

# terminal

## TARIFF



**Nhava Sheva Distribution Terminal Pvt Ltd.**

**Scale of rates - containers**

**Effective from 26th may 2023**

### **1. Definitions**

- i. **“NSDTPL”** means Nhava Sheva Distribution Terminal Pvt. Ltd.
- ii. **“Cargo”** means non-hazardous, dust free and non-polluting cargo including containerized cargo, iron & steel products, aluminium products, other breakbulk cargo unitized and bulk cargo such as finished fertilizer, food grains, sugars but excluding hazardous and dusty cargo like all type of ore in bulk, all type of coal in bulk, all type of coke in bulk, metal scrap in bulk, mill scrap, chrome concentrate, chrome, ferro chrome, silicon manganese ore, fertilizer raw materials, fly ash, soda ash etc.
- iii. **“Coastal vessel”** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in india having a valid coastal license issued by the competent authority.
- iv. **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- v. **“FCL”** means containers said to contain full container load.
- vi. **“LCL”** means containers said to contain less than full container load (container having cargo of more than one importer/exporter).
- vii. **“Hazardous container”** means a container containing hazardous goods as classified under IMO.
- viii. **“Import container”** means a container discharged from one vessel, stored in container yard and transported out through road or train.



- ix. **“Export container”** means a container arrived by road or train, stored in container yard and loaded on the assigned vessel.
- x. **“Port area”** means the custom bound area / port operational area of the port.
- xi. **“Normal container”** shall mean general type containers, not falling under special categories mentioned subsequently.
- xii. **“Reefer container”** shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- xiii. **“Hazardous container”** shall mean a container containing hazardous goods as classified under IMO.
- xiv. **“Transshipment container”** shall mean a container, which is discharged from one vessel, stored in the yard and transported through other vessel.
- xv. **“Over dimensional container”** shall mean a container carrying over dimensional cargo beyond the normal size of standard container and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.
- xvi. **“Over dimensional cargo”** shall mean package exceeding dimension of 6 mtrs(l) x 2.5mtrs(w) x 2.5mtrs(h) or 3MT in weight.
- xvii. **“Shut out container”** shall mean a container which enters into the port as an export intake for a particular vessel (as indicated by the vessel identification advice number, i.E. Via no.) And is not connected to the particular vessel for reasons whatsoever, then the container is termed to be a shutout container.



# terminal

## TARIFF

- xviii. **“Back to town container”** shall mean a container entering the port for export but unable to be exported for whatever reason and taken back to town.
- xix. **“Vian”** means vessel identification advise number.
- xx. **“Per day”** means per calendar day or part thereof.
- xxi. **“Conversion rate”** means conversion of US \$ denominated tariff to Indian rupees (INR).

## 2. General conditions

- a. Containers less than and up to 20' will be reckoned as one TEU for the purpose of tariff.
- b. Containers other than that of standard size requiring special devices/slings/handling will be charged as per 4.5 below. Such containers will also include damaged containers and any other type requiring special devices.
- c. All invoices are issued as due on presentation. Failure to pay may cause a lien to be placed on the goods handled at the terminal and the responsible party may be denied further use of the terminal until all outstanding charges have been paid.
- d. This tariff is independent of the other tariff notifications issued by the port and to be read separately (ITHRO, DMIDC charges and toll charges etc. collected on behalf of the ports and authorities.)
- e. Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the market buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiary or any other Public Sector Bank as may be specified from time to time prevalent on the date of entry of the vessel into the port limits (in case of import containers) and on the date of arrival of containers in the terminal premises (in case of export containers) shall be applied for reconversion of the



dollar denominated charges into Indian rupees.

- f. The user shall pay penal interest on delayed payments under this scale of rates. The rate of penal interest will be 2% above the prime lending rate of State Bank of India.

### 3.0 Charges for terminal services- break bulk/bulk cargo

#### 3.1 Cargo Handling Charges for break bulk cargo

	Rs per Ton	
	Foreign vessel	Coastal vessel
Steel Cargo – HRC, Plates, Coils,	750	450

- a. The Cargo handling charges prescribed above is a composite charge for (i) unloading of the cargo from the vessel including stevedoring and transfer of the same up to the point of storage, storage at the stack yard up to a free period of 5 days and loading on to trucks in respect of import cargo and (ii) unloading of the cargo from the trucks at the stack yard, storage at the stack yard up to a period of 5 days, transfer the cargo to the loading point and loading onto the ship including stevedoring. This composite charge includes wharfage and supply of labour, wherever necessary.
- b. The above charges do not include like charges for lashing/securing/dunnage expenses required in vessel/ truck/rake etc. This will be charged extra.
- c. The above charges does not include for covered warehousing. A warehouse charges would be charged separately at Rs 110/ton per month or part thereof.



- d) The above charges considering vessel discharge/loading using the vessel crane operation. If in case of unavailability of vessel crane, Mobile Harbor crane will be used for discharge/loading. In this case a charge of Rs 80/ton to applicable.
- e) Any other services not included above will be charged extra.
- f) The composite handling charges for project cargo shall be offered on a case to case basis after receiving the packing list from the customer, indicating the dimension (LXBXH) and weight of the individual package.

### 3.2 Cargo handling charges for liquid

	Rs per Ton	
	Foreign vessel	Coastal vessel
Liquid	300	180

The cargo handling charges prescribed above is the charge for utilizing terminal facility for loading/ unloading of liquid cargo from/ to the vessel. The required infrastructure/ equipment and all requisite labours to be provided by the importer of the cargo and operations to be carried out under strict supervision of the Importers representative and within safe operating parameters.

### 3.3 Cargo handling charges for Bitumen

	Rs per Ton	
	Foreign vessel	Coastal vessel
Bitumen	350	210



The cargo handling charges prescribed above is the charge for utilizing terminal facility for loading/ unloading of Liquid cargo from/ to the vessel. The required infrastructure/ equipment and all requisite labours to be provided by the importer of the Cargo and operations to be carried out under strict supervision of the Importers representative and within safe operating parameters

### 3.4 Cargo handling charges for Cement

	Rs per Ton	
	Foreign vessel	Coastal vessel
<b>Cement</b>	<b>350</b>	<b>210</b>

The cargo handling charges prescribed above is the charge for receiving the cargo of cement onto the bowser from the vessel. The required infrastructure/equipment and all requisite labours to be provided by the receivers of the cargo and operations to be carried out under strict supervision of the receivers representative, ensuring covered mode of cargo discharge and well within the safe operating parameters.

### 3.5 Cargo handling charges for Dry Bulk

	Rs per Ton	
	Foreign vessel	Coastal vessel
<b>Dry Bulk Cargo - Fertilizer</b>	<b>550</b>	<b>330</b>



- a. The cargo handling charges prescribed above is a composite charge for (i) unloading of the cargo from the vessel including stevedoring and transfer of the same up to the point of storage, storage at the stack yard up to a free period of 5 days and loading on to trucks in respect of import cargo. This composite charge includes wharfage and supply of labour, wherever necessary.
- b. The above charges does not include for covered warehousing. A warehouse charges would be charged separately at Rs 110/ton per month or part thereof.
- c. The above charges considering vessel discharge/loading using the vessel crane operation. If in case of unavailability of vessel crane, Mobile Harbor Crane will be used for discharge/loading. In this case a charge of Rs 80/ton to applicable.
- d. Any other services like bagging etc. not included.

### 3.6 Cargo handling charges for Dry bulk

	Rs per Ton	
	Foreign Vessel	Coastal vessel
Dry bulk cargo – sugar	1,050	630

- a. The cargo handling charges prescribed above is a composite charge for unloading of the cargo from the trucks at the stack yard, storage at the stack yard up to a period of 5 days, transfer the cargo to the loading point and loading onto the ship including stevedoring. This composite charge includes wharfage and supply of labour, wherever necessary
- b. The above charges does not include for covered warehousing. A warehouse charges would be charged separately at Rs 110/ton per month or part thereof.



- c. The above charges considering vessel discharge/ loading using the vessel crane operation. If in case of unavailability of vessel crane, Mobile Harbor Crane will be used for discharge/loading. In this case a charge of Rs 80/ton to applicable.
- d. Any other services like bagging etc. not included.

### 3.7 Storage charges (applicable to all commodities)

Storage charges for the cargo stored in the stack yard beyond the free period allowed shall be as below

Commodity	Rate for 1st to 10th day after the free period	Rate for 11th to 20th day after the free period	Rate for 21st day onwards after the free period
All type of cargo (Import/ export/ coastal)	8.00	16.00	24.00

- a. Five free days for import cargo and Five free days for export cargo shall be allowed for the purpose of calculation of free period.
- b. Storage charge on Cargo shall not accrue for the period when the terminal operator is not in a position to deliver/ship the cargo when required by user due to reasons attributable to the terminal operator.





#### 4. Charges for terminal services- container

##### 4.1 Stevedoring charges for road container

###### Loaded containers – import/ export

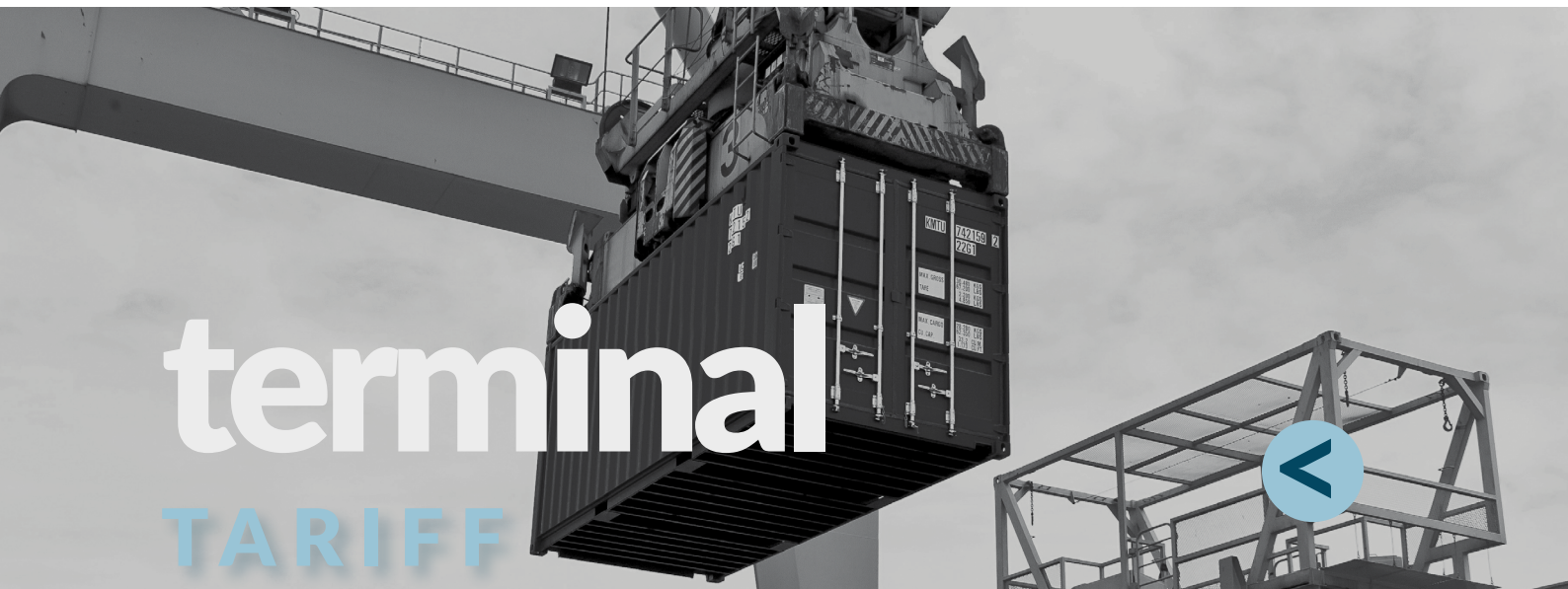
	USD\$		
	20'	40'	Over 40'
<b>Loaded containers – import/ export</b>			
<p>One operation move of discharging import full shipping container from a container ship to NSDT stacking yard using terminal's cranes and equipment</p> <p>The charge includes:</p> <ul style="list-style-type: none"> <li>• Unlashing/lashing</li> <li>• Discharging for the import container from the vessel to the wharf or on the terminal truck/ equipment</li> <li>• Transfer of the container from wharf to the terminal's yard using terminal's truck/equipment for import container</li> <li>• Lift off the container and placing in the yard for import containers and vice versa for export containers</li> </ul> <p>Above activities vice versa for export containers\</p>	85.00	127.50	170.00



#### 4.1 Stevedoring charges for road container

##### Empty containers – Import / Export

	USD\$		
	20'	40'	Over 40'
<b>Empty containers – Import / Export</b>			
<p>One operation move of discharging import empty shipping container from a container ship to NSDT import stacking yard using terminal's cranes and equipment.</p> <p>The charge includes:</p> <ul style="list-style-type: none"> <li>• Unlashing</li> <li>• Discharging the container from the vessel to the wharf or on the terminal truck/equipment.</li> <li>• Transfer of the container from wharf to the terminal's import yard using terminal's truck/equipment.</li> <li>• Lift off the container and placing in the yard.</li> </ul> <p>Applied for bundle of flat rack / bolsters / platforms (per bundle/move).</p> <p>Above activities vice versa for export containers</p>	65.00	97.50	130.00



#### 4.2 Stevedoring charges for rail container

##### Loaded containers – Import / Export

	USD\$		
	20'	40'	Over 40'
<b>Loaded containers – Import / Export</b>			
<p>One operation move of discharging import full shipping container from a container ship to nsdt import stacking yard using terminal's cranes and equipment.</p> <p>The charge includes:</p> <ul style="list-style-type: none"> <li>• Unlashing</li> <li>• Discharging the container from the vessel to the wharf or on the terminal truck/equipment.</li> <li>• Transfer of the container from wharf to the terminal's rail yard using terminal's truck/equipment.</li> </ul> <p>Lift off the container and placing in the yard.</p> <p>Above activities vice versa for export containers</p>	<b>108</b>	<b>162</b>	<b>216</b>



#### 4.2 Stevedoring charges for rail container

##### Empty containers – import / export

	USD\$		
	20'	40'	Over 40'
<b>Empty containers – Import / Export</b>			
<p>One operation move of discharging import empty shipping container from a container ship to NSDTPL import stacking yard using terminal's cranes and equipment.</p> <p>The charge includes:</p> <ul style="list-style-type: none"> <li>• Unlashing</li> <li>• Discharging the container from the vessel to the wharf or on the terminal truck/equipment.</li> <li>• Transfer of the container from wharf to the terminal's rail yard using terminal's truck/equipment.</li> <li>• Lift off the container and placing in the yard.</li> </ul> <p>Applied for bundle of flat rack/ bolsters/ platforms (per bundle/move).</p> <p>Above activities vice versa for export containers.</p>	<b>102.00</b>	<b>153.00</b>	<b>204.00</b>



### 4.3 Stevedoring charges for transshipment container

#### Loaded containers

	USD\$		
	20'	40'	Over 40'
<b>Loaded containers</b>			
<p>(Full cycle move for discharging and loading a transshipment full container)</p> <p>The rate includes:</p> <ul style="list-style-type: none"> <li>• Unlashing.</li> <li>• Discharging of transshipment container from the vessel.</li> <li>• Transfer of the container from wharf to the terminal's T/S stacking area.</li> <li>• Lift off the container and placing it in the yard.</li> <li>• Upon vessel arrival, lift on container &amp; transport to wharf under hook.</li> <li>• Load on board the vessel as per preplan issued by the line.</li> <li>• Lashing.</li> </ul>	<b>85.00</b>	<b>127.50</b>	<b>170.00</b>



### 4. 3 Stevedoring charges for transshipment container

#### Empty containers

	USD\$		
	20'	40'	Over 40'
<b>Empty containers</b>			
(Full cycle move for discharging and loading a transshipment full container)  The rate includes: <ul style="list-style-type: none"> <li>• Unlashing.</li> <li>• Discharging of transshipment container from the vessel.</li> <li>• Transfer of the container from wharf to the terminal's T/S stacking area.</li> <li>• Lift off the container and placing it in the yard.</li> <li>• Upon vessel arrival, lift on container &amp; transport to wharf under hook.</li> <li>• Load on board the vessel as per preplan issued by the line.</li> <li>• Lashing.</li> </ul>	<b>65.00</b>	<b>97.50</b>	<b>130.00</b>



#### 4.4 Stevedoring charges for hazardous container

Handling charges shall attract 1.5 times the normal applicable charges

#### 4.5 Stevedoring charges for over dimensional container

Handling charges shall attract 2.0 times the normal applicable charges

Note:

- a. A transshipment container sent to any CFS, ICD or taken delivery locally shall be charged at import container rate.
- b. A container originally declared as transshipment container, subsequently moved by rail or road will lose its identity as a transshipment container and shall be treated as a normal import container and prescribed charges as applicable shall be payable.
- c. A shut-out charge as per 4.8 shall apply if:
  - The vessel nomination is changed after berthing of the originally nominated vessel.
  - or
  - If the vessel nomination is changed from a later vessel to an earlier vessel.

#### 4.6 Charges for handling hatch cover:

	USD\$
Without landing hatch cover on quay	50.00
With landing hatch cover on quay	100.00



**4.7 Charges for Re-stowing loaded or empty container:**

	USD\$		
	20'	40'	Over 40'
Within bay	50.00	75.00	100.00
Via quay	100.00	150.00	200.00

Note: - Handling charges as above plus a premium of 50% on HAZ containers and 100% on ODC containers

**4.8 Charges for a VCN change:**

	USD\$		
	20'	40'	Over 40'
Per VCN change	50.00	75.00	100

Note:-

Above charge shall apply where:

- a. An Export / Transshipment / Re-Export container is shutout and subsequently delivered out of NSDTPL.
- b. A container is shutout by one vessel and subsequently shipped on another vessel.
- c. A container gated in next vessel and subsequently rollover to current vessel and shipped out.

**4.9 Charges for extra movement / transportation per movement**

The charges will be applicable for shifting of container within the terminal for other purpose and subsequent loading of containers for delivery.





	USD\$		
	20'	40'	Over 40'
Per movement	50.00	75.00	100.00

#### 4.10 Storage charges for container

##### l) Road containers (imports)

##### Loaded

	USD\$		
	20'	40'	Over 40'
<b>Loaded</b>			
<b>First three days</b>	Free		
04-06 days	4.00	8.00	8.00
07-09 days	8.00	16.00	16.00
10-12 days	10.00	20.00	20.00
13-15 days	12.00	24.00	24.00
16-18 days	14.00	28.00	28.00
18-20 days	16.00	32.00	32.00
21 days & above	20.00	40.00	40.00



### Empty

01-05 days	2.00	4.00	8.00
06 days to 15 days	4.00	8.00	16.00
16 days & above	8.00	16.00	32.00

Customers may choose the following options for empty instead of above slab:

Lump sum charges – upto 15 days	30.00	60.00	90.00
Lump sum charges 16 days to 30 days	45.00	90.00	180.00
Above 30 days/per day	8.00	16.00	32.00

### II) Road containers for export

#### Loaded

Export	USD\$		
	20'	40'	Over 40'
<b>Loaded</b>			
<b>First three days free</b>	<b>Free</b>		
04-06 days	4.00	8.00	8.00
07-09 days	8.00	16.00	16.00
10-12 days	10.00	20.00	20.00
13-15 days	12.00	24.00	24.00
16-18 days	14.00	28.00	28.00
18-20 days	16.00	32.00	32.00
21 days & above	20.00	40.00	40.00



**Empty**

01-05 days	2.00	4.00	8.00
06 days to 15 days	4.00	8.00	16.00
16 days & above	8.00	16.00	32.00

Customers may choose the following options for empty instead of above slab:

Lump sum charges – upto 15 days	30.00	60.00	90.00
Lump sum charges 16 days to 30 days	45.00	90.00	180.00
Above 30 days/per day	8.00	16.00	32.00

**III) Rail containers (import & export)**

**Loaded**

Import and Export	USD\$		
	20'	40'	Over 40'
<b>Loaded</b>			
<b>First 5 days free</b>	<b>Free</b>		
06 – 15 days	6.00	12.00	12.00
16 – 30 days	12.00	24.00	24.00
Over 30 days	24.00	48.00	48.00



**Empty**

01-05 days	2.00	4.00	8.00
06 days to 15 days	4.00	8.00	16.00
16 days & above	8.00	16.00	32.00

Customers may choose the following options for empty instead of above slab:

Lump sum charges – upto 15 days	30.00	60.00	90.00
Lump sum charges 16 days to 30 days	45.00	90.00	180.00
Above 30 days/per day	8.00	16.00	32.00

**IV) Transshipment containers**

**Loaded**

Import and Export	USD\$		
	20'	40'	Over 40'
<b>Loaded</b>			
First 7 days free	<b>Free</b>		
8-15 days	8.00	16.00	32.00
Thereafter	16.00	32.00	64.00

**Empty**

First 7 days free	<b>Free</b>		
8 - 15 Days	8.00	16.00	32.00
Thereafter	16.00	32.00	64.00



**V) Shutout / rollover storage:**

Full and empty	US \$		
	20'	40'	Over 40'
01 - 06 days	4.00	8.00	8.00
07 - 09 days	8.00	16.00	16.00
10 - 12 days	10.00	20.00	20.00
13 - 15 days	12.00	24.00	24.00
16 - 18 days	14.00	28.00	28.00
18 - 20 days	16.00	32.00	32.00
Over 21 days	20.00	40.00	40.00

**Change of status to local delivery / Re-export:**

Full and empty	USD\$		
	20'	40'	Over 40'
01 - 06 days	4.00	8.00	8.00
07 - 09 days	8.00	16.00	16.00
10 - 12 days	10.00	20.00	20.00
13 - 15 days	12.00	24.00	24.00
16 - 18 days	14.00	28.00	28.00
18 - 20 days	16.00	32.00	32.00
Over 21 days	20.00	40.00	40.00



**Note:**

- a. Storage charges are reckoned on a per day or part thereof basis
- b. Storage period for a container shall be reckoned from the day of landing up to the day of loading/delivery/ removal of container and will include Sundays and holidays.
- c. For any HAZ Container, storage will be 2 times of normal charge.
- d. For any ODC, storage will be 3 times of normal charge.
- e. Transshipment containers whose status is subsequently changed to local FCL/LCL/ICD shall lose the concessional dwell times. The dwell time charges for such containers shall be recovered at par with the relevant import containers storage tariff and in addition will be charged as mentioned at 4.14.12 for change in mode of transport.
- f. Normal import containers subsequently changing the mode to either LCL or ICD containers will enjoy the free period applicable to local FCL containers.
- g. Total storage period for a shut-out container shall be calculated from the day when the container has arrived in the terminal till the date of shipment.

**4.11 Charges for usage of shore gang way**

USD\$	100.00
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#### 4.12 Charges for handling of lock-bin

USD\$	100.00
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#### 4.13 Charges for ICD Inter terminal transfer

	₹		
	20'	40'	Over 40'
ICD	400.00	800.00	800.00

Note: - Above charge is applicable on all rail containers arriving from/to JN Port.

#### 4.14 Charges for special service activities

Sr.no	Activity	20'	40'/45'	Text
1	A. Leaking containers	\$125	\$250	
	B. Stay at leakage area per day (in addition to standard storage rate) part of day is considered one day			
	I. First 5 days	\$60	\$120	
	II. 6-10 days	\$120	\$240	
	III. 11-20 days	\$480	\$960	
	IV. 21 days and above	\$1,920	\$3,840	
	C. Decontamination cost	Subject to inspection and incurred services		
2	Terminal forklift hire - 3 ton	\$60/Hour		
3	Labour hire	\$20/Hour		
4	Bundling empty flat rack containers	\$12/Container		



Sr.no	Activity	20'	40'/45'	Text
5	Knocking down empty flat rack containers	\$12/Container		
6	IMO lable/seals application/removal	\$8/Container		
7	Affixing seal	\$9/Container		
9	Charges for shifting within the terminal for customs examination or any other purpose and subsequent loading of containers for delivery with prior arrangement with user			
11	Change of VCN/Roll over roll back	\$50/per TEU		
12	Change of status of containers from rail to road or vice-versa	\$50/per TEU		
13	One door open charges per container requiring special stacking in CY	\$25/per TEU		
14	Cancellation of documents - per EIR	\$5/per unit		
15	Non-declaration /MIS declaration of hazardous containers / VGM	\$50/per TEU		
16	On-wheel customs inspection (per container)	\$15/ per TEU		
17	Direct Port Delivery charges (DPD)	\$50	\$75	
18	Vessel overstays due to vessel operator's fault - rate per hour	\$2100/ per hour		
19	Sending containers survey report/photo at gate/yard through electronic process or otherwise per container	\$8/per unit		
20	POD change, or change of destination involving additional handling in the yard /rail side	\$50/per unit		
21	Lift on/ lift off in the CY	\$8/per TEU		





Sr.no	Activity	20'	40'/45'	Text
22	ICD without details		\$50/per unit	
23	Entry after cut off		\$50/per unit	
24	Change of status / commodity		\$50/per unit	
25	Entry after cut off		\$50/per unit	
26	Sticker fixing/removal charges		\$8/per unit	Per sticker charges
27	Twist lock cutting charges		\$50/per unit	Per sticker charges
28	Change in door direction		\$50/per unit	Per sticker charges
29	Change in - delivery mode / category		\$50/per unit	
30	Change in weight		\$50/per unit	
31	De-manifest / Re-manifest of container		\$50/per unit	
32	Re-export of container		\$50/per unit	
33	Change in IMO class		\$50/per unit	
34	Container/ODC handling by slings		Time proportionate basis	

**5. General notes**

- a. Any special services like dunnage / lashing materials or additional equipment for handling will be charged additional.
- b. Prior to movement of export container/cargo or delivery of import container/cargo, customer must clear all dues payable to NSDTPL.
- c. Goods and service tax and other govt. Levies will be applicable at the prevailing rates at the time of billing.



- d. Any spill cleanup charges accruing on account of handling of haz cargo, disposal of the haz waste to a govt. Approved waste handling facility including transportation to such facility shall be borne by the customer (container operator)
- e. Adequate and sufficient insurance cover to be obtained by the customer for all laden container stored in terminal or in transit from peer terminals to NSDTPL terminal or vice-versa to cover the cargo risk against all perils. NSDTPL shall not accept liability, unless loss / damage is proven due to fault / negligence of NSDTPL, for any loss to cargo and/or property due to acts of god, flooding, rains, fire, earthquake, war, riots or civil disobedience, terrorism, acts of governments, normal perils, loss/ damage to third party associated with handling and transportation. A copy of the Insurance cover obtained may be provided to NSDTPL on request.
- f. Any hazardous empty tank container should submit clean certificate; otherwise, empty hazardous container will be treated as loaded hazardous charges.