

**Nhava Sheva Freeport Terminal Pvt Ltd.
Scale of Rates**

Effective from- 1st May 2026

1. Definitions

- i. **"NSFT"** means Nhava Sheva Freeport Terminal Pvt. Ltd.
- ii. **"Coastal vessel"** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the competent authority.
- iii. **"Foreign-going vessel"** shall mean any vessel other than Coastal vessel.
- iv. **"FCL"** means Containers said to contain Full Container Load.
- v. **"LCL"** means Containers said to contain Less than full Container Load (Container having cargo of more than one importer/ exporter).
- vi. **"Hazardous container"** means a Container containing hazardous goods as classified under IMO.
- vii. **"Import container"** means a container discharged from one vessel, stored in container yard and transported out through Road or Rail.
- viii. **"Export container"** means a container arrived by Road or Rail, stored in container yard and loaded on the assigned vessel.
- ix. **"Port area"** means the custom bound area / Port operational Area of the Port.
- x. **"Normal Container"** shall mean general type containers, not falling under special categories mentioned subsequently.
- xi. **"Reefer Container"** shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- xii. **"Hazardous Container"** shall mean a container containing hazardous goods as classified under IMO.
- xiii. **"Transshipment Container"** shall mean a container, which is discharged from one vessel, stored in the yard and transported through another vessel.
- xiv. **"Over dimensional Container"** shall mean a container carrying over dimensional cargo beyond the normal size of standard container and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.
- xv. **"Shut out Container"** shall mean a container which enters in the port as an export intake for a particular vessel (as indicated by the Vessel Identification Advice Number, i.e. VIA No.) and is not connected to the particular vessel for reasons whatsoever, then the container is termed to be a shutout container.
- xvi. **"Back to Town Container"** shall mean a container entering the port for export but unable to be exported for whatever reason and taken back to town.
- xvii. **"VIAN"** means Vessel Identification Advise Number.
- xviii. **"Per day"** means per calendar day or part thereof.
- xix. **"Conversion rate"** means conversion of US\$ denominated tariff to Indian Rupees (INR)

2. General

- i. Containers less than and up to 20' will be reckoned as one TEU for the purpose of tariff.
- ii.
 - a) Containers other than that of standard size will be charged as per 3.E (i) below.
 - b) Containers other than that of standard size and which require special devices for handling will be charged as per 3.E (ii) below
 - c) Containers which are damaged, and which require special devices for handling will be charged as per 3.E (ii) below.
- iii. Additional 'Charge for reefer container' as per 3.H below as applicable will be charged for reefer containers.
- iv. All invoices are issued as due on presentation. Failure to pay may cause a lien to be placed on the goods handled at the Terminal and the responsible party may be denied further use of the

Terminal until all outstanding charges have been paid.

- v. This tariff is independent of the other tariff notifications issued by the port and to be read separately (ITHRO, DMIDC Charges and toll charges etc. collected on behalf of the Ports and authorities.)
- vi. Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the market buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiary or any other Public Sector Bank as may be specified from time to time prevalent on the date of entry of the vessel into the port limits (in case of import containers) and on the date of arrival of containers in the Terminal premises (in case of export containers) shall be applied for reconversion of the dollar denominated charges into Indian rupees.
- vii. Coastal tariffs shall be charged to customers in INR. Stevedoring charges for the coastal containers shall be @ 60% of the EXIM tariffs and rest of the charges are equivalent to EXIM tariffs.

3. Charges for terminal services

A. Stevedoring charges for road container

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'

Loaded containers – Import / Export

<p>One Operation Move of discharging Import Full shipping container from a Container Ship to NSFT stacking yard using Terminal's Cranes and equipment and vice versa for export container.</p> <p>The Charge Includes:</p> <ul style="list-style-type: none"> • Unlashing/Lashing of container • Discharging of the Import Container from the Vessel to the wharf and vice versa for export container. • Transfer of the container from wharf to the terminal's yard using terminal's truck/equipment for Import container and then offloading in the yard , vice versa for export container. • Lift on the container and loading onto the customer's trailer, vice versa for export container. 	94.78	142.17	189.56
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Empty containers – Import / Export

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'
<p>One Operation Move of Discharging Import Empty shipping container from a Container Ship to NSFT Import stacking yard using Terminal's Cranes and equipment and vice versa for export containers.</p> <p>The Charge Includes:</p> <ul style="list-style-type: none"> • Unlashing/lashing of container. • Discharging the import Container from the Vessel to the wharf on to the terminal truck/equipment and vice versa for export container • Transfer of the container from wharf to the terminal's yard using terminal's truck/equipment for import container and then offloading in the yard , vice versa for export container • Lift on the container and loading onto the customer's trailer , viceversa for export container • Applied for bundle of flat rack / bolsters / platforms (Per bundle/Move). 	82.42	123.63	164.84

B) Stevedoring Charges For Rail Container

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'
Loaded containers – Import / Export			
<p>One Operation Move of Discharging Import Full shipping container from a Container Ship to NSFT stacking yard using Terminal’s Cranes and equipment and vice versa for export container.</p> <p>The Charge Includes:</p> <ul style="list-style-type: none"> • Unlashing / lashing of container. • Discharging the Container from the Vessel to the wharf on to the terminal truck/equipment for import container and vice versa for export container • Transfer of the container from wharf to the terminal’s yard using terminal’s truck/equipment for import container, subsequently loading the container on the train and vice versa for export container 	111.26	166.89	222.52

Empty containers - Import / Export

<p>One Operation Move of Discharging Import Empty shipping container from a Container Ship to NSFT stacking yard using Terminal’s Cranes and equipment and vice versa for export container.</p> <p>The Charge Includes:</p> <ul style="list-style-type: none"> • Unlashing / lashing of container • Discharging the Container from the Vessel to the wharf on to the terminal truck/equipment for import container and vice versa for export container • Transfer of the container from wharf to the terminal’s yard using terminal’s truck/equipment for import container, subsequently loading the container on train and vice versa for export container 	105.08	157.62	210.16
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C. Stevedoring charges for transshipment container

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'
Loaded / Empty containers – Import / Export			
<p>(Full cycle move for discharging and loading a transshipment full container)The rate includes:</p> <ul style="list-style-type: none"> • Unlashing of container • Discharging transshipment container from the Vessel. • Transfer of the container from wharf to the terminal’s Transshipment stacking area • Lift off the container and placing it in the yard. • Upon Vessel arrival, lift on container & Transport to wharf using terminals truck /equipment. • Load the container on board the Vessel as per plan provided by the Line. • Lashing of container 	115.38	173.07	230.76

- a. If a container is discharged by NSFT and loaded at other terminal, the charges will be as under 50% of transshipment container handling charges and Lift on charges as per the NSFT scale of rates will be charged to the line by NSFT. For the same container the other terminal will charge 50% of the transshipment container handling charges and other charges as per its scale of rates.
- b. If a container is discharged by other terminal and loaded by NSFT at its terminal, the charges will be as under:
- c. The other terminal will charge 50% of transshipment container handling charges to the line as per its scale of rates. For the same container, NSFT will charge 50% of TP handling charges as per its scale of rates; and lift off charges. .

The transportation of transshipment container discharged at NSFT and moving them to other terminal for loading and vice versa shall be carried by the respective shipping line.

D. Stevedoring charges for hazardous containers

Handling charges shall attract 1.5 times than normal applicable charges.

E. Stevedoring charges for over-dimensional container

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

Note:

- a. A transshipment container sent to any CFS, ICD or taken delivery locally shall be treated as local and charged the local container handling rate.
- b. A container originally declared as transshipment container, subsequently moved by rail or road will lose its identity as a transshipment container and shall be treated as a normal import container and prescribed charges as applicable shall be payable.
- c. VIA change charges shall apply if the vessel nomination is changed after berthing of the originally nominated vessel or if the vessel nomination is changed from a later vessel to an earlier vessel.
- d. Shut out charges apply when a container is shut out by one vessel and subsequently shipped by another vessel or is back to town.
- e. Back to Town charges will apply for a container entering the port for export on a specific vessel but could not be loaded on vessel for whatever reason and going out from Terminal. Storage Charges shall be applicable for such containers from the day on which they have arrived in the terminal till the day on which they have gated out of the terminal. No Free Days shall be granted. Tariff applicable for storage shall be as per shutout storage tariff published in the SOR.
- f. Stevedoring charges shall be applicable for the containers rehandled (loading /unloading) from/to the vessel.
- g. Over dimensional containers are expected to be delivered/loaded directly under the crane hook on the wharf to the trailer deployed by the shipping line. If the Over dimensional container needs to be moved by the terminal and handled in the CY due to the absence of trailer of shipping line, shifting charges shall be applicable.

F. Charges for handling hatch cover:

All Rates Are Expressed in US\$ Terms	
Without landing hatch cover on quay	72.11
With landing hatch cover on quay	144.23

G. Charges for re-stowing loaded or empty container:

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'
Bay to Bay	61.81	92.72	123.62
Landing Via quay	128.78	193.17	257.56

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

H. Charges for reefer containers:

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'
Per Shift of 4 hours or part thereof	10.72	16.07	21.44

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

I. Charges for a VIA change:

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'
Change of VIA for container	77.27	115.91	154.54

Note- Above charge shall apply where:

- a. An Export / Transshipment / Re-Export container is shutout and subsequently delivered out of NSFT.
- b. A container is shutout by one vessel and subsequently loaded on another vessel.
- c. A container gated in for next vessel and subsequently rolled back to current vessel and then loaded on to the current vessel. A container entering the port for export on a specific vessel but could not be loaded on a vessel for whatever reason and going out from Terminal (Back to Town)
- d. Containers arrive after cutoff for a particular vessel.
- e. ICD containers arriving by Rail whose outbound VIA are not declared prior to the arrival of the Train in the port.
- f. VIA change charges shall apply if the vessel nomination is changed after berthing of the originally nominated vessel or if the vessel nomination is changed from a later vessel to an earlier vessel.
- g. Shut out charges apply when a container is shut out by one vessel and subsequently shipped by another vessel or is back to town.
- h. Back to Town charges will apply for a container entering the port for export on a specific vessel but could not be loaded on vessel for whatever reason and going out from Terminal. Storage Charges shall be applicable for such containers from the day on which they have arrived in the terminal till the day on which they have gated out of the terminal. No Free Days shall be granted. Tariff applicable for storage shall be as per shutout storage tariff published in the SOR.

Charges for extra movement

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

All Rates Are Expressed in US\$ Terms			
	20'	40'	Over 40'
Internal Shifting of containers within terminal	77.27	115.91	154.54

J. Charges for container storage in container terminal Import Containers – By Road

All Rates Are Expressed in US\$ Terms			
Imports	20'	40'	Over 40'
Rates Per Dimension			

Loaded

First Three days	FREE		
04-06 days	4.53	9.06	11.33
07-09 days	9.06	18.12	22.65
10-12 days	11.33	22.65	28.31
13-15 days	13.59	27.18	33.98
16-18 days	15.86	31.71	39.64
19-20 days	18.12	36.24	45.30
21 days & above	22.65	45.30	56.63

Empty

First -05 days	2.26	4.52	5.65
06 days to 15 days	4.52	9.04	11.30
16 days & above	9.04	18.08	22.60

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

Lump sum charges – up to 15 days	34.00	67.99	101.99
Lump sum charges 16 days to 30 days	51.51	103.02	206.04
Above 30 days/per day	9.27	18.54	37.09

Export Container By Road

All Rates Are Expressed in US\$ Terms			
Exports	20'	40'	Over 40'
Rates Per Dimension			

Loaded

First Three days free	Free		
04-06 days	4.53	9.06	11.33
07-09 days	9.06	18.12	22.65
10-12 days	11.33	22.65	28.31
13-15 days	13.59	27.18	33.98
16-18 days	15.86	31.71	39.64
19-20 days	18.12	36.24	45.30
21 days & above	22.65	45.30	56.63

Empty

01 -05 days	2.26	4.52	5.65
06 days to 15 days	4.52	9.04	11.30
16 days & above	9.04	18.08	22.60

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

Lump sum charges – upto 15 days	34.00	67.99	101.99
Lump sum charges 16 days to 30 days	51.51	103.02	206.04
Above 30 days/per day	9.27	18.54	37.09

Import /Export Container – By Rail

Import and Export		USD\$	
Rates Per Diem	20'	40'	Over 40'

Loaded

First 5 days free	Free		
06 – 15 days	6.80	13.60	17.00
16 – 30 days	13.60	27.20	34.00
Over 30 days	27.20	54.40	68.00

Empty

01- 05 days	2.26	4.52	5.65
06 days to 15 days	4.52	9.04	11.30
16 days & above	9.04	18.08	22.60

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

Lump sum charges – up	34.00	67.99	101.99
Lump sum charges 16	51.51	103.02	206.04
Above 30 days/per day	9.27	18.54	37.09

Transshipment containers

USD\$			
Rates per diem	20'	40'	Over 40'

Loaded

First 7days free	Free		
8-15 days	9.07	18.14	22.68
Thereafter	18.14	36.28	45.35

Empty

First 7 Days free	Free		
8 - 15 days	9.07	18.14	22.68
Thereafter	18.14	36.28	45.35

Shutout / rollover storage:

Full and Empty	In US\$ Terms		
	20'	40'	Over 40'
01 – 06 days	4.53	9.06	11.33
07 – 09 days	9.06	18.12	22.65
10 – 12 days	11.33	22.65	28.31
13 – 15 days	13.59	27.18	33.98
16 – 18 days	15.86	31.71	39.64
19 – 20 days	18.12	36.24	45.30
Over 21 days	22.65	45.30	56.63

Change of Status to Local Delivery & Re-export of Containers.

Full and Empty Slabs	In US\$		
	20'	40'	Over 40'
01 – 06 days	4.53	9.06	11.33
07 – 09 days	9.06	18.12	22.65
10 – 12 days	11.33	22.65	28.31
13 – 15 days	13.59	27.18	33.98
16 – 18 days	15.86	31.71	39.64
19 – 20 days	18.12	36.24	45.30
21 days & Above	22.65	45.30	56.63

Notes -

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

K. Charges for handling of lock-bin

US\$	128.78
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L. Charges for ICD Containers under the ITRHO Agreement

Charges in INR			
	20'	40'	Over 40'
Charges for ICD Containers handle under ITRHO Agreement.	811.47	1622.94	1622.94

Note:- Above charge is applicable on all rail containers arriving from/to JN Port. These Charges are Subject to modification as and when new Rate structure is agreed between the Terminals.

M.Charges for special service activities, All Charges in US\$ terms

Sr. No.	Activity	Amount in US\$
1	Leaking containers	Cost Per Teu
	Transfer of containers	\$128.78
	Stay at leakage area per day (in addition to standard storage rate) part of day is considered one day	Cost Per Teu
	First 5 days	\$61.81
	6-10 days	\$123.62
	11-20 days	\$247.25
	21 days and above	\$494.50
	Decontamination cost Subject to inspection and on incurred services	
2	Terminal forklift hire – 3 Ton	\$61.81 Per Hour
3	Labour Hire	\$20.60 Per Hour
4	Bundling/Unbundling empty Flat Rack Containers	\$15.45 Per Unit
5	Knocking down empty flat rack containers	\$15.45 Per Unit
6	IMO Label affixing /removal on container	\$10.30 Per Unit
7	Affixing/ removal of seal in the container	\$4.12 Per Unit
8	Charges for shifting within the terminal for customs examination or any other purpose and subsequent loading of containers for delivery with prior arrangement with user.	\$77.27 Per Teu
9	Mode of transport change charges (change of status of containers from Rail to Road or vice-versa)	\$56.66 Per Teu
10	One Door open charges per container requiring special stacking in CY	\$25.76 Per Unit
11	Cancellation of documents – per EIR	\$5.15 Per Unit
12	Non-declaration /Mis declaration of Hazardous containers / VGM	\$56.66 Per Teu
13	On-wheel customs inspection	\$20.60 Per Unit
14	Direct Port Delivery charges (DPD)	\$56.66 Per Teu
15	Vessel overstays due to Vessel Operator's fault – rate per hr.	\$2163.42 Per Hour
16	Sending containers survey report/Photo at Gate/Yard through electronic process or otherwise per container	\$10.30 Per Unit
17	Change of POD /Status /Category / Commodity of the containers	\$56.66 Per Teu
18	Lift on/ Lift off in the CY	\$10.30 Per Teu
19	Charges for Late arrival boxes	\$ 56.66 Per Unit
20	Early Gate in of Export containers before vessel gate open.	\$ 25.76 Per Teu
21	Reefer PTI / Run Test	\$25.76 Per Unit
22	Plugging / Unplugging of Reefer container on board the vessel	\$15.45 Per Unit
23	Twist Lock Cutting charges on the container	\$61.81 Per Unit
24	Change in Door Direction	\$51.51 Per Unit
25	Change In Weight (weight mis declaration): +/- 2 Ton variation from declared weight by shipping line in Form 13 / Import - Export advance list.	\$56.66 Per Unit
26	Breakbulk handling Costs, Charged on Time Basis US\$ 2575.5 per Hour/Parcel. Minimum Charges applicable for Handling of such breakbulk cargo is equal to One hour of operation. Any time exceeding one hour, will be charged additionally on pro rata basis. For Example- A shipment of cargo takes 1 hour and 15 minutes to handle. The total handling charges would be calculated as follows: - Total handling charges = Fixed charge + Pro rata charges, pro rata basis i.e.: Fixed charge (\$2575.5) + Pro rata (\$2575.5/60 mins *15 mins = \$643.88, Total Charge = \$3219.38	
27	Variation in Temperature (+/-5 Degrees) from the set point temp. for reefer containers	\$56.66 Per Unit
28	Service charges for providing the Gangway to Vessel on berth.	\$128.78

29	Special stowage/Hot Stowage (On deck loading / Under deck loading)	\$77.27 Per Teu
30	Dray IN/OUT charges- Container entering the port for storage and going out by road or Rail.	\$77.27 Per Teu
31	Sludge removal permission	\$154.53
32	Bunkering Permission	\$309.06
33	Priority Selection/Express Delivery- Pick & choose option on Import boxes,	\$56.66 Per Teu
34	Back to Town charges	\$77.27 Per Teu
35	Penalty for mis-declaration of Haz commodity	\$103.02 Per Unit
36	Handling of reefer power packs on the train	\$77.27 Per Unit
37	Scanning charges (Lift on + Lift off applicable only since TT is provided by respective customer)	\$20.60 Per Teu
38	Export-Inter Terminal Transfer	\$77.27 Per Teu
39	Rehandle load/discharge	\$94.78 Per Teu
40	Real shutout	\$154.54 Per Teu
41	Super real shutout	\$189.56 Per Teu
42	Slings usage for discharge / loading	\$94.78 Per Teu

General notes

- a. Charges for Container more than 40' not mentioned specifically will be charge twice that of 20' Container.
 - b. Any special services like Dunnage / lashing materials or additional equipment for handling will be charged additional.
 - c. Prior to Movement of Export Container or Delivery of Import Container, Customer must clear all dues payable to NSFTPL.
 - d. **Real Shutout**-A Real Shutout refers to an export container that enters the port/terminal assigned to a specific vessel (identified by its VIA Number) and is transported by trailer to the wharf for loading and brought back to the yard. If, for any reason, the container is not loaded onto that designated vessel, it is classified as a Real Shutout container.
 - e. **Super Real Shutout**-A Super Real Shutout refers to an export container that enters the port/terminal assigned to a specific vessel (identified by its VIA Number) and is loaded onto that vessel. If the container is subsequently offloaded from the vessel for any reason and brought back to the yard, it is then classified as a Super Real Shutout container.
 - f. Goods and Service Tax, and other Govt. levies will be applicable at the prevailing rates at the time of billing.
 - g. Any spill cleanup charges accruing on account of handling of HAZ cargo, disposal of the HAZ waste to a govt. approved waste handling facility including transportation to such facility shall be borne by the customer (Container Operator)
 - h. Adequate and sufficient insurance cover to be obtained by the customer for all laden container stored in Terminal or in transit from Peer Terminals to NSFT or vice- versa to cover the cargo risk against all perils. NSFTPL shall not accept liability, unless loss / damage is proven due to fault / negligence of NSFTPL, for any loss to cargo and/or property due to Acts of God, Flooding, Rains, Fire, Earthquake, War, Riots or Civil Disobedience, Terrorism, Acts of Governments, Normal Perils, Loss Damage to third party associated with handling and transportation. A copy of the insurance cover obtained may be provided to NSFTPL on request.
 - i. Any Hazardous Empty Tank container should submit clean certificate; Otherwise, Empty hazardous container will be treated as loaded hazardous charges.
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