



केन्द्रीय भण्डारण निगम
(भारतसरकार का उपक्रम)
CENTRAL WAREHOUSING CORPORATION
(A GOVT. OF INDIA UNDERTAKING)
क्षेत्रीय कार्यालय अहमदाबाद : REGIONAL OFFICE: AHMEDABAD



No.CWC/RO-AHD/Busi-CFS-KPT-TAMP/2019-20/ 6412

Dated: 02/01/2020

→ **The Director**
Tariff Authority for Major Ports
4th Floor, Bhandar Bhavan,
Mujavar Pakhadi Road, Mazgaon
Mumbai-400 010
Kind Attn. Sh. Anuradha H. Sharma, Director

Sub: Proposal from CWC for general revision of tariff for services rendered by CWC at CFS Kandla Port: submission of desired documents/clarification .—reg

Ref.: TAMP Letter No.TAMP/53/2016-CWC dated 22/08/2019 asking CWC to submit Tariff for the services rendered by CFS at Deendayal Port Trust etc.

Sir,

Kindly, refer this office letter and TAMP letter as referred above in respect of tariff proposal submitted by CWC for services rendered at CFS Kandla Port at Deendayal Port Trust.

In compliance of your letter dated 22.08.19, it is submitted that:

- (i) Desired Forms from 1 to form 8 along with proposed scale of Rates and Audited Annual Accounts for the past three years 2015-16, 2016-17 and 2017-18, for filing tariff proposals by BOT operators operating at Major Port Trusts under Tariff Guidelines issued by TAMP to operationalise the Tariff Guidelines 2019.

Keeping in view of above facts, it is requested to convey approval for proposed tariff at CWC-CFS Kandla port, at the earliest please.

Thanking You..

Encl: As Above

Yours faithfully,


(VISHNUVARDHAN M)
REGIONAL MANAGER

Copy to:

1. The General Manager (Comm.), CWC, CO, New Delhi.
2. The SAM(A/Cs), CWC, RO, Ahmedabad.

REGIONAL MANAGER

	<p style="text-align: center;">केन्द्रीय भण्डारण निगम (भारतसरकार का उपक्रम) CENTRAL WAREHOUSING CORPORATION (A GOVT. OF INDIA UNDERTAKING) क्षेत्रीय कार्यालय अहमदाबाद : REGIONAL OFFICE: AHMEDABAD जन जन के लिए भण्डारण: Warehousing for everyone</p>	
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CWC/RO-Ahd/Busi/CFS-KPT-TAMP/2019-20:

Date: 02.01.2020

UNDERTAKING

We have carefully gone through 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 in consultation with concerned BOT operators and Major Port Trusts and have prepared the proposal for fixation of tariff in accordance with the said Tariff Guidelines and Working Guidelines, in the formats and supporting documents as prescribed by the Tariff Authority for Major Ports. The proposed tariff will have a validity period of three years from 01.04.2020 to 31.03.2023 and we would submit a suitable proposal at least three months before the expiry of the validity period.

Signature



Date

MANAGER (CFS)
CWC-CFS-KPT

Checklist of Forms and other information/ documents to be submitted for filing tariff proposals by BOT operators operating at Major Port Trusts under Tariff Guidelines, 2019 and Working Guidelines issued by TAMP to operationalise the Tariff Guidelines, 2019.		
Sl. No.	Title of Tariff Filing Forms	Tick
1	Covering letter - including the undertaking and Separate Agreement entered with the concerned Major Port Trust to the effect that the BOT operators agrees to abide by the Tariff Guidelines, 2019	✓
2	Highlights of the proposal	
3	Computation of ARR - Form 1	✓
4	Working relating to admissibility / non admissibility of Royalty/ Revenue Share as pass through in ARR computation as per clause 2.2. of Tariff Guidelines, 2019 - Form 2	✓
5	Computation of Working Capital as per norms - Form 3	✓
6	Revenue Estimation at the proposed Scale of Rates - Form 4	✓
7	Audited Annual Accounts for the past three years Y1, Y2 and Y3	
8	Proposed Scale of Rates	✓
9	Comparison of existing SOR and conditionalities vis-à-vis proposed tariff and conditionalities - Form 5	✓
10	Reconciliation statement of expenses reported in Audited Annual Accounts under IND AS and expenditure considered in the cost statement as per IGAAP for each of the years under consideration - Form 6 (A)	✓
11	Reconciliation statement duly certified by a practicing Chartered Accountant/ Cost Accountant relating to total expenses considered in the cost statement and total expenses reflected in the Audited Annual Accounts for each of the years under consideration - Form 6 (B)	✓
12	Fixed assets statement as per IGAAP considered in the ARR computation giving details of the adjustment duly certified by a practicing Chartered Accountant/ Cost Accountant - Form 7	✓
13	Analysis of Past Period Performance - Form 8	✓
14	Documents specified at sl. no.1,2,3,4,5,6,8,9,10,11,12 and 13 to be furnished in soft copy as well. All forms submitted in Excel format should be with proper linkages	✓
15	Any other relevant information (Please specify)	

[Handwritten Signature]

MANAGER (CFS)
CWC-CFS-KPT

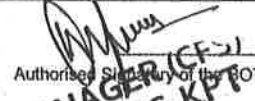



Computation of Annual Revenue Requirement under Tariff Policy, 2019 for Determination of Tariff for BOT operators operating at Major Port Trusts.

Sl. No.	Description		Rs. in lakhs			
			2015-16	2016-17	2017-18	
(1).	Total Expenditure	(As per Audited Annual Accounts)	Note 1			
(i).	Operating expenses (including depreciation)		296.73	291.13	455.96	
(ii).	Finance and Miscellaneous expenses (FME)		17.01	17.90	31.09	
	Total Expenditure 1=(i)+(ii)		296.73	291.13	455.96	
(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					
(ii).	Other expenditure items, if any, to be listed					
	Total of Adjustments 2=(i)+(ii)+ ----					
(3).	Less Adjustments:					
(i).	Actual Royalty / Revenue share paid to the port					
(ii).	Interest on loans					
(iii).	Provision for bad and doubtful debts					
(iv).	Provision for slow moving inventory					
(v).	Other provisions, if any		7.93	4.06	8.01	
	Total of 3 = [3(i)+3(ii)+3(iii)+3(iv)+3(v)]		7.93	4.06	8.01	
(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)		288.79	287.07	447.95	
(6).	Average Expenses of Sl. No.5 = [Y1 + Y2 + Y3] / 3				341.27	
(7).	Capital Employed					
(i).	Gross Fixed Assets (Property, Plant & Equipment) as on 31st March 2018 followed by the BOT operator (As per IGAAP)				3,974.39	
(ii).	Add: Capital Work in Progress as on 31st March 2018 followed by the BOT operator (As per Audited Annual Accounts)				2.82	
(iii).	Add: Working Capital as per norms prescribed in clause 2.6 of the Tariff Guidelines, 2019		As per Form 3 & Note 4			
	(a). Inventory					
	(b). Sundry Debtors					
	(c). Cash					
	(d). Sum of (a)+(b)+(c)					
(iv).	Total Capital Employed [(i)+(ii)-(iii)]				3,977.00	
(8).	Return on Capital Employed 16% on Sl. No.7(iv)				636.32	
(9).	Annual Revenue Requirement (ARR) as on 31 March 2018 [(6)+ (8)]				977.59	
(10).	Indexation in the ARR @ 100% of the WPI applicable for the year Y4 for example, if Y4 is 2018-19, then the applicable WPI is 3.45% and the Indexed ARR for the year Y4 will be (9) x 1.0345)				1,011.32	
(11).	Ceiling Indexed Annual Revenue Requirement (ARR) as given in Sr. No.10 above.				1,011.32	
(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			

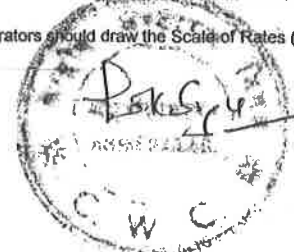
CERTIFICATE

It is certified that the information furnished in the above statement for determination of the Annual Revenue Requirement has been verified with reference to the Audited Annual Accounts of the respective years and found to be in order.

Date Place	 Authorised Signatory of the BOT Terminal MANAGER (CFS) CWC-CFS-KPT	Chartered Accountant or Cost and Management Accountant in practice.  भाविक् पारीख / BHAVIK PARIKH चे. अका. प्रमाण (फिटा) / Sr. Asset Manager (Accts.) चे. अका. प्रमाण (फिटा) / Sr. Asset Manager (Accts.)	Date Place
	Date Place		

Notes

- Furnish reconciliation statement reconciling total expenses, as per the Annual Accounts for the respective years with the total expenses considered in the above statement for each of the years as per the format prescribed in Form 6B.
- As stipulated in clause 2.3.2. of the Tariff Guidelines, 2019, in case there is variation in the expenditure reported under IND AS and IGAAP (like depreciation), then necessary adjustments to be done in ARR computation by excluding IND AS figure and considering figures as per IGAAP. This should be supported with detailed working & reconciliation statement.
- As stipulated in Clause 2.2. of the Tariff Guidelines, 2019, 'Royalty/Revenue share' payable to the landlord port by the BOT operator will not be allowed as an admissible cost for tariff computation as decided by the Ministry of Shipping vide its Order No.PR-14019/6/2002-PG dated 29 July 2003. In those cases where bidding process was finalised before 29 July 2003, the tariff computation will take into account royalty/ revenue share as cost subject to maximum of the amount quoted by the next highest bidder for tariff fixation. The BOT operator shall furnish detailed working as per the Format given in Form 2.
- Furnish detailed working for each of the components of the working capital following the norms prescribed in clause 2.6 of the Tariff Guidelines, 2019 as per the format prescribed in Form 3.
- Based on the indexed ceiling ARR computed in the above statement at Sl. No.10 above, the BOT operators should draw the Scale of Rates (SOR) complying with clauses 2.10 to 2.11.3 of the Tariff Guidelines, 2019.



Working relating to admissible Royalty/ Revenue Share as pass through in ARR computation as per clause 2.2. of Tariff Guidelines, 2019

(Rs. in lakhs)					
Sl. No.	Description	2015-16	2016-17	2017-18	Remarks, if any
(1).	Royalty/ Revenue share as reported in the Audited Annual Accounts				
(2).	Royalty / Revenue share admissible to the extent of the second quote in terms of % as considered in last Scale of Rates for Tariff Fixation (in %)				
(3).	Royalty/ Revenue share Admissible to the extent of the second quote in terms of Rupees in lakhs (1 *2)				
<p>As stipulated in Clause 2.2. of the Tariff Guidelines, 2019, 'Royalty/Revenue share' payable to the landlord port by the BOT operator will not be allowed as an admissible cost for tariff computation as decided by the Ministry of Shipping vide its Order No.PR-14019/6/2002-PG dated 29 July 2003. In those cases where bidding process was finalised before 29 July 2003, the tariff computation will take into account royalty/ revenue share as cost subject to maximum of the amount quoted by the next highest bidder for tariff fixation.</p>					

[Signature]
**MANAGER (CFS)
 CWC-CFS-KPT**

[Signature]
भाविक पारीख/BHAVIK PARIKH
 हरि. सह. प्रबंधक (लेखा)/Sr. Asstt. Manager (Accts.)
 के.प.नि., शे. का., अहमदाबाद./CWC, RO, Ahmedabad.



Computation of Working Capital as per norms

Rs. in lakhs

Sl. No.	Working Capital Items as per norms	As reported in the Audited Annual Accounts as on Year Y3.	Norms as per clause 2.6 of the Tariff Guidelines, 2019	Considered in the Form 1
(i).	Allowable Inventory			
(a)	Capital spares		One year average consumption	
(b)	Other Inventory excluding fuel and customized spares		Six months average requirements	
	Sub-total (i) = (a)+(b)			
(ii).	Allowable Sundry Debtors *			
(a)				
(b)				
	Sub-total (ii) = (a)+(b)			
(iii).	Allowable Cash balance			
	Cash Expenses		One months Cash Expenses	
	Sub-total (iii)			
(iv).	Total Working Capital as per norms (I+ii+iii)			

Notes

- 1 Advance payment of Revenue Share / royalty to the landlord port flowing from the contractual obligations will be recognised as a part of sundry debtors.
- 2 Advance payment of lease rental / license fee to landlord port flowing from the contractual obligations will be recognised as part of sundry debtors. If lease rent is payable annually in advance, then recognising that the advance payment will get adjusted against the rent payable for the respective month and at the end of the year entire advance is adjusted, the average of the pre-payment at 50% of the lease rentals to be considered as Sundry Debtors for computation of working capital.

भाविक पारीख / BHAVIK PARIKH
वरि. सह. प्रबंधक (लेखा) / Sr. Asstt. Manager (Accts.)
के.भ.नि., शे. का., अहमदाबाद, /CWC, RO, Ahmedabad.



MANAGER (CFS)
CWC-CFS-KPT

Revenue Estimation at the proposed Scale of Rates

(A). Traffic details

Sl. No.	Description	Actual Traffic			Total	Average
		Y1(2018-19)	Y2(2019-20)	Y3(2020-21)		
(1).	Total Actual Traffic handled (in Metric Tonnes/ TEUs)	867	350	800	2017	672.3333333
(2).	Actual Vessel Traffic					
(i)	Number of vessels handled					
(ii)	Total Gross Registered Tonnage (GRT)*					

*To be furnished by BOT operators authorised to levy berth hire charges.

(B). Revenue Estimation

Sl. No.	Description	Existing tariff	Reference to the schedule and Sl. No. in existing SOR	Proposed Tariff	Unit of levy	Reference to the schedule and Sl. No. in proposed SOR	Average of the actual traffic handled by the BOT operator during the years Y1, Y2 and Y3	Revenue estimation at the proposed tariff (Rs. in lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9) = 5*8	(10) = (5-3)/3
A. Tariff Items									
IMPORT OPERATIONS									
Import Loaded Movement + LO:									
	Providing road vehicles at Container Yard, Kanda Port and taking over loaded containers placed by Terminal operators on the vehicles provided by the contractor, after due inspection of the condition of the container, the lock & seals and on completion of the required formalities, transporting the same to the Container Freight Station, CWC, Kanda Port (under customs escort wherever / whenever required), fit-off & stacking in the CY up to three high [As mentioned in Clause No. XXI-1]		A XXI-1			A XXI-1			
	TEU	1800		2600	TEU		349	977200	333.3333333
	FEU	2700		4200	FEU			0	500
	De-stuffing:		XXI-2			XXI-2		0	
	De-stuffing the container as per the procedure laid down, inventory of the cargo and stacking the same in the Import Warehouse / Open Yard (preferably by means of mechanical equipment) and carrying empty containers to the ECY or any other designated area within the CFS Complex and stacking them three high (irrespective of time lag between different operations as mentioned in Clause No. XXI-2)							0	
(a)	General cargo							0	
	TEU	2500		3000	TEU		349	1047000	166.6666667
	FEU	3750		3800	FEU			0	16.6666667
(b)	Scrap/ Heavy cargo							0	0
	TEU	3800		3800	TEU			0	0
	FEU	5700		5700	FEU			0	0
	Examination:		XXI-3(a)			XXI-3(a)		0	
	De-stuffing of the loaded container stacked in the yard by grounding them, wherever necessary (which may include transportation within the complex) for facilitating custom examination and stuffing the cargo back into the same container or any other containers after custom examination or loading the cargo / container on to road vehicles and stacking the loaded / empty container as the case may be in the LCY / ECY or any other designated area. [As mentioned in clause no. XXI-3 (a)]							0	
(a)	General cargo		I			I		0	
	Cargo Handling up to 25%		(i)			(i)		0	0
	TEU	1500		1600	TEU			0	0
	FEU	2400		2400	FEU			0	0
(b)	Cargo Handling beyond 25%		(ii)			(ii)		0	0
	TEU	2200		2200	TEU			0	0
	FEU	3300		3300	FEU			0	0
(c)	Scrap/ Heavy cargo		II			II		0	0
	TEU	2600		2600	TEU			0	0
	FEU	3900		3900	FEU			0	0
(v)	RMS Container Examination: Retrieval of the loaded container stacked in the yard by grounding (which may include transportation within the complex) for facilitating Seal Verification and loading customs cleared loaded container on trailer. As mentioned in clause XXI-3(b)]		XXI-3(b)			XXI-3(b)		0	
	TEU	1410		2500	TEU			0	393.3333333
	FEU	2115		3200	FEU			0	361.6666667
(v)	Cargo Delivery: Arranging Customs examination of cargo (which would include unpacking and re-packing of packages, providing suitable straps etc, or weightment, sealing wherever required on free of charge), and placing them in the stacks / open yard, if necessary, and loading the entire consignment in to trucks / vehicles provided by the importer/CHA at the import warehouse/ open yard [As mentioned in Clause No. XXIV]		XXI-4(a)			XXI-4(a)		0	
(a)	Cargo Delivery from Godown/Yard	Per QTL			Per QTL			0	
	Manual	8.2		8.2			349	686832	0
	Mechanical	10.2		10.2				0	0
(b)	Cargo delivery from Loaded Container		XXI-4(b)			XXI-4(b)		0	0
	Manual	8.2		8.2				0	0
	Mechanical	10.2		10.2				0	0
B. EXPORT OPERATIONS									
(i)	Carting: Unloading the cargo from the trucks / vehicles provided by CHA/Exporter/User at CWC, CFS complex and stacking the same in the Export Godown / Open Yard by means of suitable mechanical equipment or by any other appropriate means, after due inventory [As mentioned in Clause No. XX(5)]		XXI-5			XXI-5		0	
	Manual (PER QTL)	8.2		8.2	PER QTL		323	63264	0
	Mechanical (PER QTL)	10.2		10.2	PER QTL			0	0

MANAGER (CFS)
CWC-CFS-KPT

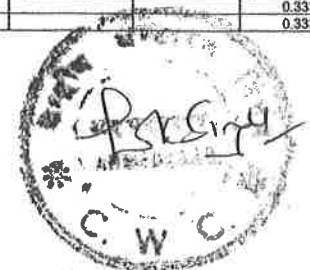
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के. भ. नि. क्षे. डा. अहमदाबाद./CWC. RO. Ahmedabad.



	Examination, Stuffing : Providing labour or appropriate equipment and arranging custom examination (which would include unpacking and re-packing of packages providing suitable straps / scales or weightment wherever / whenever required on free of cost) and re-stacking, if necessary, and consolidating the stocks / cargo, shifting of nominated empty container after retrieving the same from CFS container yard, Placing the container, stuffing, locking & sealing and subsequent internal movement of the loaded container to make space available for keeping the next container for stuffing purpose. [As mentioned in clause no. XXI(6)]		XXI-6		XXI-6			
(a)	A. General Cargo		(i)		(i)			
	TEU	2500		3000	TEU		323	990000
	FEU	3750		4500	FEU			166.6666667
								250
(b)	B. Scrap/ Heavy Cargo		(ii)		(ii)			
	TEU	3800		4560	TEU			253.3333333
	FEU	5700		6840	FEU			300
	Direct Stuffing :		XXI-7		XXI-7			
(ii)	Unloading the cargo from the vehicles at CFS complex and stacking the same in the yard by means of suitable mechanical equipment or by any other appropriate means, after due inventorization. Providing labour or appropriate equipment for customs examination (which would include weightment wherever/whenever required on free of cost), and consolidating the nominated stocks/cargo, shifting the nominated empty container after retrieving the same from CFS container yard, Placing the container at Stuffing point, stuffing the let-export cargo in to the nominated container by use of suitable mechanical equipment or by other means, locking and sealing container on completion of required formalities after following the prescribed procedure, subsequent internal movement of the loaded container to make space available for keeping the next container for stuffing purpose. [As mentioned in Clause No. XXI(7)]							
(a)	A. General Cargo		(i)		(i)			
	TEU	2800		3500	TEU			233.3333333
	FEU	4200		5250	FEU			350
(b)	B. Scrap/ Heavy Cargo		(ii)		(ii)			0
	TEU	4000		5000	TEU			606.6666667
	FEU	6000		9000	FEU			1000
(iv)	Transportation of Export loaded container: Providing road vehicles at CWC-CFS Kandla port, Lift-On, taking over the loaded Export Container and transportation of the same from CFS to CSY, Kandla Port (under custom escort wherever / whenever required) and handing over the same to the port authorities, obtaining clear "EQUIPMENT INTERCHANGE REPORT" (EIR) & to submit the same to CWC-CFS authorities [As mentioned in Clause No. XXI(8)]		XXI-8		XXI-8			0
	TEU	1800		2300			323	742900
	FEU	2700		3200				166.6666667
								166.6666667
(v)	GENERAL OPERATIONS Empty Container Movement: Providing suitable vehicles and arranging transportation of Empty Container after due inspection about condition of the container (A) from CSY- Kandla Port Trust to CWC-CFS Kandla Port (B) From any other CFS / Container yard within a road distance of 15 kms. from the CFS Kandla Port, to CWC-CFS Kandla Port, (Lift-on/off inside CSY Kandla Port/ Other designated Yard would not be on account of contractor) lift-off & stacking up to three high in CWC-CFS, CY or vice-versa [As mentioned in clause No. XXI (9)]		C XXI-9		C XXI-9			0
(a)	TO/FRO CFS-Kandla Port							0
	TEU	900		1100	TEU			100
	FEU	1200		1600	FEU			100
(b)	TO/FRO any Yard < 15 Kms							0
	TEU	1400		1900	TEU			166.6666667
	FEU	2100		2800	FEU			156.6666667
(vi)	Inland Container Shifting: Shifting of empty / loaded containers (including lift on/ lift-off) from one location to another location within the CWC-Container Freight Station Complex at the designated place including stacking the same upto three high by use of appropriate handling equipment. [As mentioned in clause No. XXI(10)]		XXI-10		XXI-10			0
(a)	EMPTY CONTAINER							0
	TEU	950		1000	TEU			3.333333333
	FEU	1485		1500	FEU			5
(b)	LOADED CONTAINER							0
	TEU	1320		1400	TEU			26.66666667
	FEU	1980		2000	FEU			6.666666667
	Note: Not applicable if shifting of container is required for retrieval of the container for onward movement / any delivery thereof or for normal housekeeping							0
(vii)	Lift on / Lift off: (including retrieval) of containers into / from road vehicles of parties at the Container Freight Station, CWC, Kandla Port. [As mentioned in clause No. XXI (11)]		XXI-11		XXI-11			0
(a)	EMPTY CONTAINER							0
	TEU	700		800	TEU			33.33333333
	FEU	1050		1100	FEU			16.66666667
(b)	LOADED CONTAINER							0
	TEU	1000		1200	TEU			66.66666667
	FEU	1500		1700	FEU			66.66666667
(viii)	Washing, etc.: Shifting of empty containers from any location within CFS complex to Washing / Cleaning / Repair Yard and back to any location in the CWC, CFS complex as prescribed (washing and cleaning to be done by the contractor with out any extra remuneration) As mentioned in clause No. XXI(12)		XXI-12		XXI-12			0
	TEU	1100		1100	TEU			0
	FEU	1650		1650	FEU			0
(ix)	Movement / shifting of cargo from one place to any other place for weightment or other purpose, within same godown [As mentioned in clause No. XXI(13)(Rate Per QTL)		XXI-13		XXI-13			0
	MANUAL	11		12	PER QTL			0.333333333
	MECHANICAL	13		14	PER QTL			0.333333333

Signature
MANAGER (CFS)
CWC-CFS-KPT

Signature
भाविक् पारीख / BHAVIK PARIKH
 वरि. सहा. प्रबंधक (लेखा) / Sr. Asstt. Manager (Accts.)
 के. म. नि., भे. का., अहमदाबाद. / CWC, RO, Ahmedabad.



(x)	Movement/ shifting of cargo from one place/ godown/ CY to any other place/ godown/ CY for weighment or other purpose, within CWC-CFS complex (As mentioned in clause no. XXI-14)		XXI-14			XXI-14			
	PER QTL	13		14	PER QTL				0.333333333
(xi)	Palletization: Providing the labour for palletization of cargo including preparation of pallets of appropriate size, strapping as per requirement (material i.e. rassy wooden pallets, straps, nails or other material required for the purpose of preparation of pallets will be arranged by the party) & stacking the pallets in the designated stack (As mentioned in Clause XXI (15))		XXI-15			XXI-15			
	PER QTL	14		16	PER QTL				0.333333333
(xii)	Bagging: Providing labour for filling up loose cargo/ bag cargo in to the fresh bags (materials to be provided by the party), stitching them, weighment (wherever required) & stack the same at the appropriate place (As mentioned in Clause XXI (16))		XXI-16			XXI-16			
	PER QTL				PER QTL				
(xiii)	Reworking of Containers: Providing the labour and appropriate equipment for destuffing of the cargo from the container and restuffing the cargo in the same or other nominated container after completing the formalities as required by Manager (CFS) (As mentioned in clause XXI (17))		XXI-17			XXI-17			
(a)	Reworking up to 25%		a			a			
	TEU	2200		2200	TEU				0
	FEU	3300		3300	FEU				0
(b)	Reworking beyond 25%		b			b			0
	TEU	2600		2600	TEU				0
	FEU	3900		3900	FEU				0
(xiv)	Back to town i.e. Loading of Shut out cargo								0
	PER QTL	11		11	PER QTL				0
(xv)	Locking Charges (On user's request):								0
	PER Container	54		54					0
(xvi)	Charges for Fumigation								0
(a)	Fumigation Charges with Methyl Bromide								0
	TEU	1800		2000	TEU				66.66666667
	FEU	3400		3600	FEU				66.66666667
(b)	Fumigation Charges with Aluminium Phosphide								0
	TEU	600		700	TEU				33.33333333
	FEU	1000		1100	FEU				33.33333333
Total estimated Revenue at the proposed tariff									4486496

CERTIFICATE

It is hereby certified that the Revenue estimation furnished in the above statement has been verified and found to be in Order.

Authorized Signatory of the BOT Terminal

Chartered Accountant/ Cost and Management Accountant In practice

Date
Place

Date
Place

Notes: 1. The BOT operator shall give workings separately in support of the above revenue estimation.
2. For miscellaneous items, if detailed computation is not possible, Operator may estimate based on the previous year's actuals.

[Signature]
**MANAGER (CFS)
CWC-CFS-KPT**

[Signature]
भाविक पारीख/ BHAVIK PARIKH
वरि. सह. प्रबंधक (लेखा)/Sr. Assit. Manager (Accts.)
के.भ.नि., क्षे. का., अहमदाबाद./CWC, RO, Ahmedabad.



Reconciliation statement of expenses reported in Audited Annual Accounts under IND AS and expenditure considered in the cost statement as per IGAAP for each of the years under consideration.

NOTE: If the Audited Annual Accounts is reported in IND AS, this statement should reflect the expenditure reported in the Audited Accounts under IND AS and expenditure as per IGAAP (like depreciation). Wherever, there is variation, like depreciation figure and the difference should be adjusted in ARR computation at Bl. No.2 in Form 1

Sr. No.	Particulars	2015-16			2016-17			2017-18			Remark for variation, if any
		As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 Sl. No.(2)	As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 Sl. No.(2)	As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 Sl. No.(2)	
(1)	Depreciation & Amortization										
	(a)										
	(b)										
	(c)										
	Total										
(2)	Other Expenses										
	(a)										
	(b)										
	(c)										
	(d)										
	(e)										
	(f)										
	(g)										
	Total										
	Total Expenses										
IND as not followed in the Corporation Hence no Variation											
CERTIFICATE											
It is certified that the information furnished in the above reconciliation statement has been verified and found to be in order.											
_____ Authorised Signatory of the BOT Terminal						_____ Chartered Accountant/ Cost and Management Accountant in practice					
Date Place						Date Place					

Note: The above is a broad format. The BOT operator may suitably include any items if not covered in the format. IND As not followed in the Corporation

[Signature]
MANAGER (CFS)
CWC-CFS-KPT

[Signature]
भाविक पारीख/BHAVIK PARIKH
वरि. सहा. प्रबंधक (लेखा)/Sr. Asstt. Manager (Accts.)
के. भ. नि., से. का., अहमदाबाद./CWC, RO, Ahmedabad.



Reconciliation statement of Total expenses considered in the cost statement and total expenses reflected in the Audited Annual Accounts for each of the years under consideration

Sr. No.	Particulars	Y1	Y2	Y3	Remarks for variation, if any	
		As per IND AS	As per IND AS	As per IND AS		
(1)	Total Expenditure as per Audited Annual Accounts				IND as not followed in the Corpration Hence not made	
(2)	Less: Expenditure excluded in the ARR computation					
	Royalty/ Revenue share					
	Depreciation as per INDAS					
	Total Adjustments					
(3)	ADD: Expenditure added in the ARR Computaton					
	Royalty/ Revenue share					
	Depreciation as per IGAAP					
	Total					
(4)	Total Expenditure considered in Form 1 as Sr. No.5 (1-2+3)					
This should also cover variation in the expenditure reported under IND AS and IGAAP (like depreciation), with necessary adjustments done in ARR computation by excluding IND AS figure and considering figures as per IGAAP which needs to be supported with detailed working.						
CERTIFICATE						
It is certified that the information furnished in the above reconciliation statement has been verified and found to be in order.						
<p>_____</p> <p>Authorised Signatory of the BOT Terminal</p>						
Date						
Place						

Note: The above is a broad format for reconciliation. The BOT operator may suitably incorporate the requisite items and reconcile the figures reported in the Audited Annual Accounts and the expenditure considered in the ARR computation.

Signature
**MANAGER (CFS)
CWC-CFS-KPT**

Signature
भाविक् पारीख/BHAVIK PARIKH
वरि. सहा. प्रबंधक (लेखा)/Sr. Asstt. Manager (Accts.)
के.भ.नि., शे. का., अहमदाबाद./CWC RO, Ahmedabad.

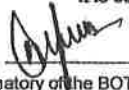


Fixed assets statement as per IGAAP considered in the ARR computation giving details of the adjustment (Rs In Lakhs)

S.No.	Year	Asset								Capital work-in-progress	Total
		Plant and Machinery	Furniture and Fixtures	Office equipments	Computers	Hardware Network	Vehicles	Any other Fixed Assets	Total		
A. Year 2015-16											
1.	Gross Fixed Assets										
(i).	Opening balance as at year - Y1	3,904.58	22.68	2.33	44.80	-	-	-	-	3,974.39	3,974.39
(ii).	Additions during the year	-	-	-	-	-	-	-	-	-	-
(iii).	Disposal during the year	-	-	-	-	-	-	-	-	-	-
(iv).	Closing balance as at year - Y1	3,904.58	22.68	2.33	44.80	-	-	-	-	3,974.39	3,974.39
2.	Depreciation										
(i).	Opening balance as at year - Y1	1,085.93	16.22	2.33	44.80	-	-	-	-	1,149.28	1,149.28
(ii).	Depreciation during the year	92.32	1.47	-	-	-	-	-	-	93.80	93.80
(iii).	Disposal during the year	-	-	-	-	-	-	-	-	-	-
(iv).	Closing balance as at year - Y1	1,178.25	17.69	2.33	44.80	-	-	-	-	1,243.07	1,243.07
3.	Net Fixed Assets										
(i).	Opening balance as at year - Y1	2,818.64	6.47	-	-	-	-	-	-	2,825.11	2,825.11
(ii).	Closing balance as at year - Y1	2,726.32	4.99	-	-	-	-	-	-	2,731.31	2,731.31
B. Year 2016-17											
1.	Gross Fixed Assets										
(i).	Opening balance as at year - Y2	3,904.58	22.68	2.33	44.80	-	-	-	-	3,974.39	3,974.39
(ii).	Additions during the year	-	-	-	-	-	-	-	-	-	-
(iii).	Disposal during the year	-	-	-	-	-	-	-	-	-	-
(iv).	Closing balance as at year - Y2	3,904.58	22.68	2.33	44.80	-	-	-	-	3,974.39	3,974.39
2.	Depreciation										
(i).	Opening balance as at year - Y2	1,178.25	17.69	2.33	44.80	-	-	-	-	1,243.07	1,243.07
(ii).	Depreciation during the year	92.32	1.47	-	-	-	-	-	-	93.80	93.80
(iii).	Disposal during the year	-	-	-	-	-	-	-	-	-	-
(iv).	Closing balance as at year - Y2	1,270.57	19.17	2.33	44.80	-	-	-	-	1,336.87	1,336.87
3.	Net Fixed Assets										
(i).	Opening balance as at year - Y2	2,726.32	4.99	-	-	-	-	-	-	2,731.31	2,731.31
(ii).	Closing balance as at year - Y2	2,634.00	3.52	-	-	-	-	-	-	2,637.52	2,637.52
C. Year 2017-18											
1.	Gross Fixed Assets										
(i).	Opening balance as at year - Y3	3,904.58	22.68	2.33	44.80	-	-	-	-	3,974.39	3,974.39
(ii).	Additions during the year	-	-	-	-	-	-	-	-	-	2.62
(iii).	Disposal during the year	-	-	-	-	-	-	-	-	-	-
(iv).	Closing balance as at year - Y3	3,904.58	22.68	2.33	44.80	-	-	-	-	3,974.39	3,977.00
2.	Depreciation										
(i).	Opening balance as at year - Y3	1,270.57	19.17	2.33	44.80	-	-	-	-	1,336.87	1,336.87
(ii).	Depreciation during the year	83.27	2.28	-	-	-	-	-	-	85.55	85.55
(iii).	Disposal during the year	-	-	-	-	-	-	-	-	-	-
(iv).	Closing balance as at year - Y3	1,353.85	21.44	2.33	44.80	-	-	-	-	1,422.42	1,422.42
3.	Net Fixed Assets										
(i).	Opening balance as at year - Y3	2,634.00	3.52	-	-	-	-	-	-	2,637.52	2,637.52
(ii).	Closing balance as at year - Y3	2,550.73	1.24	-	-	-	-	-	-	2,551.97	2,554.59

CERTIFICATE

It is certified that the information furnished in the above fixed asset statement has been verified and found to be in order.


 Authorised Signatory of the BOT Terminal Operator


 Chartered Accountant/ Cost and Management Accountant in practice

Date
Place

**MANAGER (CFS)
CWC-CFS-KPT**

भाविक् पारीख/BHAVIK PARIKH

वरि. सहा. प्रबंधक (लेखा)/Sr. Asstt. Manager (Accts.)
 के.प.न., क्ष. का., अहमदाबाद./CWC, RO, Ahmedabad.

* The above is a broad format for arriving Gross Fixed Assets and Depreciation as per IGAAP. The BOT operator may incorporate the additional item of Asset Blocks as per Audited Annual Accounts.

√ Here, Y1 = Year 2016-17, Y2 = Year 2017-18 and Y3 = Year 2018-19. (For the subsequent cycle, the figures of Y1, Y2, Y3 shown herein, shall become Y-1, Y-2 and Y-3 and Y1, Y2, Y3 of next cycle shall be reflected.)

Note: Furnish reconciliation statement reconciling the Gross Block and Net Block as per INDAS as reported in Audited Annual Accounts and as per IGAAP.



Analysis of Past Period Performance

(A). Review of Past Period Performance

Sl. No. (1)	Particulars (2)	Actual average traffic, estimated ARR and the Revenue estimate considered in last tariff revision Order (3)	Actuals (4)					Variation (5)		Reasons for variation (6)
			Y1* (a)	Y2* (b)	Y3* (c)	Total (d) [(a)+(b)+(c)]	Average (e) [(d/3)]	In absolute numbers (a) [4(e) - 3]	In % [5(a)/3]	
1.	Traffic cargo/ container (in tonnes/ TEUs)	√	√	√	√	√	√	√	√	√
2.	Annual Revenue Requirement	√	-	-	-	-	-	-	-	-
3.	Total Revenue	√ (As estimated in Form 4 of the last Order)	√	√	√	√	√	√	√	√

* Y1, Y2 and Y3 implies the tariff cycle years for which the tariff revision was approved in the last tariff Order. If the last tariff Order passed in April 2020 was for the tariff cycle 2020-21 (from March), 2021-22 and 2022-23, the actuals of these three years will be Y1, Y2 and Y3 for this form for comparison of actuals with the estimated Revenue and traffic considered in April 2020 Order.

Notes:

- This Form is to be filed along with other Forms in the general revision of Scale of Rates subsequent to the first tariff revision done under Tariff Guidelines, 2019.
- As stipulated in clause 3.2.1. of the Tariff Guidelines, 2019, the actual physical and financial performance will be reviewed at the end of the prescribed tariff validity period with reference to the actual traffic and ARR considered at time of fixing the prevailing tariff. If variation in both physical and financial performance is more than + or - 20% is observed as compared to the ARR and traffic considered, tariff will be adjusted prospectively. While doing so 50% of the benefit/ loss already accrued will be set off while revising the tariff.
- During the review of past period performance, the actual income earned by the operator based on their audited accounts will be considered and not any notional income. Any non-operating income will not be considered for review of past period analysis.
- If variation in terms of % in respect of both physical (i.e. traffic) and financial (i.e. total revenue) at Sl. No.1 and 3 above are more than +/- 20%, then 20% of actual surplus/ deficit over and above admissible costs and permissible return will be allowed to be retained by the BOT operator and balance surplus/ deficit shall be shared equally between the operator and users i.e. 50% thereof shall be adjusted in the ARR estimated in Form 1 for determination of tariff for the tariff cycle under consideration.

(B). Adjustment in ARR in Form 1 to be done only if variation in both physical and financial parameters is more than +/- 20% as in Form 8(A) above

Sl. No.	Particulars	2015-16	2016-17	2017-18	Total
1.	Actual income (other than non-operating income) as reported in Audited Annual Accounts				
(a).	Cargo related income	10.43096	9.02769	148.3145	165.77
(b).	Vessel related income	0			
2.	Average of income	6.21548	4.513845	73.15725	82.887
3.	Average expenses after adjustment as in Sr. No.8 of Form 1	314.27	314.27	314.27	942.81
4.	Total Capital employed as in Sr. No.7(iv) of Form 1	3,977.00	3,977.00	3,977.00	11931
5.	16% ROCE as in Sr. No.8 of Form 1	636.32	636.32	636.32	1909
6.	Net Surplus/ Deficit (2-3-5)	-945.37	-946.08	-877.43	-2768.9
7.	20% of Net Surplus/ Deficit allowed to be retained (20% x 6)	-189.07	-189.22	-175.49	-553.78
8.	Remaining additional Surplus/ Deficit (6-7)	-756.30	-756.86	-701.95	-2215.1
9.	50% of the remaining additional Surplus/ Deficit to be adjusted in ARR estimated in Form 1 after Sr. No.11				



MANAGER (CFS)
CWC-CFS-KPT

भाविक पारीख/BHAVIK PARIKH
वरि. सहा. प्रबंधक (लेखा)/Sr. Assit. Manager (Accts.)
के.पी.सी. रो. का., लहपारसबाई/CWC, RO, Ahmedabad.

**CENTRAL WAREHOUSING CORPORATION
CONTAINER FREIGHT STATION KANDLA PORT
Scale of Rates**

This Scale of Rates sets out the charges payable to the Central Warehousing Corporation for the services and facilities provided at its Container Freight Station at Kandla Port Trust.

General Terms and Conditions:

- (1).
 - (i). The user shall pay penal interest @ 15.75% on delayed payments of any charge under this Scale of Rates. Likewise, the CWC shall pay penal interest on delayed refunds.
 - (ii). 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.
 - (iii). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the CWC. 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.

- (2). 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 :
 - (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 back it 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 destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Customs order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Lines/ 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.

- 3. Users shall not be required to pay charges for delays beyond a reasonable level attributable to the CWC

Contd...

वेन्द्रीय भण्डारण निगम
Central Warehousing Corporation

06 JAN 1988

क्षेत्रीय कार्यालय, अहमदाबाद.
Ahmedabad

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**MANAGER (CFS)
CWC-CFS-KPT**



CHAPTER-I
PROPOSED STORAGE AND GR TARIFF AT CFS KANDLA PORT

DESCRIPTION OF TARIFF CHARGES

1.1 STORAGE CHARGES

Sr. No.	Description of Services	Present Tariff Approved by Tamp (In Rs.)	Proposed Tariff (In Rs.)
A.	Import Operation		
I	Storage Charges (Covered)		
(i)	On General (per MT/Day) basis		
(a)	Up to 3 days	Free	Free
(b)	From 4th day to 30 days	8	8
(c)	31st day onwards	11	11
(ii)	Area (per sq.mtr.) Basis		
(a)	Weekly tariff (per sq. Mtr. Per week*)	66	66
(b)	Monthly (reservation) (per sq. Mtr. Per month)	226	226
II	Open Bonded		
(i)	Area (per sq. ,tr. Basis	No free Period	No free Period
(a)	Weekly Tariff (per sq. Mtr. Per week*)	30	30
(b)	Monthly (reservation) (per sq. Mtr. Per month)	100	100
B.	Export Operation		
I.	Storage Charges (Covered)		
(i)	On General (per Mt/Day) Basis		
(a)	Free Period	Up to 7 days	Up to 7 days
(b)	From 8th day onwards	8	8
(ii)	Area (per sq. Mtr.) Basis		
(a)	Weekly Tariff (per sq. Mtr. Per week*)	66	66
(b)	Monthly (Reservation) (per sq. Mtr. Per month*)	226	226
(iii)	Volume (per CBM) Basis (Open)		
(a)	On Weekly Basis (per CBM per week*)	20	20
(b)	On Monthly Basis (per CBM per month*)	70	70

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MANAGER (CFS)
CWC-CFS-KPT



1. Week/Month will be charged on "per sq. Mtr. Per week/month or part there of basis".
2. For cargo stored in open area on the request of users, storage charges, would be 25 % less than the rate of prescribed.
3. While counting free days Customs notified holidays and CFS non- operating days falling in between or succeeding the free period will not be counted.
4. 25% extra charges will be levied for Hazardous cargo.
5. Insurance will be presumed that the stock being received at the CFS, Kandla port are adequately insured by thr user against all possible risks during storage including interests of the Customs. Thus, in any eventually, CWC shall not be responsible for any insuarable claims/risks including consequential losses. Same assumption will also apply for Export cargo warehoused. However, in case the insurance cover is required by any party against the risk of fire, flood, cyclone, theft, etc., the same will be arrange by the CWC-CFS, Kandla on a written request for which advalorem charge at rate of 12.50 paise per 1000/- value of the stocks will be levied, per week or part thereof.

1.2 Ground Rent: Loaded & Empty

Ground Rent of Containers			
Sl. No.	Description of Services	Present Tariff Approved by Tamp (In Rs.)	Proposed Tariff (In Rs.)
1	Import Operations		
(i)	Ground rent (Loaded Containers) Per Teu/Per day basis)		
(a)	1 to 5 days	Free including date of arrival	Free including date of arrival
(b)	6 to 15 days	190	190
(c)	16 to 30 days	250	250
(d)	31st day onwards	500	500
2	Export Operations		
(i)	Ground Rent (Loaded Containers) (per Teu/per day basis)		
(a)	1 to 3 days	Free	Free
(b)	4 dyas to 15 days	190	190
(c)	16 days onwards	250	250
(ii)	Ground Rent (Empty Containers) (per Teu/per day basis)		
(a)	Free period	30 days	30 days
(b)	31st day to 40 day	10	30
(c)	from 41st day onwards	30	50

[Handwritten Signature]

**MANAGER (CFS)
CWC-CFS-KPT**



Note: FEU tariff will be double of TEU tariff

1. All empty containers that are stuffed at CWC CFS will have 30 days free storage.
2. Three days free period is allowed on export containers after stuffing and /or sealing of the container.
3. For reefer plugging facility charges (@300/- per TEU and 450/- per FEU per 4 hours of part there of will be levied) in addition to ground rent .
4. Insurance will be presumed that the stock being received at the CFS, Kandla port are adequately insured by thr user against all possible risks during storage including interests of the Customs. Thus, in any eventually, CWC shall not be responsible for any insuarable claims/risks including consequential losses. Same assumption will also apply for Export cargo warehoused. However, in case the insurance cover is required by any party against the risk of fire, flood, cyclone, theft, etc., the same will be arrange by the CWC-CFS, Kandla on a written request for which advalorem charge at rate of 12.50 paise per 1000/- value of the stocks will be levied, per week or part thereof.
5. 25% extra charges will be levied for Hazardous cargo containers/oversized/ over dimensional containers.
6. Ground rent on container shall not accrue for the period when the CWC is not in a position to deliver/shift import/export containers for reasons attributable to the CWC.


MANAGER (CFS)
CWC-CFS-KPT



CHAPTER-II

PROPOSED MF TARIFF AT CWC-CFS KANDLA PORT

Sl. no.	Description of Operations	Present Tariff Approved by Tamp (In Rs.)	Proposed Tariff (In Rs.)
A.	IMPORT OPERATIONS		
(i).	Import Loaded Movement + LO: Providing road vehicles at Container Yard, Kandla Port and taking over loaded containers placed by Terminal operators on the vehicles provided by the contractor, after due inspection of the condition of the container, the lock & seals and on completion of the required formalities, transporting the same to the Container Freight Station, CWC, Kandla Port (under custom escort wherever / whenever required), lift-off & stacking in the CY up to three high [As mentioned in Clause No. XXI -1		
	TEU	1800	2800
	FEU	2700	4200
(ii).	De-stuffing: De-stuffing the container as per the procedure laid down; inventorisation of the cargo and stacking the same in the Import Warehouse / Open Yard (preferably by means of mechanical equipment) and carrying empty containers to the ECY or any other designated area within the CFS Complex and stacking them three high [Irrespective of time lag between different operations as mentioned in Clause No.XXI-(2)		
(a).	General cargo		
	TEU	2500	3000
	FEU	3750	3800
(b).	Scrap/ Heavy cargo		
	TEU	3800	3800
	FEU	5700	5700
(iii).	Examination: De-stuffing of the loaded container stacked in the yard by grounding them, wherever necessary (which may include transportation within the complex) for facilitating custom examination and stuffing the cargo back into the same container or any other containers after custom examination or loading the cargo / container on to road vehicles and stacking the loaded / empty container as the case may be in the LCY / ECY or any other designated area. [As mentioned in clause no. XXI-3 (a)]		
(a).	General cargo		
	Cargo Handling up to 25%		

[Signature]
MANAGER (CFS)
CWC-CFS-KPT



	TEU	1600	1600
	FEU	2400	2400
(b).	Cargo Handling beyond 25%		
	TEU	2200	2200
	FEU	3300	3300
(c).	Scrap/ Heavy cargo		
	TEU	2600	2600
	FEU	3900	3900
(iv).	RMS Container Examination: Retrieval of the loaded container stacked in the yard by grounding (which may include transportation within the complex) for facilitating Seal Verification and loading customs cleared loaded container on trailer. As mentioned in clause XXI-3(b)]		
	TEU	1410	2500
	FEU	2115	3200
(v).	Cargo Delivery: Arranging Customs examination of cargo (which would include unpacking and re-packing of packages, providing suitable straps etc, or weightment, sealing wherever required on free of charge), and placing them in the stacks / open yard, if necessary, and loading the entire consignment in to trucks / vehicles provided by the importer/CHA at the import warehouse/ open yard [As mentioned in Clause No .XXI(4)		
(a).	Cargo Delivery from Godown/Yard	Per QTL	
	Manual	8.20	8.20
	Mechanical	10.20	10.20
(b).	Cargo delivery from Loaded Container		
	Manual	8.20	8.20
	Mechanical	10.20	10.20
B.	EXPORT OPERATIONS		
(i).	Carting: Unloading the cargo from the trucks / vehicles provided by CHA/Exporter/User at CWC, CFS complex and stacking the same in the Export Godown / Open Yard by means of suitable mechanical equipment or by any other appropriate means, after due inventorisation [As mentioned in Clause No. XXI(5)]		
	Manual (PER QTL)	8.20	8.20
	Mechanical (PER QTL)	10.20	10.20
(ii).	Examination, Stuffing : Providing labour or appropriate equipment and arranging custom examination (which would include unpacking and re-packing of packages providing suitable straps / scales or weightment wherever / whenever required on free of cost) and re-stacking , if necessary, and consolidating the stocks / cargo, shifting of nominated empty container after retrieving the same from CFS container yard, Placing the container , stuffing , locking & sealing and subsequent internal movement of the loaded container to make space available for keeping the next container for stuffing purpose. [As mentioned in clause no. XXI(6)		
(a).	A. General Cargo		
	TEU	2500	3000
	FEU	3750	4500
(b).	B. Scrap/ Heavy Cargo		

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	TEU	3800	4560
	FEU	5700	6840
(iii).	Direct Stuffing : Unloading the cargo from the vehicles at CFS complex and stacking the same in the yard by means of suitable mechanical equipment or by any other appropriate means, after due inventorization. Providing labour or appropriate equipment for customs examination (which would include weighment wherever/whenever required on free of cost), and consolidating the nominated stocks/cargo, shifting the nominated empty container after retrieving the same from CFS container yard, Placing the container at Stuffing point, stuffing the let-export cargo in to the nominated container by use of suitable mechanical equipment or by other means, locking and sealing container on completion of required formalities after following the prescribed procedure, subsequent internal movement of the loaded container to make space available for keeping the next container for stuffing purpose. [As mentioned in Clause No. XXI(7)		
(a).	A. General Cargo		
	TEU	2800	3500
	FEU	4200	5250
(b).	B. Scrap/ Heavy Cargo		
	TEU	4000	6000
	FEU	6000	9000
(iv).	Transportation of Export loaded container: Providing road vehicles at CWC-CFS Kandla port, Lift-On, taking over the loaded Export Container and transportation of the same from CFS to CSY, Kandla Port (under custom escort wherever/ whenever required) and handing over the same to the port authorities, obtaining clear "EQUIPMENT INTERCHANGE REPORT" (EIR) & to submit the same to CWC-CFS authorities [As mentioned in Clause No.XXI(8)		
	TEU	1800	2300
	FEU	2700	3200
(v).	GENERAL OPERATIONS Empty Container Movement: Providing suitable vehicles and arranging transportation of Empty Container after due inspection about condition of the container (A) from CSY- Kandla Port Trust to CWC-CFS Kandla Port (B) From any other CFS / Container yard within a road distance of 15 kms. from the CFS Kandla Port, to CWC-CFS Kandla Port, (Lift-on/off inside CSY Kandla Port/ Other designated Yard would not be on account of contractor) lift-off & stacking up to three high in CWC-CFS, CY or vice-versa [As mentioned in clause No. XXI (9)]		
(a).	TO/FRO CFS-Kandla Port		
	TEU	800	1100
	FEU	1200	1500
(b).	TO/FRO any Yard < 15 Kms		
	TEU	1400	1900
	FEU	2100	2600

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(vi).	Inland Container Shifting: Shifting of empty / loaded containers (including lift on/ lift-off) from one location to another location within the CWC-Container Freight Station Complex at the designated place including stacking the same upto three high by use of appropriate handling equipment. [As mentioned in clause No. XXI(10)]		
(a).	EMPTY CONTAINER		
	TEU	990	1000
	FEU	1485	1500
(b).	LOADED CONTAINER		
	TEU	1320	1400
	FEU	1980	2000
	Note: Not applicable if shifting of container is required for retrieval of the container for onward movement / any delivery thereof or for normal housekeeping.		
(vii).	Lift on / Lift off: (including retrieval) of containers into / from road vehicles of parties at the Container Freight Station, CWC, Kandla Port. [As mentioned in clause No. XXI (11)]		
(a).	EMPTY CONTAINER		
	TEU	700	800
	FEU	1050	1100
(b).	LOADED CONTAINER		
	TEU	1000	1200
	FEU	1500	1700
(viii).	Washing, etc.: Shifting of empty containers from any location within CFS complex to Washing / Cleaning / Repair Yard and back to any location in the CWC, CFS complex as prescribed (washing and cleaning to be done by the contractor with out any extra remuneration) As mentioned in clause No. XXI(12)		
	TEU	1100	1100
	FEU	1650	1650
(ix).	Movement / shifting of cargo from one place to any other place for weighment or other purpose, within same godown [As mentioned in clause No. XXI(13)](Rate Per QTL)		
	MANUAL	11	12
	MECHANICAL	13	14
(x).	Movement/ shifting of cargo from one place/ godown/ CY to any other place/ godown/ CY for weighment or other purpose, within CWC-CFS complex (As mentioned in clause no. XXI-14)		
	PER QTL	13	14
(xi).	Palletization: Providing the labour for palletization of cargo including preparation of pallets of appropriate size, strapping as per requirement (material i.e. ready wooden pallets, straps, nails or other material required for the purpose of preparation of pallets will be arranged by the party) & stacking the pallets in the designated stack ([As mentioned in Clause XXI (15)])		
	PER QTL	14	15

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(xii).	Bagging: Providing labour for filling up loose cargo/ bag cargo in to the fresh bags (materials to be provided by the party), stitching them, weightment (wherever required) & stack the same at the appropriate place. [As mentioned in Clause XXI (16)]		
	PER QTL	15	16
(xiii).	Reworking of Container: Providing the labour and appropriate equipment for destuffing of the cargo from the container and restuffing the cargo in the same or other nominated container after completing the formalities as required by Manager (CFS) [As mentioned in clause XXI (17)]		
(a).	Reworking up to 25%		
	TEU	2200	2200
	FEU	3300	3300
(b).	Reworking beyond 25%		
	TEU	2600	2600
	FEU	3900	3900
(xiv).	Back to town i.e. Loading of Shut out cargo		
	PER QTL	11	11
(xv).	Locking Charges (On user's request):		
	PER Container	54	54
(xvi).	Charges for Fumigation		
(a).	Fumigation Charges with Methyl Bromide		
	TEU	1800	2000
	FEU	3400	3600
(b).	Fumigation Charges with Aluminium Phosphide		
	TEU	600	700
	FEU	1000	1100
Fumigation will be an optional services provided at the request of relevant users.			

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