

**SOR As on 22 September 2005 G.No. 134**  
**VISAKHA CONTAINER TERMINAL PRIVATE LIMITED**

**SCALE OF RATES**

DEFINITIONS AND CONDITIONS

This Scale of Rates sets out the charges payable to Visakha Container Terminal Private Limited (VCTPL) from time to time for the use of services and facilities provided by Visakha Container Terminal Private Limited (VCTPL).

**1. DEFINITIONS**

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

- (i). "**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.
- (ii). "**Per Day**" means per calendar day or part thereof.
- (iii). "**Port**" means the Visakhapatnam Port Trust (VPT) whereas "Terminal" means the Container Terminal, operated by Visakha Container Terminal Private Limited.
- (iv). "**VCTPL**" means Visakha Container Terminal Private Limited, a company incorporated in India, its successors and assigns.
- (v). "**Reefer**" means any Container for the purpose of the carriage of goods, which require refrigeration.
- (vi). "**Transshipment Container**" means container discharged from a vessel and placed in the custody of the VCTPL for the purposes of shipment on another vessel declared on a transshipment manifest and Import Advance List.
- (vii). "**Coastal Vessel**" means any vessel exclusively employed in trading between any port or place in India to any other port or place in India and / or having a valid coastal license issued by the competent authority.
- (viii). "**Foreign-going Vessel**" means any vessel other than a coastal vessel.
- (ix). "**Hazardous container**" means a Container containing hazardous goods as classified under IMO.
- (x). "**Out of Gauge (OOG) 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 and Container requiring special devices for lifting is also classified as Out of Gauge Container.
- (xi). "**FCL**" means containers said to contain Full Container Load.
- (xii). "**ICD**" means Inland Container Depot.
- (xiii). "**LCL**" means containers said to contain less than full container load (Container having cargo of more than one importer/exporter).
- (xiv). "**Shut Out Container**" means a container, which has entered in to the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for whatsoever reason.
- (xv). "**Tonne**" means one metric Tonne of 1,000 kilograms or one cubic metre.
- (xvi). "**VIAN**" means Vessel Identification Advise Number.
- (xvii). "**ICD Container**" means containers discharged from a vessel and placed in the custody of the VCTPL for the purposes of loading on a Train, inside the Terminal.

Also “*ICD Container*” means containers discharged from a Train inside Terminal and placed in the custody of the VCTPL for the purposes of shipment on a vessel.

## 2. GENERAL

- (i). (a). A foreign-going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order.
- (b). A foreign-going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage License issued by the Director General of Shipping.
- (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
- (d). In cases of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
- (e). 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.
- (ii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (iii). (a). Users shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the VCTPL shall pay penal interest on delayed refunds.
- (b). The rate of penal interest will be 13%p.a. The penal interest will apply to both the VCTPL and the users equally.
- (c). The delay in refunds by the VCTPL will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
- (d). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the VCTPL. This provision shall, not apply to the cases where payment is to be made before availing the services as stipulated in the MPT Act, 1963.
- (iv). A premium of, 25% will be levied in case of Hazardous cargo containers / Out of Gauge containers over the applicable handling and storage charges prescribed for respective categories of containers.
- (v). In case of coastal containers concession is applicable on composite box rate. The composite box rate on all coastal containers shall not exceed 60% of the corresponding charges for normal containers. In case of transshipment of coastal containers similar concession in handling charges will be allowed with reference to applicable handling charges for normal handling operation in loading or unloading cycle.
- (vi). The charges prescribed in the Scale of Rates are exclusive of all applicable taxes. All applicable taxes will be collected at actuals.

## 3. APPLICATION

- (i). Import and Export rates shall apply when:
  - (a). a loaded or empty container is discharged from a vessel, eventually delivered out of VCTPL; or
  - (b). a loaded or empty container is received at VCTPL yard, eventually is shipped.

(ii). Transshipment container rates shall apply to a loaded or empty container when it is discharged from the first carrier onto VCTPL's premises and remained in the custody of VCTPL until it is transhipped in its original status by VCTPL to a nominated second carrier.

## SECTION- I

### 1. CONTAINER OPERATIONS

#### 1.1. A. COMPOSITE RATE FOR HANDLING IMPORT AND EXPORT CONTAINERS:

Sl. No.	Particulars	(In Rs.)		
		Container not Exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(a).	Laden Containers -Import / Export	2800	4200	5600
(b).	Empty Containers - Import / Export	1960	2940	3920
(c).	Transport to Rail Flat from CY or Vice Versa and Lift on/Lift off			
	- Loaded	1250	1875	2500
	- Empty	1150	1725	2300

#### Notes:

- (1). Services in the case of item no. (a) and (b) above include handling by quay crane and lashing/unlashing, transport between CY and quayside, lift on or off at CY, landing and loading the container from or to the trailer, data handling, processing and wharfage.
- (2). Services in the case of item no. (c) above includes transportation from CY to rail siding and loading the container on rail flat or vice versa.
- (3). The rates prescribed in Sl.No. (a) and (b) above will be applicable till 31 March 2006. Thereafter, the composite rate prescribed in Sl.No. (a) and (b) above will be revised upwards by 14.28% for the respective categories of containers.

(4). In case of coastal containers, concessional tariff not exceeding 60% of the applicable tariff will be levied.

(5). Export Containers are to be delivered to VCTPL for loading at least 6 hours before berthing of the vessel.

**B. REBATES:**

Rebates as follows shall be applicable to users for carrying out various operations with their own arrangements with the prior written permission of the VCTPL when the VCTPL equipment are not available for some reason.

Sl. No.	Description	(In Rs.)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(a).	If the ship's gears are used for loading / unloading containers from ship to shore or vice versa	300	450	600
(b).	If the terminal user deploys his own tractor trailer for transporting containers from quay to container yard or container yard to quay	250	375	500
(c).	If the terminal user deploys his own equipment for lifting containers from the container yard to truck and vice versa	167	250	334

**Notes:**

1. The rebates prescribed above will be applicable till 31 March 2006. Thereafter, the rebates prescribed above, will be revised upwards by 14.28% for respective categories of containers.
2. In case of coastal containers, 60% of the applicable rebates prescribed will be allowed.
3. No rebate will be admissible for back to town containers handled by private equipment.

## 1.2. HANDLING OF TRANSHIPMENT CONTAINERS:

Particular	(In Rs.)		
	Container not exceeding 20 feet in length	Container Exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
Laden & Empty	3780	5670	7560

### Notes:

- (1). The above charges apply to the complete cycle of transshipment i.e. discharge from the first carrier to the loading onto the second carrier, including lashing/unlashing charges. Services include handling by quay crane (discharge and loading), transport between CY and quayside, lift on and off, stowage planning on vessel and yard, data handling, processing and wharfage.
- (2). In case of transshipment of coastal containers, concessional tariff at 60% of the prescribed rate will be applicable.
- (3). Container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concessional charges relevant for its coastal voyage. In other words, containers from / to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (4). Any Transshipment container delivered out of VCTPL by road or rail shall be charged the import/export container rate.
- (5). A shut out charge as per Schedule 1.8 shall apply:
  - (i) if the carrier is changed after berthing of the originally nominated carrier; or
  - (ii) if the nomination is changed from a later carrier to an earlier carrier after the earlier carrier is berthed.
- (6). The vessel on which the transshipment container is to be loaded shall be declared at time of submission of the Import advance list of the vessel on which the said transshipment container is imported or else the transshipment container shall be treated as normal container for the purpose of fixing tariff.

**1.3. LIFT ON OR LIFT OFF:**

Sl. No.	Particulars	(In Rs.)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(a)	Laden	500	750	1000
(b)	Empty	400	600	800

**1.4. HATCH COVER HANDLING FOR ONE OPERATION (both opening and closing):**

Sl. No.	Particulars	(In Rs.)
(a).	Without landing Hatch Cover on the quay	1260
(b).	With landing Hatch Cover on the quay	2520

**Note:**

- (1). Half the rate shall be applicable if there is only one activity, i.e. either an opening or closing operation.
- (2). In case of coastal containers, concessional tariff not exceeding 60% of the applicable tariff will be levied.

**1.5. SHIFTING OF CONTAINERS WITHIN VESSEL (Restows):**

Sl. No.	Particulars	(In Rs.)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(a).	Loaded or empty Container shifted by landing and reshipping	2520	3780	5040
(b).	Loaded or empty Container shifted without landing and reshipping	1260	1890	2520

**Note:**

- (1). Reefer related charges will be applicable as per Schedule 1.7.
- (2). In case of coastal containers, concessional tariff not exceeding 60% of the applicable tariff will be levied.

## 1.6. INTERNAL TRANSPORTATION

Sl. No.	Particular	(in Rs.)		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(a).	Laden and Empty	750	1125	1500

**Note:**

- (1). Internal Transportation Charges apply when a container is required to be moved by a trailer within VCTPL upon customer's request.

## 1.7. REEFER RELATED AND OTHER GENERAL SERVICES

Sl. No.	Particulars	(In Rs.)		
		<u>Container not exceeding 20 feet in length</u>	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(a)	Pre Trip Inspection (PTI) (Excluding the electricity charges)	300	450	600
(b)	Reefer Run Test (Excluding the electricity charges)	300	450	600
(c)	Charges for supply of electricity (including connecting and disconnecting, monitoring at Reefer yard) per 4 hours or part thereof-	186	279	372

**Notes:**

- (1). Services include only plugging/unplugging and monitoring of the temperature. No maintenance will be performed on malfunctioning reefers.
- (2). PTI and Run Test of the reefer containers are optional services and shall be rendered when requested. This excludes charges for supply of power and monitoring of the reefer during the PTI/Run test. The PTI/Run test includes checking of the working condition of reefer machinery and reporting of the condition to the customer.
- (3). These charges will be applicable for restow reefer containers also.

## 1.8. CHARGES FOR A SHUT OUT CONTAINER

Where an Export container or a Transshipment container is shut out, the following rates shall apply:

Sl. No.	Particulars	<b><u>(In Rs.)</u></b>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(a).	Laden	1750	2625	3500
(b).	Empty	1550	2325	3100

### Notes:

- (i). Shut out charges apply when a container is shut out by one vessel and subsequently shipped by another vessel.
- (ii). The storage charges shall be levied in terms of Schedule 1.10.

## 1.9. Additional Charges

Sl. No.	Particulars	<b><u>(in Rs.)</u></b>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
1	Direct Loading - Laden and Empty	875	1313	1750
2	Shifting of containers within the terminal including Lift on, Transportation , Lift off - Laden - Empty	1750 1550	2625 2325	3500 3100
3	Container Cleaning Charges (High pressure water wash)	500	750	1000
4	Cancellation of Document - Per EIR	75		
5	One Door Open Charge (Per container)	500		
6	Fixing / Removal of Seal (per seal)	200		



7	Fixing/ removal 'Hazardous Sticker' (per container)	200
8	Customs inspection within the terminal (per container)	400
9	Plugging/ Unplugging of Reefer Container (per container)	50
10	Non-Declaration/ Mis-declaration of Hazardous Container (per container)	3000
11	Issuance of documents per document or part thereof (maximum of 5 pages)	150
12	VIA Cancellation	1000
13	Weighment of Trailer with or without Containers /Cargo (per weighment)	100
14	Delay in submission of the relevant documents beyond the prescribed time (charges are per 'document')	500

**Notes:**

- (1). **Direct loading** charge applies when, at the request of customers, VCTPL accepts an export container delivered to the terminal after the prescribed closing time or accepts the list of export containers that are already in CY before the cut off time but not included in the export advance list submitted before the cut off. This charge is in addition to all applicable charges in a normal export cycle.
- (2). **'Shifting of container'** charges shall be applicable whenever there is a change in shipment status or container status involving actual shifting of the container or any shifting done at customer's request for any purpose including shifting for availing any other service provided by terminal. Shifting is a consolidated charge levied for lift on, transportation and lift off.

**Change of shipment status** applies when:

- (i) A transshipment container in VCTPL premises is changed to an import container;
- (ii) An import container in VCTPL premise is re-exported;
- (iii) An export container is delivered out of VCTPL premise;
- (iv) A local delivery container is changed to an ICD Container after landing or vice versa
- (v) A transshipment container whose outbound VIAN is not declared prior to the berthing of the inbound carrier;
- (vi) An Export container arriving by Rail whose outbound VIAN is not declared at least 6 hrs prior to the arrival of the Train at Rail Siding in the terminal.

**Change of container status** applies each time the detail of an import or export container whose POD, Size, Status or weight (varying by +/- 2 ton) is changed after processing by VCTPL.

- (3). **Container Cleaning Charges:** These services are optional and the relevant charge is applicable when the containers are cleaned with water.
- (4). **Cancellation charge for EIR** applies when EIR is cancelled at the request of customer.
- (5). **"One Door Open" Charge** is applicable for handling container which requires only one door to be kept open (e.g. Onions) and when door opening and securing is carried by the terminal.
- (6). **Fixing / Removal 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. The terminal staff shall be at liberty to do this

without having to obtain prior consent of the shipping lines. The list of such containers on which a seal is affixed by the terminal shall be intimated to the lines.

Seals shall be removed at the request of the customer.

(7). **Fixing/ removal of ‘Hazardous Sticker’**

Hazardous stickers indicating the IMCO class only shall be affixed on a container (Four Stickers) carrying hazardous cargo. Similarly old stickers on the container shall be removed from a container carrying non-hazardous cargo. In either case, the customer has to intimate in writing to VCT to undertake the said activity, within the terminal.

(8). **Customs Inspection**

The inspection of a container shall be allowed at a nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision.

(9). **Plugging/ Unplugging of Containers**

The Plugging / unplugging of reefer containers on board the vessel / train / truck shall be done at the request of the customer.

(10). **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 VCTPL. The charges are for non declaration / mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAAG, correct technical name, contact details of the person in case of emergency.

However, the liabilities and costs towards the consequences arising due to non-declaration or mis-declaration shall be on the customer's account.

(11). **Issuance of documents**

The charge is towards Additional documents issued by the Terminal apart from the normal routine Terminal Reports (Vessel reports /yard report/ reefer report etc) forwarded to the line.

(12). **Cancellation of VIA**

Cancellation of VIA applies when the VIAN allocated by VCTPL is subsequently cancelled on request by Vessel Operator for reasons whatsoever.

(13). **Weighment of Trailer with or without Containers/Cargo**

The service of weighment of trailers /truck is an optional service and shall be offered on the request of the users. The charge includes issuing of the requisite certificate with the weight indicated on it.

(14). **Delay in submission of the relevant documents**

The relevant documents include Import and Export Advance Lists, Hazardous Manifests, Restows, Import Bay plans and any other document that may be required and declared in due course for smooth operations. The time limit for submission of documents will be notified in advance by VCTPL and any notification thereto will be carried out in consultation with users.

**1.10. CHARGES FOR STORAGE OF CONTAINERS**

**(a) Import - Laden Containers**

Sl. No.	Particulars	<u>(In Rs. per day)</u>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	First 3 days	Free	Free	Free

(ii).	from 4 to 15 days	99	198	297
(iii).	from 16 to 30 days	198	396	594
(iv).	Beyond 30 days	396	792	1188

**(b) Import - Empty Containers**

Sl. No.	Particulars	<u>(In Rs. per day)</u>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	first 10 days	Free	Free	Free
(ii).	from 11 to 15 days	99	198	297
(iii).	from 16 to 30 days	198	396	594
(iv).	Beyond 30 days	396	792	1188

**(c) Export - Laden Containers**

Sl. No.	Particulars	<u>(In Rs. per day)</u>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	first 7 days	Free	Free	Free
(ii).	from 8 to 15 days	99	198	297
(iii).	from 16 to 30 days	198	396	594
(iv).	Beyond 30 days	396	792	1188

**(d) Export - Empty Containers**

Sl. No.	Particular	<u>(In Rs. per day)</u>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	first 7 days	Free	Free	Free
(ii).	from 8 to 15 days	99	198	297
(iii).	from 16 to 30 days	198	396	594
(iv).	Beyond 30 days	396	792	1188

**(e) ICD Containers – Laden & Empty**

Sl. No.	Particulars	<u>(In Rs. per day)</u>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	first 15 days	Free	Free	Free
(ii).	from 16 to 30 days	99	198	297
(iii).	from 31 to 45 days	198	396	594
(iv).	Beyond 45 days	396	792	1188

**(f) Transshipment Containers – Laden & Empty**

Sl. No.	Particulars	<u>(In Rs. per day)</u>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i).	first 30 days	Free	Free	Free
(ii).	from 31 to 45 days	99	198	297
(iii).	from 46 to 60 days	198	396	594
(iv).	Beyond 60 days	396	792	1188

**(g) Shut Out Containers – Laden & Empty**

Sl. No.	Particulars	<u>(In Rs. per day)</u>		
		Container not exceeding 20 feet in length	Container exceeding 20 feet in length and upto 40 feet length	Container exceeding 40 feet in length and upto 45 feet length
(i)	from 1 to 15 days	99	198	297
(ii).	from 16 to 30 days	198	396	594
(iii).	Beyond 30 days	396	792	1188

**Notes:**

(1). Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container and for export containers the free period shall commence from the time container enters the terminal.

- (2). For the purpose of calculation of free time, Sundays, Customs notified holidays and the Terminal's non-operating days shall be excluded.
- (3). Transshipment containers whose status is subsequently changed to local FCL/LCL or ICD container shall be levied storage charges at par with the relevant import containers.
- (4). Total storage period for 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.
- (5). The storage charges on abandoned containers/shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following conditions:
  - (i). The consignee can issue a letter of abandonment at any time.
  - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to following:
    - (a). the Line shall resume custody of container along with cargo and either take it back or remove it from the port premises; and
    - (b). the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (iii). The container Agent /MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on the container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
  - (iv). Where the container is seized/confiscated by the Customs Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the 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 Line/consignee from the terminal premises to the Customs bonded area and in that case, the storage charge shall cease to apply from the day of such removal.

### **1.11 CHARGES FOR REMOVAL OF GARBAGE**

A consolidated charge of Rs. 2000/- per truck trip shall be payable for removal of garbage collected on board of ship.

### **1.12 CHARGES FOR SUPPLY OF FRESH WATER**

For Foreign going vessel, Rs.200/- per 1000 Ltrs. or part thereof will be charged for supply of fresh water, subject to a minimum charge of Rs.1000/-.

For Coastal vessel, Rs.120/- per 1000 Ltrs. or part thereof will be charged for supply of fresh water, subject to a minimum charge of Rs.600/-.

## **SECTION - II**

### **2. OTHER SERVICES**

#### **2.1 VISITOR ENTRY PASS**

	<b>Yearly</b>	<b>Monthly</b>	<b>Daily</b>
(a). Per Application	Rs.250	Rs.100	Rs.20

#### **2.2 VEHICLE ENTRY PASS**

Per Entry	Rs.100/-
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**Note:**

- (1). The vehicle entry fee will not be levied on vehicles entering/leaving VCTPL's terminal for delivery/dispatch of containers/cargo.

**2.3 PHOTOGRAPHY**

- |  |                   |
|--|-------------------|
| (a). Film Shooting and Photography                   | Rs.10,000 per day |
| (b). Taking Photographs of Goods Imported / Exported | Rs. 500 per day   |
| (c). Taking Photographs of Crews and Others          | Rs. 250 per day   |
| (d). Videography (related to operational activities) | Rs. 3000 per day  |

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**FURTHER OREDERS**