

**MORMUGAO PORT TRUST**  
**FINANCE DEPARTMENT**

FA/COST/125/2025/00021


14<sup>th</sup> February, 2025

**TRADE NOTICE**

**Sub: Scale of Rates for Operation and Maintenance of Berth no.10 & 11 by Delta Ports Mormugao Terminal Private Limited.**

The Delta Ports Mormugao Terminal Private Limited (DPMT) has submitted their Scale of Rates for Operation and Maintenance of Berth no.10 & 11 vide their letter no. DPMT/061/2024-25 dated 13.02.2025, copy enclosed. All Stakeholders/ Port users / Agencies are requested to review the proposal and offer their suggestions/comments in writing by 17.02.2025. The suggestions/comments to be mailed on [raghoba@groupdelta.in](mailto:raghoba@groupdelta.in); [facao@mptgoa.gov.in](mailto:facao@mptgoa.gov.in) with c.c. to [chitra.nayak@mptgoa.gov.in](mailto:chitra.nayak@mptgoa.gov.in). The consultation on the subject matter with the Stakeholders/ Port users / Agencies will be held on 18.02.2025 at 1100 hrs in the Board Room of the Mormugao Port Authority, all are kindly requested to attend the same.

This is for the information of the all Stakeholders/Port Users/ Agencies.

  
(Anant V. P. Chodnekar)  
Financial Advisor &  
Chief Accounts Officer

To:

All Stakeholders/Port Users/ Agencies

Copy to:

- Chairperson
- Deputy Chairperson
- Deputy Conservator
- Traffic Manager
- Chief Engineer - Civil Engineering Dept.
- Chief Engineer – Mechanical Engineering Dept.



# Delta Ports Mormugao Terminal Private Limited

401, 4th Floor, Anand Trade Centre , Vasco-da-Gama, Mormugao, South Goa 403 802.  
☎ 0832 3293904 / 2500111 ✉: deltaports@groupdelta.in,  
CIN No.: U42902GA2023PTC016271

Ref: DPMT/061/2024-25

Date: 13.02.2025

To  
The Chief Engineer (Civil)  
Mormugao Port Authority  
Mormugao, Goa – 403802



Dear Sir,

Subject: Submission of Revised Draft Scale of Rates (SOR) for Review and Comments – Operation and Maintenance of Berths No. 10 & 11

We refer to the Concession Agreement executed between Mormugao Port Authority and Delta Ports Mormugao Terminal Private Limited for the operation and maintenance of Berths No. 10 & 11 at Mormugao Port for a period of 30 years.

In accordance with the provisions of the Concession Agreement and in line with the applicable guidelines, we hereby submit the Revised draft Scale of Rates (SOR) for your kind perusal. We request you to kindly review the enclosed document and provide your valuable comments or suggestions, if any, at your earliest convenience.

We look forward to your guidance and cooperation in this regard.

Thank you

Yours sincerely,

For Delta Ports Mormugao Terminal Private Limited

  
Ragheba Kotkar  
Authorised Signatory



CC: FA&CAO, MPA

Enclosure: Revised Draft Scale of Rates at Delta Ports Mormugao Terminal Private Limited



# DELTA PORTS MORMUGAO TERMINAL PRIVATE LIMITED

## SCALE OF RATES

### PREFACE

This Scale of Rates sets out the charges payable to Delta Ports Mormugao Terminal Private Limited for use of services and facilities provided at the berths no. 10 & 11 at Mormugao Terminal Authority. This Scale of Rates is valid for one year.

The **Berthing Policy and Tariff Framework** will undergo evaluation and revision on a quarterly basis, in **April, July, October and January**. Adjustments will be determined based on market dynamics and operational expenditures, with a focus on safeguarding the interests of all stakeholders.

### 1.0 DEFINITIONS

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

- i. **"DPMT"** means Delta Ports Mormugao Terminal Private Limited, a company incorporated in India, its successors and assigns.
- ii. **"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.
- iii. **"Bill of Lading"** means a document that establishes the terms of contract between a Shipping and a Transportation company.
- iv. **"Break Bulk"** means to unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship. Loose, non-containerized mark and count cargo, packaged cargo that is not containerized.
- v. **"Bunkers"** mean a term referring to fuel/oil used aboard the ship.
- vi. **"Coastal Vessel"** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the competent authority / Directorate general of Shipping.
- vii. **"Cold move"** shall mean the vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.
- viii. **"Container"** means the standard ISO container, suitable for the transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.
- ix. **"Dunnage"** means any material or objects utilized to protect cargo such as are blocks, boards, burlap and paper.

- x. **"FCL"** means a container said to contain Full Container Load.
- xi. **"Foreign going Vessel"** shall mean any vessel other than a coastal vessel.
- xii. **"Hazardous container"** means a Container containing hazardous goods as classified under International Maritime Organisation (IMO).
- xiii. **"ICD"** means Inland Container Depot.
- xiv. **"Idling"** means if a vessel is alongside the berth without carrying out any cargo operations.
- xv. **"LCL"** means a container said to contain Less than full Container Load (Container having cargo of more than one importer/ exporter).
- xvi. **"Over Dimensional Container"** means a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc. Damaged containers (including boxes having corner casting problem) and container requiring special devices for lifting is also classified as Over Dimensional Container.
- xvii. **"Per day"** means per calendar day or part thereof.
- xviii. **"Reefer"** means any container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
- xix. **"Shut Out Container"** means a container, which has entered the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for whatsoever reason.
- xx. **"TEU"** means Twenty feet Equivalent Unit and is an exact unit of cargo capacity often used to describe capacity of container ships.
- xxi. **"Trans-shipment container"** means a Container discharged from one vessel, stored in DPMT and transported through another vessel.
- xxii. **"Warehouse"** means a place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.

## 2.0 GENERAL TERMS AND CONDITIONS

- 2.1 For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1000 litres. In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- 2.2 All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

- 2.3 The rates prescribed in the Scale of Rates are ceiling levels, likewise, rebates and discounts are floor levels. The DPMT may, if it so desires, charge lower rates and / or allow higher rebates and discounts.
- 2.4 Cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL, including crude oil, iron ore and iron ore pellets, should not exceed 60% of the normal cargo/container related charges.
- 2.5 DPMT may also, if they so desire, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- 2.6 DPMT shall notify the public such lower rates and / or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the Board of Mormugao Port Authority.
- 2.7 Users will not be required to pay charges for delays beyond reasonable level attributable to the DPMT.
- 2.8 **STATUS OF VESSEL:** The status of the vessel for tariff determination purposes will be borne out by its certification by the customs or the Director General of Shipping. This shall be the deciding factor for its classification as 'coastal' or 'foreign-going' for the purpose of levying Vessel Related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- 2.9 **Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate**
- (a) Foreign Going Indian Vessel having General Trading License issued for worldwide and coastal operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e., ship to shore transfer and transfer from/to quay to/ from storage yard including wharfage in the following scenario:
- (i) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port

(ii) Not converted\* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port

*\*The Central Board of Excise and Customs circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.*

(b) In case of a Foreign flag vessel converted to coastal run on the basis of a License for specified period or Voyage issued by the Director General of shipping, and a custom Conversion Order, the coastal cargo/container loaded from any Indian Port and destined for any other Indian port should be levied at the rate applicable for coastal cargo/ container.

- 2.10 Port Users (i.e. users or customers of DPMT) will not be required to pay charges for delays attributable to DPMT such as power failure, malfunction/ non function of crane or equipment provided by DPMT
- 2.11 **Interest Rate:** Port users (i.e. users or customers of DPMT) can be subjected to interest on delayed payments and likewise DPMT shall also pay interest on delayed refunds at the same rate. For this purpose the rate of interest shall be 15% for the amount receivable by DPMT and payable by the DPMT to be calculated on simple interest basis.
- 2.12 The period for calculation of delay in payments by port users (i.e. users or customers of the PPP Concessionaire) will be counted beyond 10 days after the date of raising the bills by DPMT.
- 2.13 The delay in refunds by DPMT shall be counted beyond 20 days from the date of completion of services or on production of all documents required from the Port users (i.e. users or customers of DPMT), whichever is later.
- 2.14 The rates prescribed in the Scale of Rates hosted on the website of DPMT shall remain the published rates. No tariff or rates can be charged in excess of the said Scale of Rates. It is however clarified that the PPP concessionaire would be at liberty to offer rebates and discounts on the published Scale of Rates to its users/customers.

2.15 In case of any contradicting provisions in Scale of rates and Tariff Guidelines, the provisions of Tariff Guidelines will prevail.

### 3.0 TERMINAL HANDLING CHARGES

Cargo Handling Charges at Berth No.10/11 shall be payable on the manifested cargo directly to DPMT by importer or exporter of cargo at the rates specified below:

#### For Dry Bulk Cargoes:

Sr. No.	Particulars of Commodity	Unit	Rate for Import / Export (in Rs.)	
			Foreign Cargo	Coastal Cargo
1	Iron Ore Fines/Lumpy/Pellets	MT	406.00	406.00
2	Cement/Clinker/Nickel/Alumina/Bentonite/Slag	MT	523.00	313.80
3	Pig Iron	MT	523.00	313.80
4	Bauxite/Manganese/Limestone/Gypsum/ Sand	MT	523.00	313.80
5	Fertilizer/Fertilizer raw material/ Rock Phosphate	MT	540.00	324.00
6	Sugar, Foodgrains, Oilseeds, Cereals & Pulses of all types etc.	MT	780.00	468.00
7	Wood Chips	MT	597.00	358.20
8	Scrap of all types	MT	800.00	480.00
9	Soda Ash	MT	589.00	353.40
10	Cargo not specified above	MT	750.00	450.00

(Discounts/Concessions on above rates will be given on a case to case basis subject to the Minimum guaranteed tonnage)

#### For Break Bulk Cargoes:

Sr. No.	Particulars of Commodity	Unit	Rate for Import / Export (in Rs.)	
			Foreign Cargo	Coastal Cargo
1	Steel Coils of all types	MT	530.00	318.00
2	Slab/Bars/ Ingots/ Pipes/ Winerolls and Plates of all types/Timber/ wooden logs	MT	590.00	354.00
3	Granites/Marbles	MT	575.00	345.00
4	Minerals and ores of all	MT	664.00	398.40

	types in bags, pallets etc.			
5	Machinery and Project Cargo	MT	1080.00	648.00
6	All cargo handled using Net slings	MT	800.00	480.00
7	All cargo in Jumbo Bags	MT	750.00	450.00
8	All cargo in 50/100 kg Bags	MT	900.00	540.00
9	Cargo not specified above	MT	750.00	450.00

**(Discounts/Concessions on above rates will be given on a case to case basis subject to the Minimum guaranteed tonnage)**

**General Notes:**

- i. Any Cargo not specified above shall be initially grouped as per the relevant customs classification, otherwise classifications should be based on the nature of the cargo (density, stowage & mode of handling etc). If such cargo cannot be classified under any of the above classifications then the rate applicable to the "cargo not specified above" shall apply.
- ii. At the berth Terminal Handling Charges shall cover the following services:
  - a. Unloading/Loading of cargo from ship to the berth or vice versa,
  - b. Movement of cargo from the berth to DPMT stackyard or vice versa,
  - c. Movement within the DPMT stackyard,
  - d. Loading of cargo into trucks for onward movement from port.
  - e. One time weightment charges are included in the above rates.
- iii. Covering of cargo by tarpaulin / plastic cover is not included in above handling charges prescribed in the schedule.
- iv. The dunnage and lashing (inclusive suitable labour & material) will have to be arranged by the shipper/receiver at their costs to the satisfaction of the Master of the vessel.
- v. 100% of the Terminal Handling Charges shall be paid in advance before the cargo is received for handling
- vi. Additional charges of Rs.10,000/- will be applicable per delivery order for delivery of cargo.
- vii. If rake loading/unloading is required, additional charges shall apply and will be borne by the shipper or receiver.
- viii. The weight to be charged shall be subject to a minimum of one (1) tonne. Any fraction thereof is to be rounded off to the next higher tonne.
- ix. Goods from vessels, which being alongside the landing place transhipped into a lighter or vice versa without their being passed over the landing place shall be charged at 75% of the wharfage rates.
- x. The charges for transhipment containers/cargo shall be concessional. Such charges will be 1.5 times the handling charges for the normal handling operation in loading or unloading cycle. In case of transhipment of coastal containers/cargo, the concession in handling charges shall be calculated with reference to the applicable handling



charges for coastal containers/cargo for the normal handling operation in loading or unloading cycle. The declaration of the containers/cargo meant for transshipment shall be made at the time of filing of Import General Manifest (IGM). Such containers/cargo meant for transshipment shall be transhipped within seven days from the date of their landing.

- xi. The cargo handled using ship gears/ cranes shall be charged 90% of the rates prescribed above. The operation of ship gear and HMC will be decided by the DPMT.
- xii. 80% discount on vessels related charges and Cargo related charges for coastal transportation of vehicles through Ro-Ro ship.

#### 4.0 WEIGHTMENT CHARGES

Sr.No.	Description	Rate(in₹)	Unit
1	Weighment Charges for Rail/Road Weighbridges	7.00	Per Tonne

#### 5.0 Hopper Charges

Sr.No.	Description	Rate(in₹)	Unit
1	Truck Loading Stationary Hoppers charges	29.00	Per Tonne

#### 6.0 GROUND RENT/STORAGE CHARGES

##### (a) Import

- (i). Free period – The Free period for import cargo shall commence from the Vessel Completion Day. The free period shall be determined based on the manifested quantity of the vessel divided by the specified delivery rate for that cargo, rounded off to the nearest integer.
- (ii). Delivery Rate for import Dry Bulk Cargo shall be 1100 tonnes per day.
- (iii). Delivery Rate for import Break Bulk Cargo shall be 900 tonnes per day.
- (iv). For Smaller parcel size upto 10,000 MT the following free period to be adopted:

<b>Cargo Quantity</b>	<b>Free Period</b>
Upto 5000 MT	7 Days
Above 5000 but less than 10000 MT	10 Days

- (v). Demurrage – Demurrage shall be payable after the expiry of free period at the rates given below:

<b>Period (after expiry of Free Period)</b>	<b>Open Plot</b>	<b>Covered Storage (Shed)</b>
	<b>Rate per tonne per day(₹)</b>	<b>Rate per tonne per day(₹)</b>
1-15 days	11.80	14.16
15-30 days	17.16	20.60
31-45 days	34.33	41.19
46 <sup>th</sup> day onwards	85.82	102.98

- (vi). In case cargo is shifted from within custom bound storage area to outside storage area then the total free days shall not exceed the free days specified for storage outside custom bound area.

**(b) Export**

- (i). Free period–The Free period for export cargo shall commence from the Day of aggregation of cargo for export. The free period shall be determined based on the manifested quantity of the vessel divided by the specified delivery rate for that cargo, rounded off to the nearest integer.
- (ii). Delivery Rate for export Dry Bulk Cargo shall be 1000 tonnes per day.
- (iii). Delivery Rate for export Break Bulk Cargo shall be 750 tonnes per day.
- (iv). For Smaller parcel size upto 10,000 MT the following free period to be adopted:

<b>Cargo Quantity</b>	<b>Free Period</b>
Upto 5000 MT	07 Days
Above 5000 but less than 10000 MT	10 Days

- (v). Demurrage: Demurrage on all types of cargo shall be payable on the expiry of free days at the following rate:

Period(after expiry of Free period)	Open Plot	Covered Storage (Shed)
	Rate per tonne per day(₹)	Rate per tonne per day(₹)
1-15 days	2.15	2.57
16-30 days	5.36	6.44
31 <sup>st</sup> day onwards	9.65	11.59

- (vi). Demurrage shall cease from the date of commencement of loading of cargo into the vessel.

- (vii). Shut-out Cargo-

- a. The demurrage shall be payable for shut-out cargo from the date of completion of the vessel till the clearance of the cargo at the rate as specified above.
- b. A shut-out cargo shall be treated as an aggregation of cargo for the next shipment if the exporter or his authorized representative declares their intent to ship the said shut-out cargo. In such case, the free period for the next shipment shall commence from the date of declaring the said shut-out cargo as aggregation for the next shipment.
- c. Demurrage shall cease from the day, the shut-out cargo is declared and shifted to the area identified by the Traffic Department to store such shut out cargo within the Terminal area. The applicable rent shall be the prevailing rate as per the Terminal land SoR.
- d. Cargo brought for export, if due to some reason if it is taken back then no free days shall be given, the storage charges shall be charged from date of start of aggregation of cargo.

**General Note:**

1. Storage charges / ground rent on cargo shall not accrue for the period when the DPMT is not in a position to deliver / ship the cargo when requested by the user due to reasons attributable to DPMT.

2. This shall be levied from the stage of unloading/Loading from the vessel till the cargo is loaded onto vehicles for onward transit storage or vice versa including storage at DPMT stackyard.
3. For Demurrage / storage charges, free days allowed shall be exclusive of Customs notified holidays and port non-working days. Once demurrage / storage charge starts accruing no allowance will be made for the Customs notified holidays and Port non-working days

## 7.0 CHARGES FOR CONTAINER TEMRINAL SERVICES

### A) Handling Charges for Containers

Loaded Containers - Import/Export	Rate in INR					
	20'		40'		Above 40'	
	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
<p>One Operation Move of discharging Import Full shipping container from a Container Ship to DPMT stacking yard using Terminal's Cranes and equipment and vice versa for export container.</p> <p>The Charge Includes:</p> <ul style="list-style-type: none"> <li>• Unlashing/Lashing of container</li> <li>• Discharging of the Import Container from the Vessel to the wharf and vice versa for export container.</li> <li>• Transfer of the container from wharf to the terminal's yard using terminal's truck/equipment for Import container and then offloading in the yard, vice versa for export container.</li> </ul> <p>Lift on the container and loading on to the customer's trailer, vice versa for export container..</p>	12750	7650	14662	8797	14900	8940

Empty Containers – Import/Export	Rate in INR					
	20'		40'		Above 40'	
	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
<p>One Operation Move of discharging Import Full shipping container from a Container Ship to DPMT stacking yard using Terminal's Cranes and equipment and vice versa for export container.</p> <p>The Charge Includes:</p> <ul style="list-style-type: none"> <li>• Unlashing/Lashing of container</li> <li>• Discharging of the Import Container from the Vessel to the wharf and vice versa for export container.</li> <li>• Transfer of the container from wharf to the terminal's yard using terminal's truck/equipment for Import container and then offloading in the yard, vice versa for export container.</li> </ul> <p>Lift on the container and loading on to the customer's trailer, vice versa for export container..</p>	9900	5940	11880	7128	12100	7260

**B. Handling charges for hazardous container**

Handling charges shall attract 1.5 times than normal applicable charges.

**C. Handling charges for over dimensional container**

- i. Handling charges shall attract 2.0 times the normal applicable charges.
- ii. Handling charges shall attract 3.0 times the normal applicable charges if handled using slings/special gears.

**Note:**

- a. Shutout charges apply when a container is shutout by one vessel and subsequently shipped by another vessel or is back to town.
- b. Back to Town charges will apply for a container entering the port for export on a specific vessel but could not be loaded on vessel for whatever reason and going out from Terminal. Storage Charges shall be applicable for such containers from the day on which they have arrived in the terminal till the day on which they have gated

out of the terminal. No Free Days shall be granted. Tariff applicable for storage shall be as per shut out storage tariff published in the SOR.

- c. Handling charges shall be applicable for the containers rehandled (loading/unloading) from/to the vessel. Over dimensional containers are expected to be delivered/loaded directly under the crane hook on the wharf to the trailer deployed by the shipping line. If the Over dimensional container needs to be moved by the terminal and handled in the CY due to the absence of trailer of shipping line, shifting charges shall be applicable.
- d. For the containers brought to the Port under transshipment permit for Custom verification to DPMT shall be charged Rs.6000/- per container, in addition to the above charges.
- e. The Storage charges on abandoned FCL Containers/ Shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of container, whichever is earlier subject to the following conditions :
  - (a). The consignee can issue a letter of abandonment at any time
  - (b). If the consignee chooses not to issue such letter of abandonment, the container Agent/ MLO can also issue abandonment letter subject to the condition that,
    - (i). The Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and (ii). The line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (c). The container Agent /MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
  - (d). Where the container is seized / confiscated by the Custom Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Custom orders for release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized / confiscated containers should be removed by the line/consignee from the port

premises to the customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.

**D. Charges for handling hatch cover:**

All Rates Are Expressed in INR Terms	
Without landing hatch cover on quay	5810.00
With landing hatch cover on quay	11620.00

**E. Charges for re-stowing loaded or empty container:**

All Rates Are Expressed in INR Terms			
	20'	40'	Over40'
Bay to Bay	4980.00	7470.00	9960.00
Landing Via quay	10375.00	15562.50	20750.00

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

**F. Charges for reefer containers:**

All Rates Are Expressed in INR Terms			
	20'	40'	Over40'
Per Shift of 4 hours or part thereof	415.00	539.50	830.00

**Note:** Services include plugging/unplugging, in the Reefer Container Yard, provision of electricity and monitoring of the temperature. No maintenance will be performed on malfunctioning reefers. Part of the shift is considered as one shift.

**G. Charges for extra movement**

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

All Rates Are Expressed in INR Terms			
	20'	40'	Over40'
Internal Shifting of container within terminal	2075.00	2946.50	3320.00

**H. Charges for container storage in terminal**

**Import Containers-By Road**

**Imports All Rates Are Expressed in INR Terms**

Rates Per Dimension	20'	40'	Over40'
---------------------	-----	-----	---------

**Loaded/Empty**

**First Six days FREE**

	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1-5 days	208.33	125.33	417.49	250.66	625.82	375.16
6-15 days	312.91	187.58	625.82	375.99	939.56	563.57
16-30 days	417.49	250.66	834.98	501.32	1252.47	751.15
31 days onwards	626.65	375.99	1252.47	751.15	1879.12	1127.14

**Export Containers-By Road**

**Imports All Rates Are Expressed in INR Terms**

Rates Per Dimension	20'	40'	Over40'
---------------------	-----	-----	---------

**Loaded/Empty**

**First Six days FREE**

	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1-5 days	208.33	125.33	417.49	250.66	625.82	375.16
6-15 days	312.91	187.58	625.82	375.99	939.56	563.57
16-30 days	417.49	250.66	834.98	501.32	1252.47	751.15
31 days onwards	626.65	375.99	1252.47	751.15	1879.12	1127.14

**Notes-**

- Storage charges are reckoned on per day or part thereof basis.
- Storage period for a container shall be reckoned from the day following the day of landing up to the day of loading/delivery/removal of container and will include Sundays and holidays.
- For any Hazardous Container, storage will be 2 times of normal charge.



- For any ODC container, storage will be 3 times of normal charge.
- 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.

#### **8.0 HIRE OF EQUIPMENT & MACHINERY:**

The Terminal equipment and machineries used for purposes other than cargo handling shall be charged at the following rates:

<b>Sr.No.</b>	<b>Description</b>	<b>Rate in INR</b>	<b>Unit</b>
1	Mobile Harbour Crane	39500.00	Per hour or part thereof

#### **9.0 MANDATORY USER CHARGES:**

- An amount of ₹ 145/- (excl GST) per container will be levied on all containers (except transshipment and coastal) handled at the DPMT towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by NICDC Logistics Data Services Ltd. (NLDSL)
- MUC charges of ₹ 145/- per container shall be applicable till 30.09.2027