$ 16
Container Exceeding 40 feet in length		US\$ 24

Shifting from locations other than CY, Rail Siding to another location within Port	Container not exceeding 20 feet in length	Container Exceeding 20 Feet but not exceeding 40 feet in length
For Empty Containers	US\$ 30	US\$ 45

#### Survey charges

Survey charges for Container not exceeding 20 feet in length including Lift On/ Off	USD 12
Survey charges for Container Exceeding 20 Feet but not exceeding 40 feet in length including Lift On/ Off	USD 18

#### Notes:

- For dedicated storage yard, shipping lines need to forecast the space required in advance.
- For dedicated storage charges, lines will need to pay for the agreed yard space even if they are unable to completely use the allotted yard space.

## **V. Project/ ODC Cargo Tariff**

### **Terminal Utility Tariff**

Terminal utility charges for project cargo vessels/ offshore supply vessels handling cargo will be charged at US\$ Fifty Thousand (US\$ 50,000) for every voyage, and in case of OSVs/ New launched vessels/crafts/boats using berthing facilities, it will be charged at US\$ 3.15/GRT.

### **Stevedoring charges**

<b>Sr. No.</b>	<b>Description</b>	<b>Charges</b>
<b>A</b>	<b>Up to 30 Freight Tons</b>	<b>INR 110 per Freight Ton</b>
<b>B</b>	<b>Over 30 Freight Tons to 50 Freight Tons</b>	<b>INR 260 per Freight Ton</b>
<b>C</b>	<b>Over 50 Freight Tons to 100 Freight Tons</b>	<b>INR 400 per Freight Ton</b>
<b>D</b>	<b>Over 100 Freight Tons</b>	<b>INR 600 per Freight Ton</b>
<b>E</b>	<b>Under 100 Freight tons and over 15 meter length</b>	<b>INR 400 per Freight Ton</b>

### **Terms & Conditions for ODC Project Cargo:**

- i) The entire responsibility for evacuation from hook point to the CUSTOMER's yard will be of the CUSTOMER. The entire project cargo to be directly offloaded on the multi axle trailers and the cargo to be directly evacuated after custom clearance. Offloading the cargo directly on the wharf is not allowed.
- ii) CUSTOMER has to provide multi axle, short turning radius, low bed trailers (as applicable) to carry the cargo. The cargo has to be properly lashed on the trailers in order to safely transport it to the CUSTOMER yard. The trailers should have enough wheels to spread the weight of the cargo equally in order not to exceed the load bearing capacity of the jetty i.e. 3T/Sq meter. The axle load to strictly conform to the cargo requirement and the equipment specifications. The entire evacuation plan and trailer details for heavy parcels to be furnished before hand to GPPL. The cargo movement /evacuation plan to be implemented with extra care by the Customer.
- iii) All the equipment as required for project cargo handling such as cranes, forklifts, spreader, dunnage, slings, gears etc has to be arranged by the Customer at their own cost.

## **VI. Crane Hire Charges**

<b>Particulars</b>	<b>Per Hour or part thereof</b>
<b>Shore Crane Charges for Bulk/Break-bulk/Project-Cargoes or any other material movement</b>	<b>US\$ 1 per MT or US\$ 200 per hour whichever is higher</b>
<b>Container Quay Crane for handling break bulk Operations</b>	<b>INR 2,25,000</b>

Shore Crane Charges if hired on hourly basis shall be levied for minimum 2 hours and above that on hourly basis or part thereof.

### **NOTE:**

1. Advance application for crane hire should be made to the Operations Department, GPPL mentioning the number of hours the crane is required.
2. Allotment of a suitable crane will be at the discretion of GPPL Management and ordinarily cranes will be supplied in order of requisition, but GPPL Management may deviate from the order if in his opinion circumstances justify such action.
3. The hire charges will commence from the time of dispatch of the equipment subject to maximum transit time of 30 minutes, provided the equipment so dispatched is made available for operation at the work site.
4. The port shall man and work the cranes only. The labour for slinging the cranes shall be supplied by the user/hirer concerned.
5. When cranes are required for longer period than requisitioned for, a fresh requisition shall be submitted at least one hour before the expiration of the period mentioned in the original requisition.
6. It must be ensured that the port's cranes work clear of ship's gear and of all other obstructions.

7. If a hook / crane different from the one requisitioned by a party is supplied to suit the ports convenience, charges applicable to the hook requisitioned shall alone be recovered.
8. If a notice withdrawing the requisition in respect of crane is not given to the Port Authority at least 3 hours before the time stated in the requisition application, a minimum of one hour's charges shown above against their respective category shall be levied.
9. The cranes and equipment are supplied on the condition that, the Port shall not take any responsibility for any loss or damage to life or property or break down of the equipment owing to any reason and that the liability of such loss/damage/break down shall rest with the user/hirers of the equipment. The users will be solely responsible for damage to equipment and Port property that may occur or result during the working of equipment as per requisition, on account of any reason such as overloading of crane, improper slinging of cargo etc. The user/hirer shall make good all damages (fair wear and tear expected) and pay the port all costs of repairing of damages and replacements actually incurred.
10. The hirer shall indemnify the port against all loss or damage or injury to life arising directly or indirectly from the use of the crane during the period of the supply on hire, to any property belonging to the port including the crane, or to any other persons or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The hirer shall also indemnify the Port for all liabilities under the Workmen's Compensation Act.
11. When cranes are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the user, Port charges will be calculated as if the hire was a continuous period unless a demobilization request is given by the customer (as in number 8 above with a minimum period of 2 hours between two consecutive uses). Each utilization period will be rounded up to the nearest hour for the purpose of invoicing.
12. The Port Authorities can withdraw the equipment at any time for their own work during the period of requisition; however, this period will be excluded from the period of hire.

## **VII. Liquid Cargo Charges**

1. Cargo Throughput Charges at INR 12.5 per MT applicable on liquid vessels handled at berth discharging / loading cargo
2. Cargo Overstay Charges shall be applicable at 100 % additional wharfage on all liquid cargo not exported / evacuated / re-exported after storage beyond 60 days
3. HSE Cess at INR 3.5 per MT on all liquid cargoes

**Section C**

**OTHER CHARGES**

## **I. Fresh Water Supply**

<b>Location</b>	<b>PER 1000 LTR.</b>
<b><u>At Jetty</u> Foreign Vessel and Coastal Vessel</b>	<b>INR 330</b>
<b><u>Minimum Charge</u> Foreign Vessel and Coastal Vessel</b>	<b>INR 3,300</b>

## **II. Other Charges**

<b>A. Extension Gangway charges</b>	<b>US\$ 100 per day</b>
The gangway will be provided on written request made in advance.	
<b>B. Weighment charges</b>	
i) Road Weighbridge	<b>INR 150 per truck</b>
ii) Rail Weighbridge	<b>INR 7 per MT</b>
<b>C. Truck / Tipper Hire Charges</b>	<b>INR 2,000 per shift (8 hours)</b>
<b>D. Trailer Hire Charges</b>	<b>INR 8,000 per shift (8 hours)</b>
<b>E. Reach-stacker Hire Charges</b>	<b>INR 20,000 per shift (8 Hours)</b>
<b>F. Standby charges for safety crew (During Bunkering / Other Operations)</b>	<b>INR 400 per hour</b>
<b>G. Request for digital photograph</b>	<b>INR 200 per photograph</b>
<b>H. Survey charges for 20' containers at CFS</b>	<b>INR 130 per report</b>
<b>I. Survey charges for 40' containers at CFS</b>	<b>INR 180 per report</b>
<b>J. Rail Infrastructure Facility Charges (Bulk &amp; Liquid)</b>	<b>INR 25 per MT</b>
<b>K. Cherry picker</b>	<b>INR 24000/Shift or INR 5000/hour</b>
<b>L. LPG Rail Siding Infrastructure Charges</b>	<b>INR 136 per MT</b>

### **Notes:**

- RIFC includes rail weighment charges
- Charges are also applicable for Break Bulk (General Cargo)
- Charges includes usage of Rail Line and In Motion Weigh Bridge only
- Weigh bridge used for more than one weighment will attract additional charge of INR 7 PMT per weighment
- Additional charges for using rail platform will be INR 20 PMT. Rail platform being transit area, storage at platform beyond 2 days will attract penal storage of INR 5 PMT per day over and above INR 20 PMT.
- Rail demurrage, if any, will be on account of handling agency. Port will charge penal charges equivalent to that charged by railways in case of penal demurrage
- Common facility charge of INR 10 PMT will be charged in case handling includes usage of access roads of port by all liquid / gas and break-bulk cargo
- Handling agency will have to submit Security Deposit (SD) for using Rail Infrastructure Facility (RIF) and will be assessed based on volume of cargo and period of handling. Assessment of SD by port will be binding on handling agency. Handling agency to take prior approval from port for same.
- For Private Rake Operators for all bulk-liquid cargoes a Terminal Access Charge of INR 1 lakh per 12 hours and part thereof will be levied for usage of port railway sidings.



10. In event port access roads are used for transit of break bulk cargo on trailers / multi axle - trailers etc. which are overweight/ over dimension -INR 25,000 per trailer / multi axle per transit (in and out) will be applicable.
11. LPG Rail Siding Infrastructure Charges do not include the operations and service charges that will be levied by the siding operator.

**M. Registration Charges for Service Providers**

Port will charge a refundable one-time registration charges for all port users, including but not limited to Shipping Agencies, Custom House agencies, Surveyor, Ship store suppliers, Ship Repairs, Bunkering agencies etc. All Agents carrying multiple business activities shall be required to pay single registration charges as per higher registration work category.

One Time Registration Charges	INR
Shipping Agencies	100,000
Warehouse Lessee	100,000
Other Users	25,000

**N. Supply of ship stores other than fresh water** INR 5000 per transaction

**O. Grab hire charges** US\$ 0.5 per MT

**P. Commercial vehicle entry Charge** INR 60/ vehicle/ trip  
OR  
INR 900/ vehicle/ week  
OR  
INR 3,600/ vehicle/ month

Charge applicable to all commercial vehicles namely Trailers/Truck/Dumper/ other than liquid/gas tanker vehicles

**Q. Hot Work Charges** INR 1000 per hour  
Minimum charges will be 10,000 INR

**R. Container Seal Charges** INR 200 per seal  
Fixing / Breaking / Changing Of Seal

**S. Rail Stabling charges for container rakes** INR 25,000 per rake per day

**T. Payloader Hire Charges** INR 1,000 per hour

**U. Main Engine Immobilisation** USD 500/ Hr

**V. Seamans Club Charges** USD 50 per vessel call

**W. Invoice amendment Charges (after 15 days of issuance of invoice)** USD 7/Invoice/Request

**X. Mandatory User Charge for Logistics Data Bank under DMICDC**

Per container INR 165 + applicable taxes

For the Period 5th Sept 2020 to 4th Sept 2021, the MUC shall be INR 165 per Container. For subsequent periods, the MUC charges shall be as notified by GPPL from time to time.

**Notes:**

1. Government Taxes and Levies as applicable, will be charged for all tariff items in the booklet.
2. Port reserves the right to levy any charge for items not specifically covered under this tariff document.