

TARIFF



**TUTICORIN INTERNATIONAL CONTAINER TERMINAL PRIVATE LIMITED**  
**Scale of Rates (EXIM)**  
**Effective from 12-Apr-2026**

**1. Definitions**

- i. **"TICT"** means Tuticorin International Container Terminal Private Limited.
- 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 other vessel.
- xiv. **"Over dimensional container – spreader use"** shall mean a container carrying over dimensional cargo beyond the normal size of standard container however needing only container spreader for handling.
- xv. **"Over dimensional container – Special device/Sling use"** 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.



- xvi. **“Shut out container”** shall mean a container which enters into 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.
- xvii. **“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.
- xviii. **“VIAN”** means Vessel Identification Advise Number.
- xix. **“Per day”** means per calendar day or part thereof.
- xx. **“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. Containers other than that of standard size requiring special devices/slings/handling will be charged as per 3 (D) (ii) below. Such containers will also include damaged containers and any other type requiring special devices.
- iii. Additional 'Charge for reefer container' as per 3 (G) 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/terminals towards NICDC charges.
- 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.



### 3. Charges for terminal services

#### A. Stevedoring charges for Import / Export - road containers

All rates are expressed in USD (\$) terms					
SN	Particulars	Type	20'	40'	Over 40'
1	<p>One operation move of discharging Import Full shipping container from a Container Ship to TICT stacking yard using Terminal's Cranes and equipment and vice versa for export container</p> <p>The Charge Includes:</p> <ul style="list-style-type: none"> <li>Unlashing/Lashing of container</li> <li>Discharging of the Import Container from the Vessel to the wharf</li> <li>On to the terminal truck/equipment and vice versa for export container</li> <li>Transfer of the container from wharf to the terminal's yard using terminal's truck/equipment for Import container and vice versa for export container</li> <li>Lift off the container and placing in the yard for import containers and vice versa for export containers</li> </ul> <p>Empty charges applied for bundle of flat rack / bolsters / platforms (Per bundle/Move).</p>	Laden	65.94	98.89	131.86
		Empty	52.74	79.12	105.49



## B. Rate for handling transshipment containers

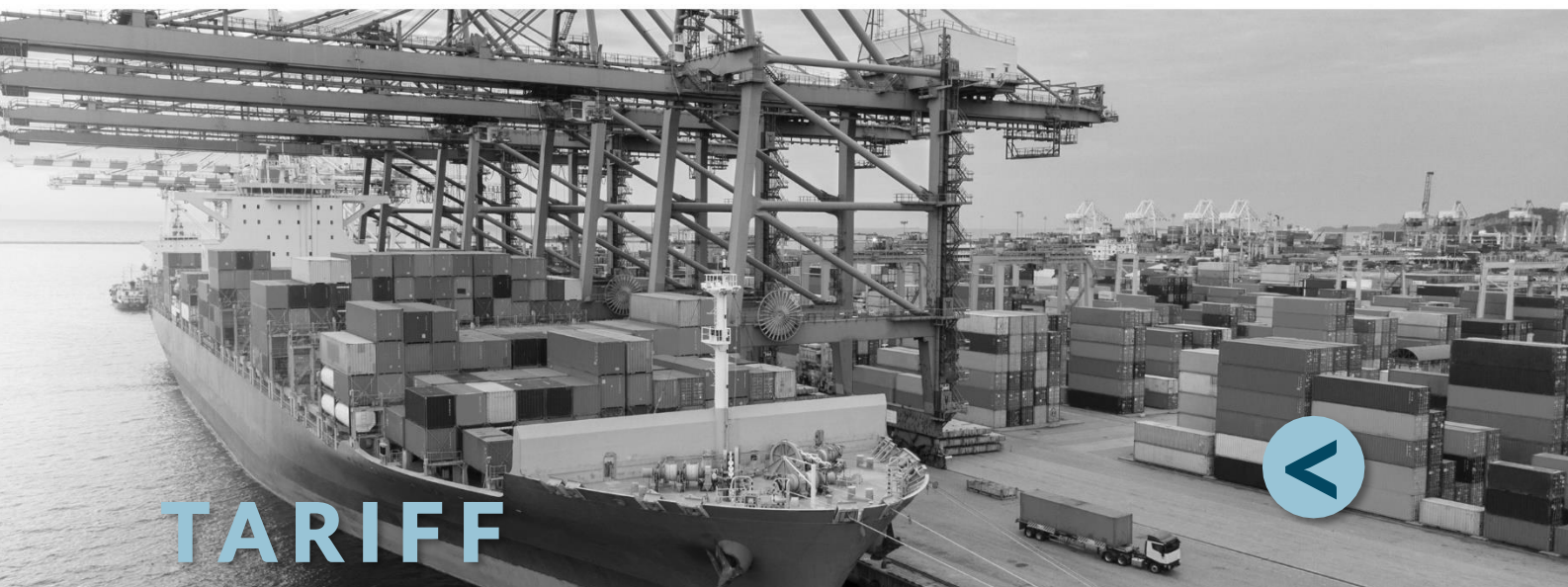
		All rates are expressed in USD (\$) terms			
SN	Particulars	Type	20'	40'	Over 40'
1	(Full cycle move for discharging and loading a transshipment full container) The rate includes: <ul style="list-style-type: none"> <li>• Unlashing of container</li> <li>• Discharging of transshipment container from the Vessel.</li> <li>• Transfer of the container from wharf to the terminal's Transshipment stacking area.</li> <li>• Lift off the container and placing it in the yard.</li> <li>• Upon Vessel arrival, lift on container &amp; Transport to wharf using terminals truck /equipment.</li> <li>• Load the container on board the Vessels per preplan issued by the Line.</li> <li>• Lashing of container</li> </ul>	Laden	73.03	109.55	146.07
		Empty	58.83	88.24	117.67

## C. Stevedoring charges for Hazardous Containers

Handling charges shall attract 1.5 times the normal applicable charges.

## D. 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 charged the local container 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 changes after berthing of the originally nominated vessel or if the vessel nomination is change 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. Charges for handling hatch cover**

SN	Particulars	All rates are expressed in USD (\$) terms
1	Without landing hatch cover on quay	79.12
2	With landing hatch cover on quay	158.23

**F. Charges for re-stowing loaded or empty container**

SN	Particulars	All rates are expressed in USD (\$) terms		
		20'	40'	Over 40'
1	Bay to Bay	65.94	98.89	132.38
2	Landing Via quay	131.86	197.80	263.72

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



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## G. Charges for reefer containers

		All rates are expressed in USD (\$) terms		
SN	Particulars	20'	40'	Over 40'
1	Per Shift of 4 hours or part thereof	3.04	4.57	6.08

**Note:** Services include plugging/unplugging, 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.

## H. Charges for a VCN change

		All rates are expressed in USD (\$) terms		
SN	Particulars	20'	40'	Over 45'
a	Change of VCN for container	15.22	22.82	30.43

**Note:**

Above charge shall apply where:

- a. An Export / Transshipment / Re-Export container is shutout and subsequently delivered out of TICT.
- 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.

## I. Charges for extra movement

		All rates are expressed in USD (\$) terms		
SN	Particulars	20'	40'	Over 40'
a	Internal Shifting of container within the terminal	15.22	22.82	30.43

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



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

		All rates are expressed in USD (\$) terms		
SN	Particulars	20'	40'	Over 40'
<b>1</b>		<b>Import loaded by road</b>		
	First 2 days	Free	Free	Free
	3-7 days	3.04	6.08	9.13
	8-15 days	6.08	12.17	18.26
	Thereafter	12.17	24.34	36.51
<b>2</b>		<b>Import empty by road</b>		
	First 2 days	Free	Free	Free
	3-7 days	3.04	6.08	9.13
	8-15 days	6.08	12.17	18.26
	Thereafter	12.17	24.34	36.51
<b>3</b>		<b>Export loaded by road</b>		
	First 4 days	Free	Free	Free
	5-7 days	3.04	6.08	9.13
	8-15 days	6.08	12.17	18.26
	Thereafter	12.17	24.34	36.51
<b>4</b>		<b>Export empty by road</b>		
	First 2 days	Free	Free	Free
	3-7 days	3.04	6.08	9.13
	8-15 days	6.08	12.17	18.26
	Thereafter	12.17	24.34	36.51
<b>5</b>		<b>Transshipment containers loaded / empty</b>		
	First 15 days	Free	Free	Free
	16-30 days	3.04	6.08	9.13
	Thereafter	6.08	12.17	18.26



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**Notes:**

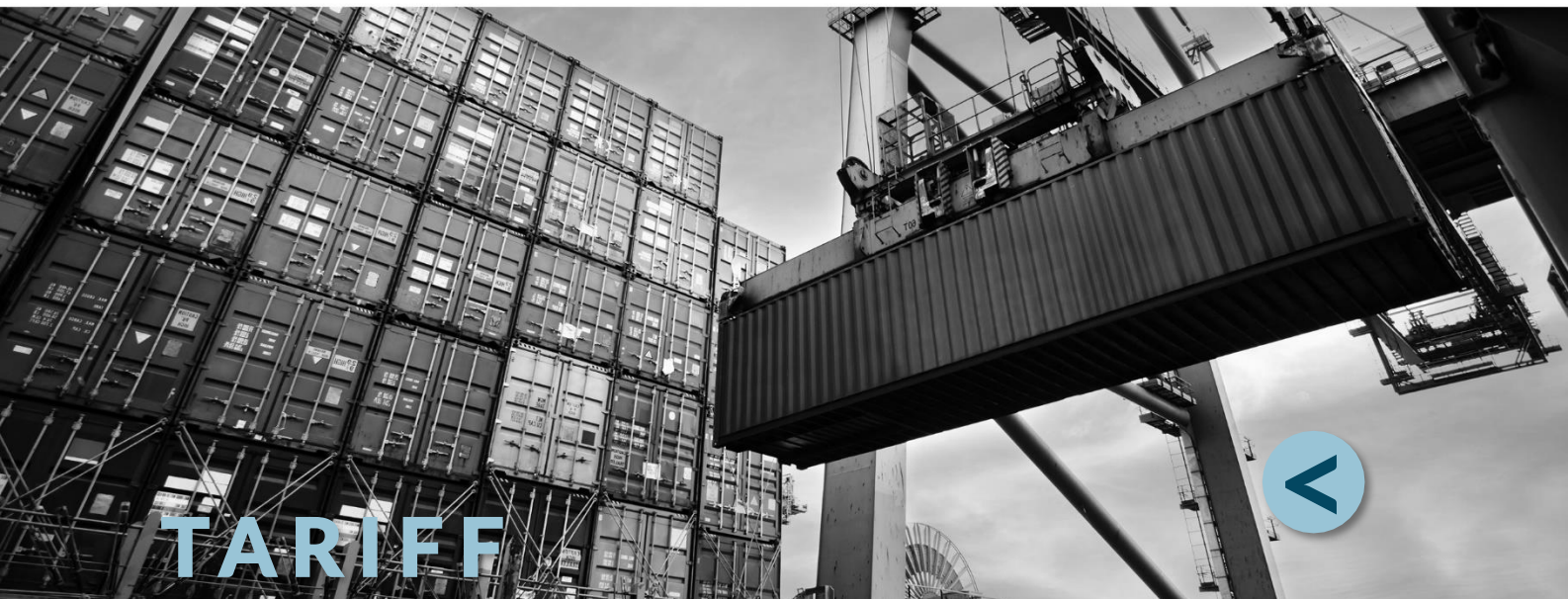
- a. Storage charges are reckoned on a per day or part thereof basis.
- b. Storage period for a container shall be reckoned from the day of landing up to the day of loading/delivery/removal of container and will include Sundays and holidays.
- c. For any HAZ Container, storage will be 2 times of normal charge.
- d. For any ODC, storage will be 3 times of normal charge.
- e. 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 and in addition status change charges shall be applicable
- f. Normal import containers subsequently changing the mode to ICD containers will enjoy the free period applicable to local containers.
- g. 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 usage of shore gang way**

SN	Particulars	USD (\$)
1	Charges for usage of shore gang way	60.86

**L. Charges for handling of lock-bin**

SN	Particulars	USD (\$)
1	Charges for handling of lock-bin	60.86



**M. Charges for special service activities**

		All rates are expressed in USD (\$) terms		
SN	Activity	20'	40'	Over 40'
1	IMO Label affixing /removal	15.22	15.22	15.22
2	Affixing/ removal of seal in the container	5.07	5.07	5.07
3	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	15.22	15.22	15.22
4	Change of status of Containers from rail to road or vice-versa	15.22	15.22	15.22
5	One Door open charges per container requiring special stacking in CY	15.22	15.22	15.22
6	Cancellation of documents – per EIR	5.07	5.07	5.07
7	Non-declaration /Mis declaration of Hazardous containers / VGM	15.22	15.22	15.22
8	On-wheel customs inspection (per container)	15.22	15.22	15.22
9	Direct port delivery charges (DPD)	25.36	38.04	50.72
10	Vessel overstays due to vessel operator's fault – rate per hr.	1014.34		
11	Sending containers survey report/photo at gate/yard through electronic process or otherwise per container	5.07	5.07	5.07
12	POD Change, or change of destination involving additional handling in the yard /rail side	15.22	15.22	15.22
13	Lift on/ lift off in the CY	15.22	15.22	15.22
14	ICD without details	15.22	15.22	15.22
15	Entry after cut off	15.22	15.22	15.22
16	Reefer PTI / run test	25.36	25.36	25.36
17	Change of status / commodity	15.22	15.22	15.22
18	Twist lock cutting charges – per lock	15.22	15.22	15.22
19	Change in door direction	15.22	15.22	15.22
20	Category change	15.22	15.22	15.22



		All rates are expressed in USD (\$) terms		
SN	Activity	20'	40'	Over 40'
21	Change In Weight (weight mis declaration) +/- 2 ton variation from declared weight by shipping line in Form 13 / Import -Export advance list.	15.22	15.22	15.22
22	De-Manifest / Re-Manifest of container	15.22	15.22	15.22
23	OOG / Break Bulk handling. Hourly charges or part thereof for handling the shipment	Time proportionate basis		
24	Reefer Temperature variation (Additional power supply) \$60/container	60.86	60.86	60.86
25	Inter Terminal Transport	15.22	22.82	30.43

**General Notes:**

1. Any special services like dunnage / lashing materials or additional equipment for handling will be charged additional.
2. Prior to movement of export container or delivery of import container, customer must clear all dues payable to TICT.
3. Goods and Service Tax and other Govt. levies will be applicable at the prevailing rates at the time of billing.
4. 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)
5. Adequate and sufficient insurance cover to be obtained by the customer for all laden containers stored in Terminal or in transit from Peer Terminals to TICT or vice- versa to cover the cargo risk against all perils. TICT shall not accept liability, unless loss / damage is proven due to fault / negligence of TICT, 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 TICT on request.
6. Any hazardous empty tank container should submit clean certificate; otherwise, empty hazardous container will treat as loaded hazardous charges.