

केन्द्रीय भण्डारण निगम

(भारतसरकार का उपक्रम)

CENTRAL WAREHOUSING CORPORATION

(A GOVT. OF INDIA UNDERTAKING)

क्षेत्रीय कार्यालय अहमदाबाद : REGIONAL OFFICE: AHMEDABAD



Dated: 02/01/2020

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

7 The

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

ours 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

होत्रीय कार्यालय महालक्ष्मी चार रास्ता 07-अहमदाबाद ,पालडी ,उन्नती विद्यालय के सामने,MAHALUXMI CHAR RASTA, OPP.UNNATI VIDHYALAYA,PALDI,AHMEDABAD-7Phone No.079-26582065/26580451/26581989/26576924,FAX:079-26580236 --E Mail : : mahd.cwho@nic.in





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जन के भिए अण्डारण:Warehousing for everyone

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 vailidity 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

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.

SI. 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	V
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	V
5	Computation of Working Capital as per norms - Form 3	V
6	Revenue Estimation at the proposed Scale of Rates - Form 4	1/
7	Audited Annual Accounts for the past three years Y1, Y2 and Y3	
8	Proposed Scale of Rates	V
9	Comparision 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)	1
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	1
15	Any other relevant information (Please specify)	

MANAGER (CFS)
MANAGER (CFS)



SI. No.	Description	1	2015-16	2016-17	Rs. in lakh 2017-18
				2010-17	2011-10
(1).	Total Expenditure (As per Audited Annual Accounts)	Note 1			5.90)
	Operating expenses (including depreciation)		296.73	291.13	455.96
100.	Finance and Miscellaneous expenses (FME) Total Expenditure 1=(I)+(II)		17.01 · 296.73	17.90 291.13	31.09 455.96
(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		201110	700.00
(i).	Depreciation	NOG 2			
(ii).	Other expenditure items, if any, to be listed				
(3).	Total of Adjustments 2=(i)+(ii)+ Less Adjustments:			t	
-	Actual Royalty / Revenue share paid to the port				
	Interest on loans				
	Provision for bad and doubtful debts Provision for slow moving inventory				
(A).	Other provisions, if any		7.93	4.06	8.01
(1/2	Total of 3 = $[3(i)+3(ii)+3(iv)+3(v)]$		7.93	4.06	8.01
			7.55	1.00	4.0
(4).	Add: Admissible Royelty/ 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
				207.07	447.00
(6).	Average Expenses of SI. No.5 = [Y1 + Y2 + Y3]/3				341.2
(7).	Capital Employed				
200	(i). Gross Fixed Assets (Property, Plant & Equipment) as on 31st Merch 2018 followed by the			7	3,974.39
-	BOT operator (As per IGAAP) (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)				600.00
107.	Neutri On Capital Employed 10% Of St. No.7(17)				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)		THE PROPERTY OF STREET	× .	1,011.32
(11).	Celling Indexed Annual Revenue Requirement (ARR) as given in Sr. No.10 above.				1,011.32
					1,011.3
(12).	Revenue Estimation at the Proposed Indexed SOR within the Ceiling Indexed ARR estimated at St. No.11 above	As per Form 4 & Note 5			
It is co	CERTIFICATE rtified that the information furnished in the above statement for determination of the Annual the Audited Annual Accounts of the respective years and fo	Revenue Require	ment has been	verified with	eførence to
ate	Authorise special to for Terminal MANA CFS - Hi कि पारी कि पारी कि प्राप्ति में HI DAN PARIKH	Chartered Accour			Accountarit

Fumish reconciliation statement reconciling to all expenses, as per the Annual Recolling 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 68.

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 Guldelines, 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 Tarifff Guidelines, 2019 as per the format prescribed in Form 3.

Based on the indexed ceiling ARR computed in the above statement at Si. No.10 above, the BOT operators clauses 2.10 to 2.11.3 of the Tariff Guidelines, 2019. tates (SOR) complying with

Form - 2

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

SI. No.	Description	2015-16	2016-17	2017-18	Remarks, if any
	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 %)	11		3 8 4 1	
	Royalty/ Revenue share Admissible to the extent of the second quote in terms of Rupees in lakhs (1 *2)			2	5

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.

Wifeman

MANAGER (CFS)

भाविक पारीख/BHAVIK PARIKM बरि. सहा. एवंघक (लेखा)/Sr. Asstt. Managar (Accts.) के. भ.नि., से. का., अहमदावाद./CWC, RO, Ammediated



Form - 3

Computation of Working Capital as per norms

SI. No.	Working Capital Items as per norms	As reported in the Audited Assurat	Norms as per clause 2.6 of the Tariff	Rs. In lakh
31. 140.	Working Capital Items as per norms	Accounts as on Year Y3.	Guidelines, 2019	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)	THE OF THE PARTY OF THE		
(ii).	Allowable Sundry Debtors			
(a)				
(b)				
	Sub-total (ii) = (a)+(b)			
(iii).	Allowable Cash balance			
	Cash Expenses		One months Cash Expenses	
			C-1	

7,00	Sub-total (III)			
(iv).	Total Working Capital as per norms (I+ii+ii)		William William Towns The Control of	
Notes				
1	Advance payment of Revenue Share / royalty to the lar	ndlord port flowing from the contractua	al obligations will be recognised as a part	of sundry debtors.
	Advance payment of lease rental / license fee to landle rent is payable annually in advance, then recognising the end of the year entire advance is adjusted, the computation of working capital.	that the advance payment will get ad	justed against the rent payable for the re	spective month ar

भाविक पारीखे BHAVIK PARIKH वरि. सहा. प्रवंधक (लेखा)/Sr. Asstt. Manager (Accts.) के.म.नि., क्षे. का., अहमदावार./CWC, RO, Ahmedabad. MANAGER (CHS)



SI, No.	Description		Actual Traffic	Total	Average	
		Y1(2018-19)	Y2(2019-20)	Y3(2020-21)		
	Total Actual Traffic handled (in Metric Tonnes/ TEUs)	867	350	800	2017	672.3333333
(2).	Actual Vessel Traffic					
Φ.	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

SI. No.	Description	Existing tariff	Reference to the schedule and SI. No. In existing SOR	Proposed Teriff	Unit of levy	Reference to the schedule and SI. 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 takhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9) = 5*8	(10) = (5-3)/3
\.	Tariff Ifems								
	IMPORT OPERATIONS		Α			A	1071		
	Import Loaded Movement + LO: Providing road vehicles at Container Yard, Kandle Port		XXI-1			XXI-1			
φ.	and fating over loaded containers placed by Terminal operators on the vehicles provided by the contractor, after due inspection of the condition of the contenter, the lock & seets and on completion of the conteiner, the lock & seets and on completion of the Propulard formations, therisporting the same to the Container Freight Station, CWC, Kandia Port (under custom secont wherever / whenever required), throit & stacking in the CY up to three high [As mentioned in Clause No. XXII—1]	Н.							
	TEU	1900		2800	TEU		349	977200	333.333333
	FEU	2700		4200	FEU			0	50
	De-stuffing:		XXI-2			XXI-2		0	
(fi) .	Destuffing the conhainer as per the procedure laid down; inventorisation of the cargo and fealching the demicing the control of the cargo and fealching the same in the Import Warehouse / Open Yard (preferably by means of mechanical equipment) and certying empty containers to the ECV or eny other designated areas within the CFS Complex and standing them three high (invespective of time leg believen different operations as mentioned in Clause No.XXI-(2)		8 °				e * 2	0	
(e)	General cargo							0	
	ITEU IFEU	2500 3750	10	3000	TEU FEU	 	349	1047000	
(b).	Scrap/ Herry cargo	3130			1120			0	16.6666666
	TEU	3800		3800	TEU			0	
	FEU	5700		5700	FEU			0	72
	Examination: De-stuffing of the loaded container stacked in the yard		XXI-3(a)			XXI-3(a)		. 0	
(iii).	by grounding them, wherever necessary (which may) include transportation within the complete for facilities of traditioning outlon examination and stuffing the cargo back into the same container or any other containers after custom examination or loading the cargo / containers on to read whiches and studing the loaded / empty container as the case may be in the LCY / ECY or early other designated area. [As merrioned in clause no, XX-3 (a)]					8 8	*		
(0)	General cargo							Ö	
	Cargo Handling up to 25%		(0)			(0)		0	
-	FEU FEU	1600	-	1600	FEU			. 0	
(b),	Curgo Handling beyond 25%	2400	(4)	2400	FEU	(11)		0	
X70.	TEU	2200		2200	TEU	1	7	0	
	FEU	3300		3300	FEU			0	
(c).	Scrap/ Heavy cargo		n n				- 4 C - 1 T - 1	0	
	FEU FEU	2600 3900		2600 3900	TEU FEU			0	
(iv)	RMS Container Examination: Retrieval of the loaded container stacked in the yerd by grounding (which may include transportation within the complete) for facilitating Seel Verification and loading customs cleared loaded		XXI-3(b)	33.4		XXU-3(b)		- o	R 5
	container on trailer. As mentioned in clause XXI-3(b)]								
	TEU FEU	1410 2115		2500 3200	TEU FEU			. 0	
(v)	Cergo Defivery: Arranging Customs examination of oargo (which would include unpacking and re-packing of packages, provising suitable streps etc., or weightment, eealing wherever required on free of chargo), and placing them in the stacks / open yard, if hoceasery, and loading the entire consignment in to trucks / velticles provided by the importerCHA at the import werehouse/ open yard [As mentioned in Clause No XXX41.	×	XXI-4(a)		7.00	XXI-4(a)	**	0	361,666666
(n).	Cargo Delivery from Godown/Yard	Per QTL	1		Per QTL	 		0	
	Manual	8.2		8.2			349		
0.5	Mechanical Cargo delivery from Loaded Container	10.2	Now and a	10.2					
(b).	Cargo delivery from Loaded Container Manual	. 82	XXI-6(b)	8.2	-	XXI-4(b)		0	
	Medianical	10.2		10.2				0	
8.	EXPORT OPERATIONS		В			В		0	
(O+)	Carting: Unloading the cargo from the trucks / vehicles provided by CHAPExporter/User at CWC, CFS complete and stacking the same in the Export Godown / Open Yard by means of suitable mechanical equipment or by any other appropriate means, after due inventionated in (As mentioned in Clause No. XXI(5))		XX(I-5	81		XXI-5		O Control of the Cont	*
	Manual (PER QTL) Mechanical (PER QTL)	8.2		. 0,2	PER QTL		323	5672 63564	OA.
		10.2		10.2	PER QTL		542	3.0	N. San



भाविक पारीखं/BHAVIK PARIKH बरि. सहा. प्रबंधक (लेखा)/Sr. Asstt. Manager (Accts.) के भ नि. क्षे. का.. अहमदाबाद /CWC. RO. Ahmedabad.

inacion, Stuffing: Providing labour or protein equipment and erranging cursion and erranging cursion and erranging cursion and erranging cursion and expensive and expensi	2500 3750 3800 5700 5700 2800 4200 4000 6000	(i) (ii) (iii) (ii	3000 4500 4560 6840	TEU FEU TEU FEU	(i) (ii) XXI-7	323	990000	166.6666667 250 253.333333 360
and re-slacking, if necessary, and cornolidating inclose / cargo, shifting of nominitated empty ner after retireving the same from CFS containers. Exciting, locking is easily subsequent internal movement of the loaded ner to make space evaluable for keeping the next ner for suffing purpose. (As mentioned in clause (US) nearl Cargo and Heavy Cargo from the vehicles at CFS complete, acking the cargo from the vehicles at CFS contained in the land to the heavy Cargo and Land Heavy Cargo and Heavy Cargo and Cargo Heavy Cargo (Heavy Cargo Heavy Cargo Heavy Cargo Heavy Cargo in to the normanised container yard, gent careful and supported to the pode on the same from CFS container yard, gent cargo in to the normanised container by use of the mechanical equipment or by other means, and seeling container on completion of required is expect evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the space evaluable for kneeping the next container where the province of	3750 3800 5700 5700 2800 4200	(i) XXI-7	4500 4560 6840	FEU TEU	(0)	323	999000	250 253,3333333
spi/Heavy Cargo isting the cargo from the vehicles at CFS complex aciding the same in the yard by mean of suitable cargo from the vehicles at CFS complex aciding the same in the yard by ment of suitable in, after due inventorization. Providing labour or printer equipment or by any other appropriate, after due inventorization. Providing labour or printer equipment whereverthylenever required or or coel, and considicating the normanated design, shifting the normanated empty container effectiving the answer from CFS coetainer yard, git the container at Stuffing point, stuffing the let-cargo in to the normanised container by use of mechanical equipment or they other means, part of the container of the loaded container and the spin of the container of the loaded container. If the spin of the container of the loaded container and the spin of the spin of the provided procedure, quent internal movement of the loaded container. If the spin of the provided procedure, quent internal movement of the loaded container. If the provided procedure is the spin of the provided procedure. If the provided procedure is provided procedure. If the provided pro	3750 3800 5700 5700 2800 4200	(i) XXI-7	4500 4560 6840	FEU TEU	(0)	323	99000	253.33333333
Stuffing: Stuffing: Stuffing the cargo from the vehicles at CFS complex aciding the same in the yard by meens of suitable incide equipment or by any other appropriate, after due inventorization. Providing lebour or providing lebour or providing lebour or providing lebour or providing equipment of crustome seamination (which include weighment wherevertwhientever required learns, shrifting the nonlimited energy container ordereding the same from CFS container yard, give consistent at Sauffing policy, stalling the let-cargo in to the nominated container by use of emochanical equipment or by other means, and seeling container on completion of required isse after following the prescribed procedure, quent internal movement of the loaded container times space arabiable for keeping the next container. The process of the providing procedure, quent internal movement of the loaded container. The process of the providing procedure, quent internal movement of the loaded container. The process of the process of the procedure, quent internal movement of the loaded container. The process of the process of the process of the procedure, quent internal movement of the loaded container. The process of the process of the process of the procedure, quent internal movement of the loaded container. The process of the proc	3750 3800 5700 5700 2800 4200	XXI-7	4500 4560 6840	FEU TEU		323	NO90000	250 253,3333333
Stuffing: Stuffing: Stuffing the cargo from the vehicles at CFS complex aciding the same in the yard by meens of suitable incide equipment or by any other appropriate, after due inventorization. Providing lebour or providing lebour or providing lebour or providing lebour or providing equipment of crustome seamination (which include weighment wherevertwhientever required learns, shrifting the nonlimited energy container ordereding the same from CFS container yard, give consistent at Sauffing policy, stalling the let-cargo in to the nominated container by use of emochanical equipment or by other means, and seeling container on completion of required isse after following the prescribed procedure, quent internal movement of the loaded container times space arabiable for keeping the next container. The process of the providing procedure, quent internal movement of the loaded container. The process of the providing procedure, quent internal movement of the loaded container. The process of the process of the procedure, quent internal movement of the loaded container. The process of the process of the process of the procedure, quent internal movement of the loaded container. The process of the process of the process of the procedure, quent internal movement of the loaded container. The process of the proc	2800 4200	XXI-7	6843					253,3333333
sing the cargo from the vehicles at CFS complex aciding the same in the yard by meens of suitable suchal equipment or by any other appropriate, after due Inventorization. Providing lebour or plates, after due Inventorization. Providing lebour or plates, after due Inventorization. Providing lebour or plates, and the providing lebour or plates, and the providing lebour or plates, and the plates of coef), and considerating the routinated energy container states, and the plates of the plates	2800 4200	(1)	6843		XXI-7			
sing the cargo from the vehicles at CFS complex aciding the same in the yard by meens of suitable suchal equipment or by any other appropriate, after due Inventorization. Providing lebour or plates, after due Inventorization. Providing lebour or plates, after due Inventorization. Providing lebour or plates, and the providing lebour or plates, and the providing lebour or plates, and the plates of coef), and considerating the routinated energy container states, and the plates of the plates	4000	(1)	3500		XXI-7			2
aciding the same in the yard by meems of suifable incide equipment or by any other appropriate, a filter dule Inventiorization. Providing lebour or protise equipment for customs essemination (which include weighment whereverthylentever required learns, shrifting the nonthinated energy container retrieving the same from CFS container yard, give containers at Sauffing polet, statilling the lecosopo in to the nominated companies by use of more at Sauffing polet, statilling the lecosopo in to the nominated or to you other meers, and seeling container on completion of required lises after following the prescribed procedure, quent internal movement of the loaded container times appeared to the procedure of the processing procedure. The procedure of the processing procedure in Clause No. Internal movement of the loaded container timing purpose. [As mentioned in Clause No. Internal Cargo portation of Export toaded container: Ing road webicles at CVIC-CFS Kandia port, Life-	4000		3500	J 14				2
neral Cargo ap/ Heavy Cargo portation of Export toaded container: ing road weblice at CWC-CFS Kandia port, Lift-	4000		3500	1		. 1	1	3
sp/ Heavy Cargo portation of Export toaded container: ing road weblice at CWC-CFS Kandia port, Lift-	4000		3500					
portation of Export loaded container: ing road vehicles at CWC-CFS Kändla port, Lift-	4000	- Init		TEU	(0)			233.3333333
portation of Export loaded container: ing road vehicles at CWC-CFS Kändla port, Lift-		Assis	5250	FEU				350
ing road vehicles at CWC-CFS Kandla port, Lift-		(11)			(9)			0
ing road vehicles at CWC-CFS Kandla port, Lift-			9000	TEU FEU				666,6666667
ing road vehicles at CWC-CFS Kandla port, Lift-	0000		5000	FEO				1000
aking over the loaded Export Container and outstoon of the same from CFS to CSY, Kandlei (under outstorn escort wherever whenever ad) and handing over the same to the port files, obtaining clear "EQUIPMENT ICHANGE REPORT" (EIR) & to submit the same		XXI-8			XXI-8	1		0
VC-CFS authorités [As mentioned in Clause (16)			1 1					
	1800		2300			323	742900	166,6666667
	2700		3200					166,6666667
y Container Movement:		XXI-9			XXI-9			0
ing avirable vehicles and arranging transportation by Container after due inspection about condition container (A) from CSY- Kandia Port Trust to CFS Kandia Port (B) From any other CFS in the year within a road distance of 15 from. from: Si Kandia Port, to CWC-CFS Kandia Port, UR-midde CSY Kandia Port, to CWC-CFS Kandia Port, UR-midde CSY Kandia Port of the remainder of the contractory IN-Off & elsowing these login in CWC-CFS, CY or vice-versa (Au med in discuss No. XXI (9))	-	87 23 = 842	, K3	5	i a		s 2 / /a - s	0
O CFS-Kandia Port	900		1100	TEU				0
	1200		1500	FEU				100
10 my Yard < 15 Kms			- 444					0
								166.6666667 166.6668887
Confainer Bhitting: Shifting of empty / loaded to new (including fit on / lift-oil) from one location to or location within the CWC-Container Freight 1 Complex at the designated place including gift assem up by three high to use of appropriate in graphment. (As mentioned in clause No. 1)1.	× k	XXI-10			XXI-10			0
YCONTAINER	990		1000	TEIL				3.333333333
	1485		1500	FEU				5.933333333
ED CONTAINER	1320		1400	TEÜ				0 26.6666667
	1980	7	2000	FEU	1.00			8,96666667
Not applicable # shifting of container is required for all of the container for orward movement / any y thereof or for normal housekeeping.				F)			V (4)	0
odd vehicles of parties at the Container Freight n, CWC, Kandia Port. [As mentioned in clause No. 11]		XXI-11	1		XXI-11			0
Y CONTAINER	700		600	TEU			-	33.33333333
ra gauranica	1050		1100	FEU				16.6666667
ED SOMIAMEN	1000		1200	TEU				66.86666667
	1500	VVI 40	1700	FEV	VV: 14			66.6666667
ling, etc.: Shifting of empty containers from any in within CFS complex to Washing / Cleaning / 'Yard and back to any location in the CWC, CFS ex as prescribed (wealting and cleaning to be you the contractor with out any exter remuneration) rifeined in clause No, XXI(12)	į.	AXI-12			XXI-12			
-(1100		1100	TEU				0
nent / shifting of cargo from one place to any other	1650	XXI-13	1650	FEU	XXI-13			0
for weighment or other purpose, within same on [As mentioned in clause No. XXII(13)(Rate Per IAL	- 11		12	PER QTL				
The Carried State of the Carri	RAL OPERATIONS Container Movement: ng suitable vehicles and arranging transportation ty Container after due inspection about condition container (A) from CSV Kandia Port Trust to CFS Kandia Port (B) From any other CFS in the yeard within a road distance of 15 kms. from 5 Kandia Port, to CWC-CFS Kandia Port, Listing CSV Andread Yeard not be on account of contractor) Ill-off & stacking these high in CWC-CFS, CY or vice-werea (Ae need in clause No. XXX (9)) D CFS-Kandia Port O emy Yard < 15 Kms Container Shifting. Shifting of empty / loaded sere (including the ord of the container of the container of the classification of the container for onward movement / early thereof or for normal housekeeping. Y CONTAINER Not applicable if shifting of containers into it can be contained for the container for onward movement / early thereof or for normal housekeeping. Y LIST off: (including retrieval) of containers into it can voice and early containers from any within CFS complex to Westhing / Cleaning / Y CONTAINER BED CONTAINER of empty containers from any within CFS complex to Westhing / Cleaning / Y CONTAINER BED CONTAINER of empty containers from any within CFS complex to Westhing / Cleaning / Y CONTAINER BED CONTAINER of empty containers from any within cFS complex to Westhing / Cleaning / Y CONTAINER of the container of the own y Loadion in the CVCC CFS (West prescribed (weathing and cleaning to be yet contractor with out any extent on in the CVCC.	RAL OPERATIONS Container Movement: ng suitable vehicles and arranging transportation by Container after due inspection about condition container (A) from CSY. Kandle Port, Trust to CSY. Kandle Port, Trust to CSY. Kandle Port, Trust to CSY. Kandle Port, CSY. Kand	RAL OPERATIONS C. Container Movement: In suitable vehicles and arranging transportation by container after due inspection about condition container (A) from CSV. Kandle Port, Trust to CVF. Candle Port, CVF. Kandle Port, Trust to CVF. Kandle Port, CVF. In the year of 15 kms. from S Kandle Port, to CVV.CCFS Kandle Port, U.S. India CVF. CVF. CVF. CVF. CVF. CVF. CVF. CVF.	RAL OPERATIONS C. Container Movement: ng suitable vehicles and sarranging transportation by Container after due inspection about condition container (A) from CSY- Kandis Port Trust to CTA and CTA a	### BBO ### BB	### 1880 ### 200 ### 2	1800 2300 3230	1800 2300 330 742800

MANAGER (CFS) CWC-CFS-KPT

भाविक पारीख BHAVIK PARIKH वरि. सहा. प्रवंधक (लेखा)/Sr. Asstt. Manager (Accts.) के. म.नि., क्षे. का., अहमवाबाव./CWC, RO, Ahmedabad.

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(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. XXX-14)		XXI-14			XXI-14		
	PER QYL	13		14	PER QTL			0.333333333
(xi).	Patietization: Providing the labour for patietization of cargo including preparation of patiets of appropriate size, strapping as per requirement (material in ready wooden patiets, strapp, natils or other material required for the purpose of preparation of patiets will be arranged by the party) 8, stacking the patiets in the destructed stack ((As mentioned in Clause XXI (15))	2.7	XXI-15	17		XXI-15		5.0000000
	PER QTL	14		16	PER QTL			0.333333333
(xai)	Begging: Providing labour for filling up loose cargo/ beg cargo in to the fresh bags (natenials to be provided by the party), attacting them, weighment (wherever required) & stack the same at the appropriate place. [As me		XXI-16			XXI-16		3,300
	PER QTL				PER QTL			
(xill).	Reworking of Coatalines: Providing the labour and appropriate equipment for deaturing of the carp from the container and resturing the cargo in the same or other nominated container after completing the formalisties as required by Manager (CFS) [As mentioned in clause VOI 177].		XXI-17	-		XXI-17		
(a)	Reworlding up to 25%		a			a		
	TEU	2200		2200	TEU			
	FEU	3300		3300	FEU			
(b).	Rewarking beyond 25%		ь			b		
	TEU	2600		2500	TEU			
	FEU	3900		3900	FEU			
(xlv)	Black to fown Le. Loading of Shut out cargo							
	PER QTL	11		11	PER QTL			
(xv)	Locking Charges (On user's request):							
	PER Container	54		54	-	-		
(KN)	Charges for Fumigation							
{a}.	Furnigation Charges with Methyl Dromide			0000	-			
_	FEU	1800 3400		2000 3000	TEU			66,666666
(b).	Funication Charges with Aluminium Phosphide	3400		3000	PEO	-4/		66.666666
10)	TEU	600		700	TEU			
	FEU	1000		1100	FEU			33,33333333 33,33333333
		2100		1100	res			33,33333333
	Total estimated Revenue at the proposed tariff			and the state of	An experience of the		4486496	

CERTIFICATE

It is hereby cartified that the Revenue estimation furnished in the above 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

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

My Just

भाविक पारीख/BHAVIK PARIKH वरि. सहा. प्रवंधक (लेखा)/Sr. Assit. Manager (Accts.) के.भ.नि., क्षे. का., अहमराबाद./CWC, RO, Ahmedabad.



(42

Comparison of existing SOR and conditionalities vis-à-vis proposed tariff and conditionalities

Sr.		Existing SOR		Proposed SOR	Reasons/ justification for
No.	Schedule No.	Existing SOR Tariff and Conditionalities	Schedule No.	Proposed SOR Tariff and Conditionalities	amendments in conditionalities, i any, proposed
	-			4, 3	
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		Control of the contro			
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Note The revenue impact, if any, on account of the modification in the existing conditionality to be captured in the Form 4 Revenue Estimation at the proposed SOR.

MANAGER (CFS)

भाविक पारीख/BHAVIK PARIKH चरि. सहा. प्रवंधक (लेखा)/Sr. Assit. Manager (Accts.) के.म.नि., क्षे. का., अहमबाबाद./CWC, RO, Ahmedabad.



43

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 6I. No.2 in Form 1

Sr. No.	Particulars					2016-17			2017-18		Remark for
	-5	As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 SI, No.(2)	As per IGAAP	As per IND A8	Difference, if any, to be captured in Form 1 SI. No.(2)	As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 St. No.(2)	variation, if an
	Depreciation & Amortization Total Other Expenses	II	ND a	is no		owe				ratio	n
(c) (d), (e) (f), (g)	Total	¥*	è					iago		0 0	
(c) (d) (e)	Total										
(c) (d). (e). (f)			-							0) Tr. 84	
(c) (d). (e). (f)			-		CERT	DFICATE	2			0. 14	
(c) (d) (e) (f)		It is certified	that the informa	ation furnished in	CERT	DFICATE	2			der.	
(c) (d). (e). (f)	Total Expenses		that the information of the BOT Terminal	ation furnished in	CERT	DFICATE	ement has been	n verfied and fo			t in practice

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

Alpus

MANAGER (CFS)

भाविक पारीख/BHAVIK PARIKH वरि. सहा. प्रवंधक (लेखा)/Sr. Asstt. Manager (Accts.) के. म.नि., क्षे. का., अहमदाबाद./CWC, RO, Ahmedabad.



Form - 6B 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		
		As per IND AS	As per IND AS	As per IND AS	variation, if any		
	e a so e				æ.		
(1).	Total Expenditure as per Audited Annual Accounts	TINID		_1	المامييم		
(2).	Less: Expenditure excluded in the ARR computation		as n		owed		
	Royalty/ Revenue share		0.0		01100		
	Depreciation as per INDAS	1 to 1	L - 0		4.5		
F		ın ı	ne (.	orpra	ITION		
	Total Adjustments	1 ''''		Olbic			
(3).	ADD: Expenditure added in the ARR Computation	Hence not made					
	Royalty/ Revenue share						
	Depreciation as per IGAAP						
	Total	-		8			
(4).	Total Expenditure considered in Form 1 as Sr. No.5 (1-2+3)	1					
This she compute	ould also cover variation in the expenditure reported under IND A ation by excluding IND AS figure and considering figures as per IGA	S and IGAAP (like of AAP which needs to	depreciation), with be supported with	h necessary adjus h detailed working	tments done in ARI		
		FICATE					
It is	certified that the information furnished in the above reco	nciliation stateme	nt has been ve	rified and found	to be in order.		
	7.00		2		IC A		
	A THE PROPERTY OF THE PARTY OF						
	Authorised Signatory of the BOT Terminal						

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.

Alfus

Place

MANAGER (CFS)

भाविक पारीख BHAVIK PARIKH वरि. सहा. प्रवंधक (लेखा)/Sr. Assit, Manager (Accis.) के. म.नि., शे. का., अहमवाबाद /CWC RO. Abmedated.



Form - 7

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

	_ %					Ass	et				
S.No.	Year	Plant and Machinery	Furniture and Fixtures	Office equipments	Computers	Hardware Network	Vehicles	Any other Fixed Assets	Total	Capital work-in- progress	Total
A.	Year 2015-16										
1.	Gross Fixed Assets										
	Opening balance as at year - Y1	3,904.58	22.68	2.33	44.80			1	3,974.39		3,974,39
(ii)	Additions during the year					-			-		
(iii).	Disposal during the year				-		-	12	-		
(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	2				= 27	-				
(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).		2,818.64	6.47			1 9	-		2,825.11		2,825.11
(ii)	Closing balance as at year - Y1	2,726.32	4.99			-		-	2,731.31		2,731.31
В.	Year 2016-17										
1.	Gross Fixed Assets		8				-				
(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		+	<u> </u>	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				100		93.80		93.80
(iii).	Disposal during the year								-77		-
(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	1		11011-7							
(i).	Opening balance as at year - Y2	2,726.32	4.99	-			-	2	2,731.31		2,731.31
(ii).	Closing balance as at year - Y2	2,634.00	3.52			740			2,637.52		2,637.52
C.	Year 2017-18										
1.	Gross Fixed Assets										
	Opening balance as at year - Y3	3,904.58	22.68	2.33	44.80				3,974.39		3.974.39
	Additions during the year	0,000	- mm:43	2.00	77.00		1	1	0,074.00	2.62	2.62
	Disposal during the year									A. Vide	2.02
	Closing balance as at year - Y3	3,904.58	22.68	2.33	44.80				3,974.39	2.62	3,977.00
2.	Depreciation										
	Opening balance as at year - Y3	1,270,57	19.17	2.33	44.80			-	1,336.87		1,336.87
(ii).		83.27	2.28	2.00	+17.00				85.55		85,55
(iii)	Disposal during the year				-	-		-	- P	-	-
(iv)	Closing balance as at year - Y3	1,353.85	21.44	2.33	44.80	-	<u> </u>		1,422.42		1,422.42
3.	Net Fixed Assets	1									
	Opening balance as at year - Y3	2,634.00	3.52		-				2,637.52		2,637.52
	Closing balance as at year - Y3	2,550.73	1.24	-		-	-		2,551.97	2.62	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

KPT भाविक पारीख/BHAN

• 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

	*	Actual average traffic, estimated	Actuals (4)				Variation (5)			
SI. No. (1)	Particulars (2)	ARR and the Revenue estimate considered in last tariff revision Order (3)	Y1* (a)	Y2* (b)	(c)	Total (d) [(a)+(b)+(o)]	Average (e) [(d/3)]	in absolute numbers (a) [4(e) - 3]	tn % [5(a)/3]	Reasons for variation (6)
1.	Traffic cargo/ container (in tonnes/ TEUs)	1	1	1	1	V	1	√	V	1
2.	Annual Revenue Requirement	- V	-		-	9 :== 1	- Fe		-	- 124
3.	Total Revenue	(As estimated in Form	V	٧	V	1	1	1	7	1

⁴ 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 compartson 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 terriff revision done under Tarriff 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 verietion in terms of % in respect of both physical (i.e. traffic) and financial (i.e. total revenue) at Si. 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 operators and belience 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

SI. 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	146.3145	165.77
(b).	Vessel related income	0			
2.	Average of income	5,21548	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	630.32	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 8)	-189.07	-189.22	-175,49	-553,78
8.	Remaining additional Surplus/ Deficit (6-7)	-756.30	-758,86	-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			ē,	

MANAGER (CFS) CWC-CFS-KPT

भाविक पारीखे/BHAVIK PARIKH वरि. सम् ार्चम (लंदा)/Sr. Assit. Manager (Accts.) के भारत है। हा, अहमस्यवाद:/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 CVC

Central Warehousing Contral Chylus CER (CFS

MANAGER (CFS) CWC-CFS-KPT ANSWEBARAD.

Contd...

Annexure-II-A

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 Tarif	
Α	Import Operation			
1	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 -4	11	
(ii)	Area (per sq.mtr.) Basis		Λ	
(a)	Weekly tariff (per sq. Mtr. Per week*)	66	66	
(b)	Monthly (reservation) (per sq. Mtr. Per month)	226	226	
Ü.	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	
В.	Export Operation			
ſ.	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		8	
(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)	1		
(a)	On Weekly Basis	20	20	
	(per CBM per week*)			
(b)	On Monthly Basis	70	70	
	(per CBM per month*)			

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- 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. Insuarance 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 insuarance 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

Grou	nd Rent of Containers	p (6)	d a
SI. 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)	8.2	
(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		70.15 54 -110-15
(i) –	Ground Rent (Loaded Containers) (per Teu/per day basis)	9 3	
(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









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. Insuarance 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)

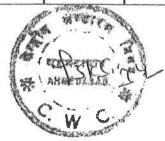




Annexure-II-B

CHAPTER-II PROPOSED MF TARIFF AT CWC-CFS KANDLA PORT

SI.	Description of Operations	Present	1
no.		Tariff	Proposed
		Approved	Tariff (In
	× × ×	by Tamp	Rs.)
		(In Rs.)	11.5.7
Α.	IMPORT OPERATIONS	(III Its.)	
(i).	Import Loaded Movement + LO:		
1.74	Providing road vehicles at Container Yard, Kandla Port and taking over	6 E 8 E	
	loaded containers placed by Terminal operators on the vehicles provided	x .	5.8
-	by the contractor, after due inspection of the condition of the container,		
	the lock & seals and on completion of the required formalities,	5.	
	transporting the same to the Container Freight Station, CWC, Kandla Port	v °	le.
	(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	× *	7 46
	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	86	
	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	V 2	
	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	= =	
1-1	designated area. [As mentioned in clause no. XXI-3 (a)]		
(a).	General cargo	S-11-11	
- 25	Cargo Handling up to 25%		





	I TEU	1600	1600
	FEU	2400	2400
(b).	Cargo Handling beyond 25%	2400	2400
	TEU	2200	2200
	FEU	3300	3300
(c).	Scrap/ Heavy cargo	3300	3300
10/.	TEU	2600	2600
	FEU	3900	3900
(iv).	RMS Container Examination: Retrieval of the loaded container stacked in	3500	3300
(17)	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)]	ล์	a a
	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)		3
(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
В.	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)]	ot:	
	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 repacking of packages providing suitable straps / scales or weighment		
	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	ર બ જ	
(*)	movement of the loaded container to make space available for keeping the next container for stuffing purpose. [As mentioned in clause no. XXI(6)	2	
(a).	A. General Cargo		
	TEU	2500	(3000
/L \	FEU Communication Communicatio	3750	74500
(b).	B. Scrap/ Heavy Cargo	_{अस्य} क्षेत्र्य-श्रेष्टाःश्रेताः,	Series .
	\wedge 1	18 40 15 15 14 14	NAME OF THE PARTY

after



	TEU	3800	4560
	FEU	5700	6840
(iii).	Direct Stuffing :		-
ī.	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	2 8 8	
	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	0 30 30 31 31 31 31 31 31 31 31 31 31 31 31 31	
	container for stuffing purpose. [As mentioned in Clause No. XXI(7)		
(a).	A. General Cargo		
	TEU	2800	350
	FEU	4200	525
(b).	B. Scrap/ Heavy Cargo		
	TEU	4000	600
	FEU	6000	900
	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	230
	FEU	2700	320
(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	1 in	
	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)]	9 8 9 9 40 8	830
a).	TO/FRO CFS-Kandla Port		
	TEU	800	110
	FEU	1200	150
b).	TO/FRO any Yard < 15 Kms	1200	130
-/-	TEU	1400	190
		1400	130

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lif Co	land Container Shifting: Shifting of empty / loaded containers (including ton/ lift-off) from one location to another location within the CWC-ontainer Freight Station Complex at the designated place including		*
st	acking the same upto three high by use of appropriate handling quipment. [As mentioned in clause No. XXI(10)]		*
	MPTY CONTAINER		
TE		990	1000
FE		1485	1500
	DADED CONTAINER		
TE		1320	1400
FE		1980	2000
co ho	ote: Not applicable if shifting of container is required for retrieval of the intainer for onward movement / any delivery thereof or for normal busekeeping.		
of m	ft on / Lift off: (including retrieval) of containers into / from road vehicles parties at the Container Freight Station, CWC, Kandla Port. [As entioned in clause No. XXI (11)]	77 F	3
(a). EN	MPTY CONTAINER		
TE		700	800
FE		1050	1100
	PADED CONTAINER		
TE		1000	1200
FE	Property and the state of the s	1500	1700
the	ashing, etc.: Shifting of empty containers from any location within CFS mplex to Washing / Cleaning / Repair Yard and back to any location in e CWC, CFS complex as prescribed (washing and cleaning to be done by e contractor with out any extra remuneration) As mentioned in clause of XXI(12)	in a constant of the constant	
TE	U	1100	1100
FE		1650	1650
cla	ovement / shifting of cargo from one place to any other place for eighment or other purpose, within same godown [As mentioned in use No. XXI(13)(Rate Per QTL)	3	1030
	ANUAL	11	12
	ECHANICAL	13	14
pla cor	ovement/ shifting of cargo from one place/ godown/ CY to any other ace/ godown/ CY for weighment or other purpose, within CWC-CFS mplex (As mentioned in clause no. XXI-14)	e	
man a second	RQTL	13	14
pre	lletization: Providing the labour for palletization of cargo including eparation of pallets of appropriate size, strapping as per requirement		
for sta (15			4 8 1/2 11
PEF	RQTL	14	\ 15
		A CONTRACTOR	`

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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, weighment (wherever required) & stack the same at the appropriate place. [As mentioned in Clause XXI (16)]		8
-	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)]	, 13	
(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):		- V
	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
0.70	Fumigation will be an optional services provided at the request of relevant us	ers.	

