



महाराष्ट्र शासन राजपत्र

असाधारण भाग दोन

वर्ष १२, अंक १३(३)]

मंगळवार, फेब्रुवारी २४, २०२६/फाल्गुन ५, शके १९४७

[पृष्ठे २२, किंमत : रुपये १२.००]

असाधारण क्रमांक २८

प्राधिकृत प्रकाशन

JAWAHARLAL NEHRU PORT AUTHORITY

No: JNPA/FIN/TARIFF/GTIPL/2025-26

Order

(Passed on this 24th Day of February, 2026)

This case relates to the proposal received from Gateway Terminal India Private Limited (GTIPL), a BOT Operator at Jawaharlal Nehru Port Authority (JNPA), *vide* its letter No. GTIPL/TAMP/Tariff Proposal 2026/01, dated 6 January 2026 for general revision of its Scale of Rates.

2. The Tariff Revision proposal submitted by GTIPL is in accordance with the Tariff Guidelines, 2019 issued by the Ministry of Shipping and notified by the Tariff Authority for Major Ports (TAMP) (bearing No. TAMP/61/2018-Misc *vide* Gazette Notification No.92, dated 7 March 2019) and the Working Guidelines, 2019 issued by TAMP. The proposed tariff will have a validity period of three years from April 01, 2026 to March 31, 2029.

3. Major Port Authority Act, 2021 is made applicable from 3rd November, 2021 wherein the earlier role of TAMP to evaluate and pass orders with regards to proposals for tariff revision of Public Private Partnership Concessionaires has been entrusted upon the Major Port Authority by Ministry of Ports, Shipping and Waterways *via* letter- PD-13/6/2023-PPP/e-357407, dated May 9, 2023. Accordingly, Jawaharlal Nehru Port Authority. (Hereafter will be referred as Authority) will the Authority to evaluate this tariff revision proposal and pass the orders.

4. The proposal was received by the Authority 60 days before its expiry, with implementation commencing on 01/04/2026 for a period of three years, ending on 31/03/2029.

5. The Annual Revenue Requirement (ARR) has been assessed based on the audited financials of preceding three financial years *i.e.* 2022-23, 2023-24 & 2024-25 as per the methodology prescribed under the 2019 Tariff Guidelines.

6. Form Nos. 1 to 8, certified by a Chartered Accountant, wherever required, is furnished which have been relied upon.

7. The GTIPL has furnished detailed computation of Annual Revenue Requirement (ARR) under Form-1 and Revenue estimation at the proposed rate in Form-4. The ARR computation furnished by GTIPL is tabulated below:

Computation of Annual Revenue Requirement under Tariff Policy, 2019 for Determination of Tariff for BOT operators operating at Major Port Trusts.					
(Amount in INR)					
Sl. No.	Description		Y1-2022-23	Y2-2023-24	Y3-2024-25
(1).	Total Expenditure (As per Audited Annual Accounts)	Note 1			
(i).	Operating expenses (including depreciation)		7,30,80,88,764	8,33,10,38,177	9,47,39,87,598
(ii).	Finance and Miscellaneous expenses (FME)		57,15,03,167	63,05,51,865	71,15,41,930
(iii).	Other provisions, if any*		-	-	-
	Total Expenditure 1=(i)+(ii)		7,87,95,91,932	8,96,15,90,042	10,18,55,29,528
(2).	Adjustments in respect of items where there is variation in figures reported as per INDAS (as per Audited Accounts) and IGAAP	Form 6 A and Note 2			
(i).	Depreciation		-36,28,70,756	-36,93,04,486	-43,52,80,460
(ii).	Other expenditure items, if any, to be listed -Lease rent paid		64,31,90,429	66,66,04,806	69,09,84,520
	Total of Adjustments 2=(i)+(ii)		28,03,19,672	29,73,00,320	25,57,04,060
(3).	Less Adjustments:				
(i).	Actual Royalty / Revenue share paid to the port		2,61,98,27,758	2,48,26,47,573	3,51,72,84,246
(ii).	Interest on loans / Interest on late payment of Taxes		7,93,692	7,02,49,412	16,90,55,403
(iii).	Interest on finance lease		57,07,09,476	56,03,02,452	54,24,76,527
(iii).	Provision for bad and doubtful debts		1,47,05,973	95,90,650	12,60,491
(iv).	Provision for slow moving inventory		2,81,88,998	1,57,77,320	1,29,03,708
(v).	Construction cost-IFRIC 12		1,15,12,688	1,09,50,25,019	35,85,40,991
(vi).	Other provisions, if any				
	Total of 3 = [3(i)+3(ii)+3(iii)+3(iv)+3(v)+3(vi)]		3,24,57,38,585	4,23,35,92,427	4,60,15,21,366
(4).	Add: Admissible Royalty/ Revenue Share as per Clause 2.2. of the Tariff Guidelines, 2019	Form 2 and Note 3	-	-	-

(5).	Total Expenditure after Total Adjustments (5 = 1+2+3)		4,91,41,73,019	5,02,52,97,935	5,83,97,12,222
(6).	Average Expenses of Sl. No.5 = [Y1 + Y2 + Y3] / 3			5,25,97,27,725	
(7).	Capital Employed				
	(i). Gross Fixed Assets (Property, Plant & Equipment) as on 31st March 2025 followed by the BOT operator (As per IGAAP)			20,82,88,37,478	
	(ii). Add: Capital Work in Progress as on 31st March 2025 followed by the BOT operator (As per Audited Annual Accounts)			77,47,96,436	
	(iii). Add: Working Capital as per norms prescribed in clause 2.6 of the Tariff Guidelines, 2022	As per Form 3 & Note 4			
	(a). Inventory			24,27,91,849	
	(b). Sundry Debtors			77,63,17,173	
	(c). Cash			72,03,49,697	
	(d). Sum of (a)+(b)+(c)			1,73,94,58,719	
	(iv). Total Capital Employed [(i)+(ii)-(iii)]			23,34,30,92,633	
(8).	Return on Capital Employed 16% on Sl. No.7(iv)			3,73,48,94,821	
(9).	Annual Revenue Requirement (ARR) as on 31 March 2025 as applicable [(6)+(8)]			8,99,46,22,547	
(10).	Indexation in the ARR @ 100% of the WPI applicable for the year Y4 for example, if Y4 is 2025-26, then the applicable WPI is 1.74% and the indexed ARR for the year Y4 will be (9) x 1.0174)			9,15,11,28,979	
(11).	Ceiling Indexed Annual Revenue Requirement (ARR)			9,15,11,28,979	

(12).	Revenue Estimation at the Proposed indexed SOR within the Ceiling indexed ARR estimated at Sl. No.11 above	As per Form 4 & Note 5	9,15,11,28,979

8. The GTIPL has furnished in Form 4, the working of revenue estimation for the existing tariff as well as the proposed tariff for the average of the actual traffic handled by the BOT operator during the years Y1, Y2 and Y3. As per the said form, the total revenue estimated at the proposed level of tariff is Rs. 91511.29 lakhs

9. The GTIPL has furnished a copy each of the Audited Annual Accounts for the years 2022-23 (April 2022 to March 2023) ,2023-24 (April 2023 to March 2024) and 2024-25 (April 2024 to March 2025)

10. From the proposal of GTIPL, it is seen that the GTIPL has generally sought an increase ranging from 0.2% to 150% in various tariff items and about 0.1 to 0.08 % reduction is also proposed in some tariff items.

11. In accordance with the consultative procedure prescribed, a copy of the proposal of GTIPL dated 6 January 2026 was forwarded to concerned users/ user organisations seeking their comments. Based on the request made by GTIPL regarding non-circulation of some of the documents to the users, on the ground of it being sensitive, only proposed Scale of Rates were circulated to the users as per Clause 4.3 of the Tariff Guidelines of 2019.

12. Many representations from users and representative bodies were received by the authority from them. The comments of the user organization and the replies given by the GTPIL are mentioned below:

Sr. No.	Comments from the Trade	Reply by GTI
1	Comments from CSLA	
(i)	Overall Increase: The proposed 8.8% overall increase (excluding WPI) appears rather high.	The increase % is derived based on a financial working prepared in line with the tariff guidelines based on historical audited financial statements.
(ii)	Reefer THC: An upward revision of 22.26% in the reefer handling charges too is excessive.	The cost of handling Reefer containers has increased significantly due to revision in electricity cost, hiring of DG sets, investment in reefer infra to create additional reefer capacity as well as other resources needed to manage reefers. Further the rates are being aligned with the market which is already taking into account the increased cost for reefers.
(iii)	Transshipment THC: Handling charges for transshipment laden and empty containers have been increased by a whopping 47.25% and 56.59%, respectively. This makes the terminal uncompetitive and will discourage transshipment.	GTI is predominantly focused on EXIM boxes and operates at full capacity. This creates a scenario where transshipment containers have to undergo multiple handling in the yard to accommodate EXIM boxes. The cost adjustment is the reflection of this scenario which is now significant considering

		the increase in transshipment volumes.
(iv)	Storage: Storage charges for laden and empty transshipment containers have increased by an average of 50% !! This again will discourage transshipment.	The land lease cost has increased significantly over the years and further GTI being predominantly Gateway port has to consistently shift the containers to make space for EXIM cargo due to space constraint. Necessary cost recoveries has been incorporated in the tariff to accommodate the abnormal increase in lease and other administrative costs.
(v)	Flat Rack Bundling: The addition of a new charge for 45' flat rack bundling is unwarranted.	The said category was missing in earlier SOR and has been incorporated to enable us to invoice in case such transactions occur. This considering the fact that the tariff guidelines & rules do not allow invoicing for transaction not covered in the SOR.
(vi)	Administrative Charges: Fees for "sludge removal" and "vessel supplies" have been increased substantially by 250% and 150%, respectively. Ideally there should be no charge for "vessel supplies" but be that as it may, the increase itself is exorbitant !!	Administrative charges for Sludge and supplies were charged previously per tanker and per transaction respectively. These are now standardized through bundling and charged per vessel.
2.	Comments from INSA	
(i)	The proposal contains a bland statement specifying the new scale of the rates to be applied for services consumed. However, there is a need to provide the rationale, reasoning, and details of quantum of amendments in the rates, terms and conditions of amendments proposed in new SOR. Only this can enable comments from the users and therefore we submit that the same should be made available before anything else.	The SOR is prepared strictly in accordance with the timelines and guidelines contained within the 2019 Tariff Guidelines as applicable to GTI. The same has been subject to an audit and has been attested by an independent Chartered Accountant. The same is also further vetted by JNPA.
(ii)	We notice that what has been proposed is an average increase of 8% in container related charges. This is also accompanied by an exceptional increase in Transshipment tariff (approx. 50%) and also in case of Reefer boxes. With focus on T/P at Indian ports by Govt of India and so little T/P happening at Nhava Sheva, there is a need to try and understand the justification for such steep hikes and the impact this will have on the logistics costs	The SOR is aligned to the guidelines for overall increase in tariff based on historical costs and is a reflection of the increases in handling certain type of containers due to space constraints and EXIM volume surge from time to time.
(iii)	We also note that there are certain penalties sought to be imposed on the users. For instance, the penalty charges (for overstay 2 hrs beyond completion of operations) is presently applicable only to vessels. However, there is no corresponding tariff in case of delay attributable to the terminal/port. There is a need for equity and the service providers while attempting to levy penalties must also ensure reciprocal responsibilities when providing services. It is a well known fact that terminal enter into direct agreement with shipping lines. Therefore, these penal provisions should be part of these direct agreements between the terminals and the lines rather than the SOR.	GTI does not collect any revenue on berthing of vessel. Further the clause mentioned above has not been amended in this proposal.

(iv)	The term "Operations" needs to be defined in the Terms of business" of Terminal (Copy attached). The term 'Operations' would necessarily include time for Lashing, Documentation or any other operational requirement to make vessel ready for sailing to open sea. This needs to be considered.	The term "Operations" is already defined in terms of business. GTI does not charge any berthing charges and is responsible for handling of vessels after mooring is completed.
3.	Comments from MANSA	
(i)	Find attached the details of the difference between the existing and proposed Scale of Rates. While in the proposed SOR 8% standard increase across the board seems to be reasonable, the steep increase in the rates proposed for handling the local Reefer loaded container and ICD Reefer loaded container seems much higher than the existing rates and seems not justifiable. As for whether the steep hike for the reefer container is due to the impact of any hike in the electricity tariff is not understood and the rationale behind seeking such huge jump in the rates may be explained. Similarly, with respect to the quantum leap in the rate for the TP containers (FG)(empty) it is as much as 56.54% and 47.27 % for a TP (FG)(loaded) container, the rationale of which is not understood which may kindly be explained.	The cost of handling Reefer containers has increased significantly due to revision in electricity cost, hiring of DG sets, investment in reefer infra to create additional reefer capacity as well as other resources needed to manage reefers. Further the rates are being aligned with the market which is already taking into account the increased cost for reefers. GTI is predominantly focused on EXIM boxes and operates at full capacity. This creates a scenario where transshipment containers have to undergo multiple handling in the yard to accommodate EXIM boxes. The cost adjustment is the reflection of this scenario which is now significant considering the increase in transshipment volumes. The percentage increase seems to be high but it is still 30% to 60% lower than other terminals at Nhava Sheva. Inspire of above overall increase is 8%.

13. TAMP revised GTIPL's tariff through an order dated 19 January 2012, reducing the existing rates by 44.28%, though GTIPL had sought an 8.72% increase. The order—published in the Gazette on 8 February 2012. GTIPL challenged this reduction before the Bombay High Court, which stayed the 2012 tariff order and permitted GTIPL to continue charging the tariff approved earlier on 3 March 2010. The High Court's stay remains in force, and GTIPL continues to levy the 2010 tariff.

14. In order to ensure that the submission of a proposal by GTIPL for review of its SOR, consequent processing of the proposal by Authority, passing of the Order by Authority and implementation of the Order by GTIPL should not amount to contravention of the High Court Order, we have vide our email dated 27 January 2026 requested GTIPL to intimate the Hon'ble Bombay High Court about GTIPL filing a proposal for General revision of its Scale of Rates (SOR) with TAMP under Tariff Guidelines 2019 and furnish a copy of the said intimation to us.

15. In this regard it has been stated by the GTIL that they have filed interim Application dated 7th November 2020 bearing reference 7406 of 2020 with the Hon'ble Bombay High Court, wherein GTI has intimated about (i) application made under the Tariff Guidelines, 2019, (ii) to take on record Tariff Order dated February 20, 2020 notified by TAMP on March 3, 2020 fixing Scale of Rates as per Tariff Guidelines 2019 and (iii) Tariffs collected by them as per Tariff Guidelines, 2019 shall not be subject to the order dated July 2, 2012. They also stated that the said Interim Application dated 7th November 2020 bearing reference 7406 of 2020 which was served to all the parties to the Writ Petition i.e. Ministry of Ports, Shipping and Waterways, TAMP and JNPA and also furnished the service proof for the same and requested to consider the same as a proof of intimation to the Hon'ble Bombay High Court

16. Based on the scrutiny of the proposal, the GTIPL was requested to furnish additional information/clarification. GTIPL has responded to the same. The information sought and the response of the GTIPL thereon are tabulated below:

Sl. No.	Information sought	Response of GTIPL
A.	ARR Computation	
(i).	As per Form 4, the average traffic for last three years is mentioned. Whereas, as per the Form "SOR- April 2026_040126" attached with the trailing mail, Column 8, the same is coming as 2575106.	Traffic provided by GTIPL is based on actual moves. Hence there is difference in Total Actual Traffic handled (in Metric Tonnes/ TEUs) as against the total actual traffic handled (in Metric Tonnes/ Moves)
(ii).	As seen in Form no. 6A, the GTIPL has considered an amount of Rs. 28.03 crores, Rs. 29.73 crores and Rs. 25.57 crores, for adjustment under Sr. No. 2 of Form no. 1, during the years 2022-23 to 2024-25 respectively. This amount for adjustment is seen to be arising due to the difference in the amount of depreciation and lease rent as considered based on the IGAAP vis-à-vis that captured in Annual Accounts as per IND AS. In this connection, the GTIPL to furnish the workings in support of the amount of depreciation and lease rent as considered as per IGAAP in Form no. 6A, for all the years under consideration.	The working in support of the amount of as considered as per IGAAP in Form no. 6A, for all the years under consideration is furnished. The lease rent working is also furnished.
(iii).	The figures of Gross Fixed Assets as per IGAAP and Capital Work in Progress as on 31 March 2025 as considered in Form no. 1 is seen to be based on Form no. 7 furnished by GTIPL. With regard to Form no. 7, the GTIPL to furnish workings in support of the following:	
(a).	Opening balance of Gross fixed asset and depreciation as of the year 2022-23 for each of the asset category viz., Plant and Machinery, Furniture and Fixtures, Office equipment, Computers, Hardware Network, Vehicles and any other Fixed Assets.	The GTIPL has furnished the working.
(b).	Depreciation for the year considered in respect of each of the asset category viz. Plant and Machinery, Furniture and Fixtures, Office equipment, Computers, Hardware Network, Vehicles and any other Fixed Assets, for each of the years 2022-23 to 2024-25	The GTIPL has furnished the working.
(iv).	With regard to the Working Capital in Form no. 3, the GTIPL to clarify/ furnish the following:	
(a).	Basis for the amount of Inventory of capital spares considered in Form no. 3 to the tune of Rs. 24.27 crores. The GTIPL to confirm whether it is one year's average consumption.	It is confirmed it is one year's average consumption.
(b).	In the calculation relating to Cash balance, the GTIPL is seen to have considered 'Tax Expenses', while determining one month cash expenses. The GTIPL to note that since tax is not considered as an item of expenditure while determining the tariff of GTIPL, the question of considering the tax expenses, to arrive at the cash balance, is not found appropriate and hence may be excluded.	The 2019 Tariff guidelines clause 2.6 prescribes the limit on cash balance will be one month's cash expenses. Therefore non-cash expenses such as depreciation and construction costs etc. are excluded for calculating cash balance.
B.	Revenue Estimation	
(v).	In Form 4, the GTIPL has indicated the average traffic at 18.38 lakh TEUs based on the traffic for the years 2022-23 to 2024-	The average container traffic is 13,37,416 containers which is based

	25. In the same Form-4, for revenue estimation, GTIPL has considered various container mix. The aggregate of the said container mix may be matched with the average traffic of 11.90 Lakh TEUs and a working in this regard also to be furnished.	on import and export and restow on/via quay figures i.e. vessel discharge and load activity. In detailed working of revenue estimation, the total of these activities is 11.90 lakh containers and is matched.
(vi).	With regard to the workings relating to estimation of revenue at the existing and proposed level of tariff in Form no. 4, the GTIPL to clarify/ furnish the following:	
(a)	The rates as prescribed in the existing Scale of Rates of GTIPL at Section 10 towards charges for Express Delivery, Reefer Temperature Variation 40' container & 45 'container were same The GTIPL to rectify the errors and capture the correct rates.	This correction is done in revised working.
(b)	The GTIPL is seen to have considered an exchange rate of about Rs.72.72/- per US dollar for converting the dollar denominated tariff into Indian Rupees in the workings. The basis for considering the same to be indicated.	This correction is done in revised working. Average rate is considered which is Rs 82.39 per Dollar.
C.	Scale of Rates	
(vii).	With regard to the proposed Scale of Rates, the GTIPL to clarify/ furnish the following:	
(a)	Clause 10.1.2. of the Working Guidelines, inter alia, stipulates that restatement of coastal rates with reference to prevailing exchange rate at the time of each general revision of Scale of Rates will not be resorted to. However, in the proposed Section 6, 7, 8A and 9, the GTIPL is seen to have restated the charges for coastal vessels by considering the prevailing exchange rate. Even in the dwell time charges for the various types of coastal containers in proposed Section 11, the GTIPL is seen to have restated the coastal rates. The GTIPL to propose rates for coastal vessels without restating the exchange rate.	The coastal rates are 60% of the foreign container as described in clause 8.3 of 2019 working guidelines. Suitable changes are made

17. Based on the clarification above given by GTIPL, the GTIPL vide its e-mails dated 30 January 2026 has revised its various tariff filling forms and has also furnished a revised draft SOR through email and sent the hard copy on 17.2.2026. A summary position of Revised ARR computation furnished by GTIPL is tabulated below:

Form - 1

Computation of Annual Revenue Requirement under Tariff Policy, 2019 for Determination of Tariff for BOT operators operating at Major Port Trusts.					
Sl. (Amount in INR)No.	Description		Y1-2022-23	Y2-2023-24	Y3-2024-25
(1).	Total Expenditure (As per Audited Annual Accounts)	Note 1			
(i).	Operating expenses (including depreciation)		7,30,80,88,764	8,33,10,38,177	9,47,39,87,598

(ii).	Finance and Miscellaneous expenses (FME)		57,15,03,167	63,05,51,865	71,15,41,930
(iii)	Other provisions, if any*		-	-	-
	Total Expenditure 1=(i)+(ii)		7,87,95,91,932	8,96,15,90,042	10,18,55,29,528
(2).	Adjustments in respect of items where there is variation in figures reported as per INDAS (as per Audited Accounts) and IGAAP	Form 6 A and Note 2			
(i).	Depreciation		-	-	-43,52,80,460
(ii).	Other expenditure items, if any, to be listed -Lease rent paid		36,28,70,756	36,93,04,486	69,09,84,520
	Total of Adjustments 2=(i)+(ii)		64,31,90,429	66,66,04,806	25,57,04,060
(3).	Less Adjustments:		28,03,19,672	29,73,00,320	
(i).	Actual Royalty / Revenue share paid to the port		2,61,98,27,758	2,48,26,47,573	3,51,72,84,246
(ii).	Interest on loans / Interest on late payment of Taxes		7,93,692	7,02,49,412	16,90,55,403
(iii).	Interest on finance lease		57,07,09,476	56,03,02,452	54,24,76,527
(iii).	Provision for bad and doubtful debts		1,47,05,973	95,90,650	12,60,491
(iv).	Provision for slow moving inventory		2,81,88,998	1,57,77,320	1,29,03,708
(v).	Construction cost-IFRIC 12		1,15,12,688	1,09,50,25,019	35,85,40,991
(vi).	Other provisions, if any				
	Total of 3 = [3(i)+3(ii)+3(iii)+3(iv)+3(v)+3(vi)]		3,24,57,38,585	4,23,35,92,427	4,60,15,21,366
(4).	Add: Admissible Royalty/ Revenue Share as per Clause 2.2. of the Tariff Guidelines, 2019	Form 2 and Note 3	-	-	-
(5).	Total Expenditure after Total Adjustments (5 = 1+2+3)		4,91,41,73,019	5,02,52,97,935	5,83,97,12,222
(6).	Average Expenses of Sl. No.5 = [Y1 + Y2 + Y3] / 3		5,25,97,27,725		
(7).	Capital Employed				
	(i). Gross Fixed Assets (Property, Plant & Equipment) as on 31st March 2025 followed by the BOT operator (As per IGAAP)		20,82,88,37,478		
	(ii). Add: Capital Work in Progress as on 31st March 2025 followed by the BOT operator (As per Audited Annual Accounts)		77,47,96,436		

	(iii). Add: Working Capital as per norms prescribed in clause 2.6 of the Tariff Guidelines, 2022	As per Form 3 & Note 4	
	(a). Inventory		24,27,91,849
	(b). Sundry Debtors		77,63,17,173
	(c). Cash		71,39,05,541
	(d). Sum of (a)+(b)+(c)		1,73,30,14,563
	(iv). Total Capital Employed [(i)+(ii)-(iii)]		23,33,66,48,477
(8).	Return on Capital Employed 16% on Sl. No.7(iv)		3,73,38,63,756
(9).	Annual Revenue Requirement (ARR) as on 31 March 2025 as applicable [(6)+ (8)]		8,99,35,91,482
(10).	Indexation in the ARR @ 100% of the WPI applicable for the year Y4 for example, if Y4 is 2025-26, then the applicable WPI is 1.74% and the indexed ARR for the year Y4 will be (9) x 1.0174)		9,15,00,79,973
(11).	Ceiling Indexed Annual Revenue Requirement (ARR)		9,15,00,79,973
(12).	Revenue Estimation at the Proposed indexed SOR within the Ceiling indexed ARR estimated at Sl. No.11 above	As per Form 4 & Note 5	9,15,00,79,973

18. With reference to the totality of the information collected during the processing of this case, the following position emerges:

(i) The GTIPL has filed its proposal for general revision of its Scale of Rates in January 2026. Thereafter, GTIPL has filed its revised proposal through email on 30th January 2026 and in a hard copy on 17th February 2026. The revised proposal of January 2026 along with the additional information/clarification furnished by GTIPL during the processing of case is considered in this analysis.

(ii) Clause 2.1 of the Tariff Guidelines, 2019 requires the BOT Operator to assess the Annual Revenue Requirement (ARR) which is the average of the sum of the Actual Expenditure as per the final Audited Annual Accounts of the immediate preceding three years (Y1), (Y2) and (Y3) at the time of submitting the proposal subject to certain exclusions as prescribed in Clause 2.2., 2.3.1 and 2.3.2 of the Tariff Guidelines, 2019 and the Working Guidelines issued by this Authority plus Return at 16% on

the Capital Employed obtaining as on 31st March Y3, duly certified by a practicing Chartered Accountant/ Cost Accountant.

(iii) The GTIPL has assessed the Annual Revenue Requirement (ARR) for the three years i.e. 2022-23 (Y1), 2023-24 (Y2) and 2024-25 (Y3) duly certified by the practicing Chartered Accountant. The total operating expenditure considered by GTIPL for the years 2022-23, 2023-24 and 2024-25 for arriving at the average sum of the Actual Expenditure for the respective years is seen to be as per the Audited Annual Accounts of GTIPL for the respective years which has been relied upon.

(iv) In the result, and for the reasons give above, and based on a collective application of mind, this Authority approves the Scale of Rates and conditionalities of the GTIPL as per the Annexure I

(v) The revised Scale of Rates and conditionalities of the GTIPL shall come into force after expiry of 30 days from the date of notification of the Order passed by this Authority in the Maharashtra State Gazette and shall be in force for a period of three years thereafter, subject to annual indexation. The approval accorded to the Scale of Rates shall automatically lapse thereafter unless specifically extended by this Authority.

(vi) The tariff of GTIPL has been fixed based on the prevailing information and without considering any adjustment of past period surplus relating to the period of litigation. Therefore, whenever the Hon'ble High Court of Bombay passes Order disposing of the Writ Petition no. 1410 of 2012 paving a way for treatment of surplus/ deficit or a decision from the MOS is received on the treatment of surplus/ (deficit) arising over and above the admissible costs and permissible return during the period of litigation, whichever is earlier, as stipulated in clause 3.1.1 of the Tariff Guidelines, 2019, the tariff of GTIPL approved now would be subject to review then, so as to capture the impact of the surplus that has accrued to GTIPL during the period of litigation.

(vii) As stipulated in Clause 7 of the Tariff Guidelines, 2019, the GTIPL shall furnish to this Authority, annual reports on container traffic handled, average moves by crane per hour and average dwell time for containers. The annual reports shall be submitted by the GTIPL within 90 days following the end of each of the Financial Year. Any other information which is required by this Authority from time to time shall also be furnished by GTIPL. 13.5. An analysis of variation in the tariff and revenue will also be made at the time of the next general review of tariff of GTIPL at the end of the tariff validity period and adjustment of additional surplus will be made in the tariff to be fixed for the next cycle, subject to the provisions contained in Clauses 3.2.1 and 3.2.2 of the Tariff Guidelines, 2019.

(viii) An analysis of variation in the tariff and revenue will also be made at the time of the next general review of tariff of GTIPL at the end of the tariff validity period and adjustment of additional surplus will be made in the tariff to be fixed for the next cycle, subject to the provisions contained in Clauses 3.2.1 and 3.2.2 of the Tariff Guidelines, 2019.

GATEWAY TERMINALS INDIA PRIVATE LIMITED
Scale Of Rates

1 Definitions:-

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

1.1 "GTI" or "Terminal" means GATEWAY TERMINAL INDIA PVT. LTD.

1.2 "Coastal Vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ Competent Authority.

1.3 "Foreign Vessel" shall mean any vessel other than a coastal vessel.

1.4 "Container" means the standard ISO container, suitable for transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.

1.5 "Full Container Load (FCL)" means a container containing cargo belonging to one consignee in the vessels manifest.

1.6 "Less than Container Load (LCL)" means a container containing cargo belonging to more than one consignee in the vessels manifest.

1.7 "Free period" shall mean the period during which cargo/container shall be allowed storage free of demurrage charges/ground rent and this period shall exclude Customs notified holidays and Terminal's non-operating days.

1.8 "Hazardous container" means a Container containing hazardous goods as classified under IMO including empty container with residual content of hazardous material.

1.9 "Over Dimensional Container (ODC)" means a Container carrying over dimensional cargo beyond the normal size of standard containers or cargo which is brought in flat rack container or needing special devices like slings, shackles, lifting beam, etc. Damaged Containers (including boxes having corner casting problem) and Containers requiring special devices for lifting are also classified as Over Dimensional Container.

1.10 "Port" shall mean Jawaharlal Nehru Port Authority

1.11 "Reefer Container" shall mean a refrigerated container used for carriage of perishable goods with provisions for electrical supply to maintain the desired temperature.

1.12 "ICD" means Inland Container Depot.

1.13 "Per day" means per calendar day or part there of.

1.14 "Import container" means a container discharged from one vessel, stored in GTI and transported out through Road or Train.

1.15 "Export container" means a container arrived by road or Train, stored in GTI and loaded on the assigned vessel.

1.16 "Transshipment container" means a Container discharged from one vessel, stored in the container yard, and transported through another vessel.

1.17 "Shut Out Container" means a container that entered the terminal as export for a vessel as indicated by VCN/VIAN and is not connected to the vessel for whatsoever reason and is lying in the container yard. A Transshipment container whose loading terminal is changed will also be treated as Shut Out container.

1.18 "Back to Town container" shall mean a container entering the terminal for export for a specific vessel voyage but unable to be exported for some reason and removed from the terminal.

1.19 "VCN" means Vessel Call Number

1.20 "VIAN" means Vessel Identification Advice Number.

1.21 The SOR approved by the Authority is subject to automatic annual indexation at 60% of the WPI to be announced by the Authority. The annual indexation will be from 01 May every year. The indexed SOR shall be intimated by the GTIPL to the JNPA, users and to the Authority.

II. The following consolidated charges for handling and movement of containers shall be payable by the Shipping Lines / Agents of Vessels or Cargo Agents for services rendered in respect of containers and containerized cargo passing through the terminal:

Section - 1 Charges for all Normal & Rail in -Rail Out containers/Non vessel bound containers

A. Ship to yard/ yard to ship using port crane.

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	3,927.72	2,356.63
40'	5,891.59	3,534.95
Over 40'	7,855.44	4,713.26
ICD Container		
20'	3,927.73	2,356.64
40'	5,891.58	3,534.95
Over 40'	7,855.44	4,713.26
Empty Container		
20'	3,168.94	1,901.36
40'	4,753.42	2,852.05
Over 40'	6,337.89	3,802.74

B. Yard to Rail/ Rail to Yard for ICDs only

Particulars.	Foreign-Going (In INR)
ICD Container (Loaded & Empty)	
20'	1,240.41
40'	1,860.59
Over 40'	2,480.76

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to truck / truck to yard

Particulars.	Foreign-Going (In INR)
Loaded Container	
20'	1,240.41
40'	1,860.59
Over 40'	2,480.76
Empty Container	
20'	1,240.41
40'	1,860.59
Over 40'	2,480.76

Note- As per Rail road equalisation notification no.TAMP/15/2017-JNPT dated 29.03.2017.

Note: Normal containers are the general type containers, not falling under any special categories mentioned subsequently.

SECTION - 2 CHARGE FOR ALL TRANSHIPMENT CONTAINERS

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	7,752.18	4,651.31
40'	11,628.27	6,976.96
Over 40'	15,504.36	9,302.62
Loaded Reefer containerContainer		
20'	8,527.40	5,116.44
40'	12,791.10	7,674.66
Over 40'	17,054.80	10,232.88
Empty Container		
20'	6,614.00	3,968.40
40'	9,920.95	5,952.57
Over 40'	13,227.94	7,936.77
Empty HAZ Container		
20'	9,921.00	5,952.60
40'	14,881.42	8,928.85
Over 40'	19,841.91	11,905.15

Note: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 normal import container and the prescribed charges as applicable shall be payable. The charges for Hazardous TP full will be 1.5 Times of Normal TP containers and charges for ODC TP will be 2 times normal TP containers

SECTION - 3 CHARGES FOR ALL HAZARDOUS CONTAINER**A. Ship to yard using port crane.**

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	5,851.50	3,510.90
40'	8,777.27	5,266.36
Over 40'	11,703.02	7,021.81
Empty Container		
20'	4,314.71	2,588.83
40'	6,472.03	3,883.22
Over 40'	8,629.38	5,177.63
ICD Container		
20'	5,851.50	3,510.90
40'	8,777.27	5,266.36
Over 40'	11,703.02	7,021.81

B. Yard to Rail for ICDs only

Particulars.	Foreign-Going (In INR)
ICD (Loaded)	
20'	1,900.67
40'	2,851.01
Over 40'	3,801.32
ICD (Empty)	
20'	1,746.94
40'	2,620.41
Over 40'	3,493.86

Note- As per Rail road equalisation notofication no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to Truck

Particulars.	Foreign-Going (In INR)
Loaded	
20'	1,900.67
40'	2,851.01
Over 40'	3,801.32
Empty	
20'	1,746.94
40'	2,620.41
Over 40'	3,493.86

Note- As per Rail road equalisation notofication no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION - 4 CHARGES FOR ALL REEFER CONTAINER**A. Ship to yard using port crane.**

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded Container		
20'	4,291.10	2,574.66
40'	6,436.65	3,861.99
Over 40'	8,582.20	5,149.32
ICD Container		
20'	4,291.10	2,574.66
40'	6,436.65	3,861.99
Over 40'	8,582.21	5,149.33

B. Yard to Rail for ICDs only

Particulars.	Foreign-Going (In INR)
ICD (Loaded)	
20'	1,393.84
40'	2,090.74
Over 40'	2,787.63

Note- As per Rail road equalisation notofication no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to Truck

Particulars.	Foreign-Going (In INR)
Loaded	
20'	1,393.84
40'	2,090.74
Over 40'	2,787.63

Note- As per Rail road equalisation notofication no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION - 5 CHARGES FOR ALL OVER DIMENSIONAL CARGO CONTAINERS.

A. Ship to yard using port crane.

Particulars.	Foreign-Going (In INR)	Coastal (in INR)
Loaded		
20'	7,802.02	4,681.21
40'	11,703.02	7,021.81
Over 40'	15,604.02	9,362.41
ICD		
20'	7,802.02	4,681.21
40'	11,703.02	7,021.81
Over 40'	15,604.02	9,362.41
Empty		
20'	6,259.21	3,755.53
40'	9,388.77	5,633.26
Over 40'	12,518.36	7,511.02

B. Yard to Rail for ICDs only.

Particulars.	Foreign-Going (In INR)
Loaded	
20'	2,534.23
40'	3,801.34
Over 40'	5,068.44
Empty Container	
20'	2,534.23
40'	3,801.34
Over 40'	5,068.44

Note- As per Rail road equalisation notofication no.TAMP/15/2017-JNPT dated 29.03.2017.

C. Yard to truck

Particulars.	Foreign-Going (In INR)
Loaded Container	
20'	2,534.23
40'	3,801.34
Over 40'	5,068.44
Empty Container	
20'	2,534.23
40'	3,801.34
Over 40'	5,068.44

Note- As per Rail road equalisation notofication no.TAMP/15/2017-JNPT dated 29.03.2017.

SECTION 6 - Hatchcovers of Vessels

Opening hatchcover and replacing it (charge per hatchcover)

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
A. When placing the hatchcover on the quay	84.45	4,124.62
B. Without placing the hatchcover on the quay	33.78	1,649.90

Note: If only one operation is carried, half of the hatch cover handling charges as above shall be levied.

SECTION 7 - Restows FCLs & MTs

Shifting containers within the vessel (per move)

A. Hatch to Hatch shifting

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	27.61	1,348.44
FCL & MT 40'	41.42	2,022.67
FCL & MT 45'	55.22	2,696.89

B. Other than A.

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	110.44	5,393.78
FCL & MT 40'	165.66	8,090.67
FCL & MT 45'	220.88	10,787.55

SECTION 8 - Shut outs**A. Shutouts Charges**

Particulars.	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
FCL & MT 20'	55.24	2,697.87
FCL & MT 40'	82.86	4,046.80
FCL & MT 45'	110.48	5,395.73

B. Transportation of shutout containers

Particulars.	Foreign Going Vessels (in INR)	Coastal Vessels (in INR)
FCL & MT 20'	2,151.80	1,291.08
FCL & MT 40'	3,227.70	1,936.62
FCL & MT 45'	4,303.60	2,582.16

Note: Shut out charges as given above shall apply if- 1). the vessel nomination is changed 2). If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed 3). loading terminal is changed for TP container

SECTION 9 - Reefer Monitoring and Connection

Particulars.	Foreign-Going (in US\$)	Coastal (in INR)
FCL & MT 20'	6.75	329.66
FCL & MT 40'	10.12	494.25
FCL & MT 45'	13.49	658.84

Note:

1. The above charges are for a period of 4 hours or part thereof.
2. Additional electricity charges at the prescribed rates will be applicable in the case of reefer restows also.
3. The tariff prescribed above does not include parameter setting or repair & maintenance of malfunctioning reefers.

SECTION 10- Other services**1. Shifting of containers within the terminal for customs inspections or any other purpose, and subsequent loading**

Particulars.	in INR
FCL & MT 20'	2,279.45
FCL & MT 40'	3,419.18
FCL & MT 45'	4,558.90

Note: Other purposes include for change in the POD, weight, category, status and exit mode and ICD containers without details and any other exceptional handling

2. Additional service charge for stacking containers in the designated yard for customs examination or for any other

Particulars.	in INR
FCL & MT 20'	286.89
FCL & MT 40'	430.34
FCL & MT 45'	573.78

3. Fixing/Breaking of Seal

Particulars.	in INR
Fixing of seal	252.51
Breaking of seal	252.51

4. Handling of Lock Bins

Particulars.	in USD
FCL & MT 20'	120.53
FCL & MT 40'	180.80
FCL & MT 45'	241.07

5. Additional Transportation within the terminal

Particulars.	in INR
FCL & MT 20'	670.62
FCL & MT 40'	1,005.93
FCL & MT 45'	1,341.24

6. Additional Lift on/Lift off

Particulars.	in INR
FCL & MT 20'	536.95
FCL & MT 40'	805.43
FCL & MT 45'	1,073.90

7.Charges for Vessel overstay due to user's fault beyond 2 hour after completion of operations- rate per hour in INR	135,073.24
8.One Door Open Charges per container	in INR Nil
9. Charges for fresh water supply per MT	in INR 247.20
10. Fixing/removal of Hazardous Sticker -per container	in INR 270.16
11.Cancellation/Reissue of documents - per container	in INR 135.09
12.Non- declaration / Mis declaration of Hazardous containers per container-Handling	in INR 4,409.35
13.Non- declaration / Mis declaration of Hazardous containers-per container - Penalty	in INR Nil
14. On- Wheel Customs inspection per container(Excludes handling and door opening, seal cutting)	in INR 810.44
15. Empty Container Administration/Inspection Fee -Per container	in INR Nil
16.Demanifest /holding of Container	
Particulars.	in INR
FCL & MT 20'	4,443.67
FCL & MT 40'	6,666.17
FCL & MT 45'	8,887.35
17.Invoice Revision (per invoice)	in INR 1,350.37
18.Out of Turn Delivery	
Particulars.	in INR
FCL & MT 20'	2,702.10
FCL & MT 40'	4,053.15
FCL & MT 45'	5,404.20
19.Charges for Flat Rack Bundling/Unbundling	
Particulars.	in INR
Flat Rack 20'	286.89
Flat Rack 40'	430.34
Flat Rack 45'	573.78
20.Twist lock cutting charges (excluding lift off/ lift on and tpt as per SOR) per lock	in INR 2,026.24
21. Haz bund cleaning charge-administrative charge (excluding cost recovery) per container	in INR 2,026.24
(Minimum INR 2026.24 or 10% of the cost whichever is higher)	
22. Door turning activity	
Particulars.	in INR
FCL & MT 20'	2,702.10
FCL & MT 40'	4,053.15
FCL & MT 45'	5,404.20
23. Express delivery	
Particulars.	in INR
FCL & MT 20'	5,404.20
FCL & MT 40'	8,106.30
FCL & MT 45'	10,808.40

24. Block stow rent-per month-per block slot of 28 TEUs
(non haz)

in INR
148,580.56

25. Break bulk handling(per crane hour)

in INR
202,617.17

26. Lashing inspection charges for ROB containers only per container

in INR
68.12

27. Entry before gate open (Early Gate In)

FCL & MT 20'
FCL & MT 40'
FCL & MT 45'

in INR
4,135.30
6,202.95
8,270.60

28. Lashing for F/R or ODC- per container

in INR
1,891.27

29. Providing Open yard space for Re-working or any other inspection (per 20')

in INR
103,533.43

30. Use of Special Equipments

Truck hire charges-per shift of 8 hours
Trailer hire charges--per shift of 8 hours
Reachstacker hire charges--per shift of 8 hours
Forklift hire charges--per shift of 8 hours

in INR
2,702.10
10,808.40
24,318.90
5,404.20

31. Selective container delivery

FCL & MT 20'
FCL & MT 40'
FCL & MT 45'

in INR
7,293.92
10,940.88
14,587.84

32. Reinsertion of container in EAL

FCL & MT 20'
FCL & MT 40'
FCL & MT 45'

in INR
2,430.96
3,646.44
4,861.92

33. Administrative charges for charges on

a. sludge removal from Vessel (per Vessel)
b. garbage removal from Vessel (per Vessel)
c. Supplies to Vessel (per Vessel)

in INR
23,640.16
23,640.16
16,885.83

34. Reefer Temperature Variance

FCL & MT 20'
FCL & MT 40'
FCL & MT 45'

in INR
2,702.10
4,053.15
5,404.20

For variation of more than +/- 5 degrees than required temperature

SECTION 11- Dwell time charges

A. Loaded Import containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 2 Days		Free	Free
3 -15 days	(20')	4.37	213.43
	(Over 20')	8.74	426.85
	(Over 40')	13.11	640.28
16 - 30 days	(20')	8.74	426.85
	(Over 20')	17.48	853.71
	(Over 40')	26.22	1280.56
Thereafter	(20')	17.48	853.71
	(Over 20')	34.96	1707.41
	(Over 40')	52.44	2561.12

B. Loaded Export containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 2 Days		Free	Free
3-15 days	(20')	4.37	213.43
	(Over 20')	8.74	426.85
	(Over 40')	13.11	640.28
16 - 30 days	(20')	8.74	426.85
	(Over 20')	17.48	853.71
	(Over 40')	26.22	1280.56
Thereafter	(20')	17.48	853.71
	(Over 20')	34.96	1707.41
	(Over 40')	52.44	2561.12

C. Rail in Rail out /non vessel bound Loaded/Empty containers

Particulars.	Container Type	Rail in -Rail out/Non vessel bound (in US\$)
First 2 Days		Free
3 -15 days	(20')	4.37
	(Over 20')	8.74
	(Over 40')	13.11
16 - 30 days	(20')	8.74
	(Over 20')	17.48
	(Over 40')	26.22
Thereafter	(20')	17.48
	(Over 20')	34.96
	(Over 40')	52.44

D. Empty Import or Export containers

Particulars.	Container Type	Rail in -Rail out/Non vessel bound (in US\$)	Coastal Vessels (in INR)
First 2 days		Free	Free
First 3-15 Days	(20')	4.37	213.43
	(Over 20')	8.74	426.85
	(Over 40')	13.11	640.28
16-30 days	(20')	8.74	426.85
	(Over 20')	17.48	853.71
	(Over 40')	26.22	1280.56
Thereafter	(20')	17.48	853.71
	(Over 20')	34.96	1707.41
	(Over 40')	52.44	2561.12

E. (i) ICD - Empty Import and Export Containers moved by Rail

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 Days		Free	Free
8 - 15 days	(20')	4.37	213.43
	(Over 20')	8.74	426.85
	(Over 40')	13.11	640.28
16- 30 days	(20')	8.74	426.85
	(Over 20')	17.48	853.71
	(Over 40')	26.22	1280.56
Thereafter	(20')	17.48	853.71
	(Over 20')	34.96	1707.41
	(Over 40')	52.44	2561.12

E. (ii) ICD - Loaded Import and Export Containers moved by Rail

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 Days		Free	Free
8 - 15 days	(20')	4.37	213.43
	(Over 20')	8.74	426.85
	(Over 40')	13.11	640.28
16- 30 days	(20')	8.74	426.85
	(Over 20')	17.48	853.71
	(Over 40')	26.22	1280.56
Thereafter	(20')	17.48	853.71
	(Over 20')	34.96	1707.41
	(Over 40')	52.44	2561.12

F. Transhipment loaded Containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 days		Free	Free
8-15 days	(20')	6.56	320.14
	(Over 20')	13.10	639.55
	(Over 40')	19.66	960.20
Thereafter	(20')	13.11	640.28
	(Over 20')	26.19	1279.09
	(Over 40')	39.32	1920.40

G. Transhipment empty containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 7 days	(20')	6.56	320.14
	(Over 20')	13.10	639.55
	(Over 40')	19.66	960.20
8-15 days	(20')	13.11	640.28
	(Over 20')	26.19	1279.09
	(Over 40')	39.32	1920.40
Thereafter	(20')	26.22	1280.56
	(Over 20')	52.38	2558.19
	(Over 40')	78.64	3840.80

H. Shutout loaded & empty containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
1-15 days	(20')	4.37	213.43
	(Over 20')	8.74	426.85
	(Over 40')	13.11	640.28
16 - 30 days	(20')	8.74	426.85
	(Over 20')	17.48	853.71
	(Over 40')	26.22	1280.56
Thereafter	(20')	17.48	853.71
	(Over 20')	34.96	1707.41
	(Over 40')	52.44	2561.12

I. Back to Town loaded & empty containers

Particulars.	Container Type	Foreign Going Vessels (in US\$)	Coastal Vessels (in INR)
First 3 days		Free	Free
4-15 days	(20')	4.37	213.43
	(Over 20')	8.74	426.85
	(Over 40')	13.11	640.28
16-30 days	(20')	8.74	426.85
	(Over 20')	17.48	853.71
	(Over 40')	26.22	1280.56
Thereafter	(20')	17.48	853.71
	(Over 20')	34.96	1707.41
	(Over 40')	52.44	2561.12

Notes:-

1. The total storage period for an import container shall commence from the day following the day of landing and for export container shall commence from the time container enters into the terminal upto the day of shipment /delivery/date of removal of the container and include Sundays and Holidays.

2. Transshipment containers whose status (mode of dispatch) is subsequently changed locally shall lose the concessional dwell time as prescribed in Section 11 item (E). Dwell time charges/ Other Charges for such containers shall be recovered at par with import/export containers. A transshipment box, moved other than as defined above, shall be charged at Tariffs applicable to a export/ import container. Such a move will not be treated as a transshipment move.

3. Transshipment containers subsequently changing the mode of dispatch to rail shall be treated as other ICD containers for the purpose of levy of storage fees. In such cases additional shifting charges will be applicable for movement of containers from container yard to ICD yard.

4 The users will not have to pay storage charges for the period during which GTI is not in a position to deliver/ shift the containers when requested by the users.

5. Normal import containers subsequently changing the mode of dispatch to rail will enjoy the free period applicable to normal import containers only.

6. The total storage period for a shutout container shall be calculated from the day following the day when the container has become shutout till the day of Shipment/delivery.

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(i) Dwell time charges for Hazardous containers shall attract 1.50 times the normal applicable charges.

(ii) Dwell time charges for Over height and over dimensional containers shall attract 3 times the normal applicable charges.

(iii) Dwell time charges is applicable on Master/ Prime container as well Slave/Pay Load containers incase of Bundle container.

8. The storage charges on abandoned FCL containers /shippers owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the days 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 the condition that,

(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 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 Custom Authorities and the same cannot be de-stuffed, the storage charges will cease to apply from the day the Custom order 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 day of such removal.

9. The status of the vessel, as borne out by its certification by the Director General of Shipping shall be the deciding factor for its classification as "coastal" or "foreign going" for the purposes of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose. The concessional coastal tariff will be applicable for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh in terms of Notification No.38/2018- Customs (N.T.) dated 11 May 2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.

10. Charges for handling TP containers between GTI and any other Terminal at JNPT -

(a) If a container is discharged by the GTI and loaded by the at other terminal, the charges will be as under:

50% of transshipment container handling charges and Lift on charges as per the GTIPL scale of rates will be charged to the line by the GTI. For the same container the other terminal will charge 50% of the transshipment container handling charges and lift on charges as per its scale of rates and, in addition, also levy a charge towards inter-terminal transfer.

(b) If a container is discharged by other terminal and loaded by the GTI at its terminal, the charges will be as under: the other terminal will charge 50% of transshipment container handling charges to the line as per its scale of rates. for the same container the GTI will charge 50% of TP handling charges as per its scale of rates; and, in addition, also levy a charge of **Rs.2,539.41** (for 20' container) and **Rs.3,809.23** (for 40' container) towards inter-terminal transfer.

11 (i) Container-related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India, as may be specified from time to time, prevalent on the date of entry of the vessel into the Terminal (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 re-conversion of the dollar - denominated charges into Indian rupees.

(ii) The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pellets, should not exceed 60% of the normal cargo / container related charges.

12 (i) The user shall pay penal interest on delayed payments of any charge under this scale of rates. Likewise, the GTIPL shall pay penal interest on delayed refunds.

(ii) The rate of interest will be 15 % p.a.

The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later/ or as per the individual customer agreements.

The delay in payments by the user will be counted only 10 days after the date of raising the bills by GTIPL, or as agreed in the customer contract. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and/or where payment of charges in advance is prescribed in this Scale of Rates.

13. A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

14. Inter terminal rail handling charges is Rs.808.32 for 20' container and Rs.1616.64 for 40' container at all the JNPT terminals.

15. An amount of Rs.170/- per container will be levied from 28th October 2021 onwards on all containers (except transshipment and coastal) handled at the Major Port Trusts and BOT terminals operating there at towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by DMICDC for a period of three years thereon i.e upto 27th October 2024. The approval accorded would automatically lapse thereafter unless specifically extended by the Authority.

MUC / LDB charges is applicable on Master/ Prime container as well Slave/Pay Load containers incase of Bundle containers.

GENERAL NOTES

1. Containers less than and up to 20 feet in length will be reckoned as one TEU for the purpose of Tariff.
2. The consolidated charges as above include the following elements, viz Stevedoring, use of Gantry crane, use of transfer crane, stowage planning etc., wharfage on tare weight of containers and containerized cargo, transportation.
3. Containers other than that of standard size requiring special devices or slings or handling will be charged twice the applicable rates. Such containers will also include damage containers and any other type requiring special devices.
4. A container from a foreign port landing at GTI for subsequent transshipment to an Indian port on a coastal voyage or vice versa would be charged at 50% of the transshipment charge prescribed for foreign going vessel and 50% of that prescribed for the coastal category.
5. In case a vessel idles due to non availability or breakdown of the shore based facilities of GTI or any other reasons attributable to the GTI, rebate equivalent to berth hire charges payable to JNPT accrued during the period of idling of vessel shall be allowed.
6. Users will not be required to pay charges for delays beyond a reasonable level attributable to the Terminal operator.

Navi Mumbai,
dated 24th February 2026.

GAURAV DAYAL, (I.A.S.),
Chairman, JNPA.