

**[F. No. AERA/20010/MYTP/DCSC/IGI/2011-12/Vol-I]
Airports Economic Regulatory Authority of India
Order No. 18/2014-15**

**AERA Building,
Administrative Complex,
Safdarjung Airport,
New Delhi - 110 003.**

**Date of Order: 23rd December, 2014
Date of Issue: 6th February, 2015**

In the matter of Annual Tariff Proposal submitted by M/s Delhi Cargo Service Centre India Private Limited for fourth tariff year of the first control period for Cargo Handling Services at IGI Airport, New Delhi.

This Authority, vide Direction No. 4/2010-11 dated 10.01.2011, had issued Airports Economic Regulatory Authority of India (Terms and Conditions for Determination of Tariff for Services provided for Cargo Facility, Ground Handling and Supply of Fuel to the Aircraft), Guidelines, 2011 (CGF Guidelines) prescribing procedures, terms and conditions for determination of tariff for cargo, ground handling and supply of fuel to aircraft services, being provided by Independent Service Provider(s). As per the CGF Guidelines, the service providers are required to submit a Multi Year Tariff Proposal (MYTP) for the five-year control period and Annual Tariff Proposal (ATP) for individual tariff years of the Control Period.

2. Accordingly, M/s Delhi Cargo Service Centre India Private Limited (DCSC) submitted their MYTP for first control period commencing 01.04.2011 in respect of cargo handling services provided at IGI Airport, New Delhi. The Authority considered the submissions made by DCSC and issued a Consultation Paper No. 15/2011-12 dated 27.08.2011. Pursuant to the stakeholder(s) consultation, the Authority issued Multi Year Tariff Order (MYTO) No. 13/2011-12 dated 07.10.2011 vide which it ordered that the Authority shall adopt a "light touch approach" for the cargo handling service provided by Delhi Cargo Service Centre India Private Limited (DCSC) at IGI Airport, New Delhi for the first control period commencing w.e.f. 01.04.2011. The Authority also determined the tariff(s) for the first and second tariff years (FY 2011-12 & 2012-13) of the first control period vide Order No. 05/2012-13 on 21.05.2012. Vide Order No. 30/2013-14 dated 31.07.2013 the tariff(s) for third tariff year (FY 2014-15) were also determined.

3. Delhi Cargo Service Centre Pvt. Ltd., (DCSC) vide letter no. nil dated 06.03.2014 and 27.03.2014 submitted the Annual Tariff Proposal (ATP) for fourth tariff year (2014-15) for rendering cargo handling services at IGI Airport, New Delhi.

4.1 The Authority considered the submissions made by DCSC and a Consultation Paper No. 04/2014-15 was issued on 09.06.2014 wherein the ATP for fourth tariff year was put up for stakeholder consultation. In response to the proposal contained in the Consultation Paper, comments have been received from the following stakeholders:



- (i) Domestic Air Cargo Agents Association (DACAAI)
- (ii) Federation of the Indian Export organisation (FIEO)
- (iii) Air India

4.2 DACAAI vide letter dated 25.06.2014, inter alia, raised various issues related to the levy of TSP charges on domestic cargo, mode of payment etc. Relevant comments of DACAAI are extracted below:

“.....WITHOUT PREJUDICE TO ABOVE.

i) The TSP charges on domestic cargo shippers are too high for providing the alleged services of loading and unloading.

ii) DCSC should not be permitted to levy the minimum charges proposed to be levied by it on domestic cargo shippers/agents as well as on the Airlines inasmuch as the same would unfairly inflate the transport of domestic cargo in the Country without there being any rationale.

iii) DCSC is collecting TSP charges by forcing the, domestic cargo shippers/agents to open pre-deposit accounts. There is no proper method of accounting and members of DACAAI have been wrongly debited. The method of collecting TSP charges is cumbersome. DACAAI craves leave to refer to and reply upon its representation dated 28-4.2014 for highlighting the complications arises out of pre-deposit method of collecting TSP charges adopted by DCSC. A true copy of the invoice issued by DCSC for domestic cargo sent by Air on 13.6.2014 by the company of the President of DACAAI and few airway bills is Annexure-8.

... In the premises above, DACAAI submits that:

a) There is no justification for levy of TSP charges on domestic cargo shippers/agents and the proposed levy of TSP charges on domestic cargo shippers/agents should not be approved by this Hon'ble Authority and DCSC should be directed to refund the amounts collected by it from the domestic cargo shippers/agents from the inception.

b) Inasmuch as levy of TSP charges was approved on the premise that cargo terminal would be shifted from make-shift terminal to a proper cargo terminal w.e.f, 1.12.2011 and since the cargo terminal continues to be operated from make-shift terminal, DCSC should be directed to refund TSP charges collect by it at least w.e.f. 1.12.2011.

.... In the premises, DACAAI humbly prays that this Hon'ble Authority may kindly:

a) condone the delay of 2 days in submitting the objections of DACAAI to the Annual Tariff Proposal for the year 2014-15 submitted by DCSC for providing cargo handling services at IGI Airport, New Delhi;

b) hold that there is no justification for levy of TSP charges on domestic cargo shippers/agents by DCSC on transport domestic cargo by Air;

c) direct DCSC to refund the amounts collected by it from domestic cargo shippers/agents in the name of TSP charges; and

d) pass such other and further orders as is deem just and appropriate by this Hon'ble Authority in the facts and circumstances of the case...”

4.3 In the meanwhile, DACAAI also filed a suit before Hon'ble Delhi High Court. The matter was heard by Hon'ble High Court of Delhi which passed the following Order on 29.05.2014:

"...Keeping in view the fact that tariff for the next year is already under preparation by respondent no. 1, Regulatory body, this Court disposes of the present writ petition by directing respondent no. 1 to expedite the process of determination of tariff in accordance with law. This Court also directs that along with determination of tariff petitioners representation shall also be examined/ considered..."

4.4 FIEO, vide mail dated 20.06.2014, inter-alia, made the following observations:

".....While no balance sheet are available page 81 of the proposal states that DCSC proposes to increase tariffs as its international operations which are below 69000 MT.

2. By their own admission this is due to the inability to attract many international airlines [on the other hand Celebi which also in the same business at the airport enlist 48 airlines therefore taking a major chunk of business – as per attachment- Delhi Cargo customer list of Celebi]. DCSC in its proposal states that domestic cargo handling is as per their expectation at 141000MT.

3. Delhi Indira Gandhi International Airport, is the second biggest in terms of cargo tariff with a rate of growth in cargo traffic being about 10% a year on an average since 2001. According to projections, the total volume of cargo traffic at the airport is anticipated to reach 1,000,000 tons/year within the next five to seven years

4. While a detailed analysis is possible with the balance sheets of operating profits/ratios, on the face of it, it appears that DCSC needs to revisit its own business model, capture a good market share of the growing cargo traffic in order to generate profits and for the present offset existing losses from international cargo with domestic cargo.."

4.5 Air India vide letter dated 26.06.2014 agreed to the Authority's proposal contained in the Consultation Paper.

5.1 DCSC vide letter dated 15.07.2014 and 31.07.2014 furnished its comments/clarifications on the observations made by DACAAI and FIEO. In its response to the comments of the DACAAI, DCSC has submitted the clarifications. Relevant portions of the clarifications submitted by DCSC are reproduced below:

"..... At the very outset, it is stated that objections filed by DACAAI are misconceived, not tenable and barred by the principles of estoppel..."

.. The contents of Para 1 to 3 are matter of record and need no reply. However, anything contrary to the record are denied."

"The contents of Para 4 of the Objections of DACAAI are denied. In this regard, it may be noted that the current determination is to be undertaken in terms of Light

Touch Approach as adopted by AERA in the previous determinations and in view of competition by other operator at the Domestic Terminal, IGI Airport, the assertion of DACAAI does not hold any water. In any event, if directed, DCSC is willing to submit the financials as per requirement."

The contents of Para 5 of the objections are denied. It is submitted that AERA after considering The Airports Economic Regulatory Authority of India (Terms and Conditions for Determination of Tariff for Services Provided for Cargo Facility, Ground Handling and Supply of Fuel to Aircraft) Guidelines, 2011 ("The Guidelines"), held as under in Order No. 13/2011-12 passed in the matter of Multi Year Tariff Proposal submitted by DCSC:

"As per Clause 3.2 of the Guidelines, based on the assessment of materiality and competition, when such regulated service is deemed 'material but competitive', the Authority shall determine tariff {s} for the service provider(s) based on a light touch approach for the duration of the Control Period. Hence, the regulated service being provided by DCSC at IGI Airport, New Delhi is 'material but competitive' and shall come under the light touch approach for tariff determination. "

Therefore, it is incorrect to suggest that the tariff as submitted by DCSC should not be considered under the light touch approach. It is also submitted that such an objection raised by DACAAI as an afterthought at this stage ought not to be entertained.

".....The contents of Para 6 (III) (i) to Para 6 (III) (iii) are denied. It is submitted that the TSP charges were levied on domestic shippers vide AERA Order No. 16/2010-11. The amount payable as TSP charges has not been increased and therefore, claim of DACAAI that the TSP charges are too high is completely incorrect. It is only the mode of payment that has been altered by DCSC. Further, it is respectfully submitted AERA has to determine the tariff for cargo services and determination of the mode of payment is not within its domain. It is submitted that initially DCSC had accepted the arrangement where TSP was collected by the airline on behalf of DCSC by putting this charge in their AWB in due carrier column and reimbursing it to them after collection. Unfortunately, this arrangement is no more feasible and cannot be continued. Further, the Airlines do not want to collect the charges for TSP as it is not their revenue stream but burdens them with accounting hassles and service tax issues. Since, DACAAI did not object to the levy of TSP charges before, they are estopped from doing so now.

It is not correct that the levy of TSP charges on the shippers/ agents would unfairly inflate the transport of cargo in the country. It is submitted that the TSP charges as levied on the shippers/agents are different from the charges being levied on the airlines. It is reiterated that what is charged to airlines is handling fees and security charges because the job is specific to those charges. TSP charges are levied on airlines for providing facilities to the trade for bringing their cargo, doing their sorting, labelling, marking and documentation at the terminal prior to handover.

It is further submitted that the pre-deposit account is only an advance and not payment towards services. The contention of DACAAI that the accounts

of its members were wrongly debited and that there is no proper method of accounting are completely unfounded as no terminal operator can debit the account of a shipper/agent for unwarranted charges. In this regard it is also submitted that AERA's mandate is to determine the tariff of the regulated service provider and it cannot determine the mode of payment by which the service provider would receive payment of user charges nor order the service provider to offer cash or credit facility. It is also pertinent to mention that it is incorrect to suggest that DCSC has stated pre-account deposit to be the only mode of payment of TSP charges. The circular dated April 15, 2014 clearly provides multiple options for payment of the said charges, wherein pre-deposit account is only one such option which can be availed by the shippers/agents for efficient processing of cargo.

In response to the contents of Para 7 and 8, it is submitted that all the contentions and submissions made by DACAAI are incorrect and unfounded. The TSP charges as sought to be levied on the shippers/agents are not in violation of any AERA Order. In fact, AERA has issued three tariff orders for cargo services at Domestic Terminal, IGI Airport so far and all these tariff approvals have TSP charges separately defined for shippers/agents on one hand and for airlines on the other hand. The objections raised by DACAAI in its letter dated 25.06.2014 has no merit and the same should be rejected..."

5.2 On the comments of FIEO, DCSC has submitted the following clarifications/response:

"... At the very outset it is stated that mail filed by FIEO contains their opinion and does not need our response.

1. The contents of para 2 are denied as DCSC has nowhere stated its inability to attract customers. DCSC maintains that market share acquisition is a gradual process and it is confidently progressing on that path. Further, contrary to the impression sought to be given in the FIEO mail, the increase in international is only proposed on the city side tariff and not on the air side tariff.

2. The contents of para 3 and 4 are opinions expressed by FIEO and need no reply..."

6.1 To understand the issues raised by DACAAI and the clarifications/responses submitted by DCSC, DACAAI as well as DCSC were advised to give presentations before the Authority to have detailed information for further consideration of this Authority. Accordingly presentations were given by DACAAI and DCSC on 08.09.2014.

6.2 DACAAI in their presentation's inter-alia covered the following issues:

- a) TSP charges on domestic air cargo should not be levied on the shipper/agents/consignee by DCSC. It should be levied on airlines and Pre-deposit Account (PDA) system has been forced upon agents/Shippers unilaterally.



- b) DCSC is still operating from the makeshift terminal and as promised by DCSC new terminal for domestic cargo has not been built so far. Hence TSP charges are not justified.
- c) DACAAI stated there are now various charges viz. TSP charges, X-ray charges, unitization charges and deunitization charges etc. which should be simplified.

6.3 DCSC also made a presentation before the Authority clarifying the issues raised by DACAAI as under:

- a) DCSC is providing the services for domestic air cargo since 2010 and their MYTP and ATP for first, second and third tariff years have been approved by the Authority. DACAAI during this period has never objected to it. DACAAI, now, has raised objections after filing of ATP for 4th tariff year.
- b) DCSC has provided the space and facilities for the users of the terminal viz. trucks docking, loading/unloading, storing, consolidation, x-ray screening of cargo, security, shifting of cargo to airlines etc. and for which they are charging the users.
- c) Regarding levy of TSP charges on shipper/agents, DCSC clarified that earlier the domestic air cargo handling was being done by the airlines themselves at the 'Steel Gate' at IGI Airport hence such issues were not there. As the cargo was kept on the roadside there resulting into traffic problems, DCSC was asked to provide this service. DCSC further clarified that the payment of TSP charges through airlines continued for some time but now this arrangement is not working and airlines have shown their inability to continue this arrangement and their payment are getting delayed. Hence this mode of payment has been changed w.e.f. 01.06.2014 and DACAAI is objecting to it.
- d) Regarding the makeshift arrangement, DCSC clarified that there is vacant land available and they have plans to build new terminal for domestic cargo also but it depends on the growth in the volumes of the cargo.
- e) DCSC also clarified that while they have SLA(s) with the airlines, however the same is not feasible with the customers.

6.4 DCSC was also advised to give written submissions on the above issues and also to furnish financial information etc. to the Authority. In response DCSC vide letter dated 25.09.2014 submitted the additional information, extracts of which are as under:

“..a) Elements of Services and Infrastructure charged under TSP:

The elements of services and infrastructure provided by DCSC and charged under Terminal, Storage & Processing charges (TSP) to Shipper /Consignee /Agents are as follows:

- **Services:**
 - a. Acceptance of Cargo
 - b. Weighment of Cargo
 - c. Checking of Airworthiness of Cargo
 - d. Offloading of RFC Cargo from Truck
 - e. Delivery of Cargo onto the truck
 - f. Traffic Management at Truck Parking and Manoeuvring Area
- **City Side Infrastructure**
 - a. Truck-dock area for offloading /delivery of cargo,
 - b. Space for consolidation of cargo prior handover, ready for carriage (RFC) check,
 - c. Weighing Scales
 - d. Truck manoeuvring area and other facilities such as drinking water, wash-room.
- **Infrastructure at Common Users Domestic Cargo Terminal (CUDCT):**

It would not be proper to state that the interim CUDCT was a makeshift terminal, made of some flimsy temporary material which will get knocked down in a jiffy. The facility is constructed of concrete upto plinth level and pre-engineering steel structure occupying more than 2400 sq. mtrs of warehouse space and has costed more than Rs. 5 crore. The objective of common user terminal was to provide complete handling solution which would reduce the airline cost on office warehouse; IT connectivity etc. and all these features are available at the interim CUDCT.

The other facilities provided at our CUDCT are warehousing space at sterile area, release bay, acceptance & delivery counter, strong room for storage of valuables, backup power, office space for airlines, cargo application IT systems, handling equipment such as forklift trucks/hand pallet trucks, etc. The CUDCT at Delhi airport contains all above facilities for provision cargo handling services to our customer airlines/shippers/agents/ consignees.

....In Dec,11, DIAL allowed DCSC to extend the usage of the said area for domestic operations as CUDCT, under a leased rental arrangement. DCSC has made consistent improvement in the CUDCT to make it full fledged facility, enhanced its efficiency/quality level alongwith safety/security of the facility. As a part of the development, existing CUDCT area was expanded from approx. 2400 sq. mtrs to approx. 4000 sq. mtrs, to accommodate the growing volumes of domestic cargo so that it can handle upto 200,000 MTPA. Additional forklift trucks, cargo hand pallet trucks, X-Ray machines hand held scanners for faster data processing have been installed.

....The third year tariff (2013-14) submitted by DCSC, proposed no changes in the tariff for domestic cargo handling services and was approved by AERA in its Order no. 30/2013-14 dated 10th July' 13.



Similarly the fourth year tariff proposal (2014-15) submitted by DCSC (awaiting AERA approval), proposes no changes in the tariff for domestic cargo handling services, inspite of company incurring overall losses to the tune of approx. Rs 20 cr as on date."

7. The Authority examined the comments offered by DACAAI, FIEO and also various clarifications/submissions given by DCSC and the noted the followings:

- a) The Authority vide Order No 13/2011-12 dated 07.10.2011, has already decided to adopt "Light Touch Approach" for determination of the tariff(s) in respect of the cargo handling service provided by DCSC at IGI Airport, New Delhi and the Authority has determined the tariff(s) for first, second and third tariff years accordingly after due stakeholder consultation.
- b) DCSC in its current annual tariff proposal for fourth tariff year has not proposed any increase in the tariff for domestic cargo handling services.
- c) DACAAI, mainly has raised issues on mode of payment i.e. collection of the TSP charges through airlines as per earlier practice, TSP charges on domestic air cargo should not be levied on the shipper/agents/consignee by DCSC, and Pre-deposit Account (PDA) system has been forced upon agents/Shippers unilaterally. The Authority noted that the mode of collection of the tariff(s) is an arrangement between Cargo Service Provider at airport and the service recipient which is not under the purview of this Authority.
- d) It is also noted that DACAAI had raised similar issues on the change in the mode of payment of TSP charges from airlines to shippers/agents by the cargo service providers at Hyderabad and Bangalore airports and as mentioned above this matter is not under the purview of this Authority.
- e) As per the audited statement of Profit and Loss submitted by DCSC for financial year 2012-13 and 2013-14, there is a net loss of Rs. 14.41 crores approx. and Rs. 14.61 crores approx. respectively.
- f) Air India has agreed to the proposal contained in the said consultation paper.
- g) The Authority also noted the Order dated 29.05.2014, issued by Hon'ble High Court of Delhi, directing that along with determination of tariff, petitioner's representation shall also be examined/ considered.

8. It is observed that DACAAI mainly has raised the issue of levying the TSP charges on the airlines not on the shippers/agents/consignees. The mode of levy of charges is not under the ambit of the Authority. The Authority had already issued MYTO deciding therewith to adopt light touch approach for determination of tariff(s) in respect of DCSC for providing cargo handling service at IGI Airport, New Delhi and had also issued orders determining the tariff(s) for first, second and third tariff years after due stakeholder consultation and in the ATP for the fourth tariff year, no increase has been proposed in the tariff for domestic cargo handling.



ORDER

9. Upon careful consideration of material available on record, the Authority, in exercise of powers conferred by Section 13 (1) (a) of the Airports Economic Regulatory Authority of India Act, 2008, hereby orders that:

- (i) The Annual Tariff Proposal for the fourth tariff year (w.e.f. 01.04.2014 to 31.03.2015) of the first control period submitted by Delhi Cargo Service Centre India Private Limited (DCSC) for providing cargo handling services at IGI Airport, New Delhi as at **Annexure - I**.

**By the Order of and in the
Name of the Authority**


(Alok Shekhar)
Secretary

To,

**M/s Delhi Cargo Service Centre Private Limited
Cargo Terminal 2, Gate No. 6, Air Cargo Complex,
IGI Airport, New Delhi - 110037
(Through: Shri Venugopal Bangera, Chief Executive Officer)**



Annexure – I

Form – 14(b) – Domestic – I

City Side Tariff

TARIFF FOR TERMINAL STORAGE AND PROCESSING CHARGES (TSP), DEMURRAGES AND OTHER CHARGES AT DOMESTIC CARGO TERMINAL 2 BUILT MANAGED AND OPERATED BY DELHI CARGO SERVICE CENTRE PRIVATE LIMITED AT IGI AIRPORT, NEW DELHI

EFFECTIVE FROM 1ST APRIL, 2014 AND VALID TILL 31ST MARCH, 2015

S. No.	Charges		Rate		Remarks
1. TSP Charges					
1.1	Outbound	General Cargo	0.85	Rs. / kg subject to minimum of Rs. 50 per AWB	Charges include unloading from trucks at trucks docks
		Special Cargo*	2.00	Rs. / kg subject to minimum of Rs. 100 per AWB	
1.2	Inbound	General Cargo	0.75	Rs. / kg subject to minimum of Rs. 50 per AWB	Charges includes delivery to truck dock
		Special Cargo*	1.80	Rs. / kg subject to minimum of Rs. 100 per AWB	
2. Demurrage Charges					
2.1	Outbound Cargo beyond free period	General Cargo	1.00	Rs. / kg subject to minimum of Rs. 50 per AWB	Demurrage fees will be chargeable after free period as per tariff given
		Special Cargo*	2.25	Rs. / kg subject to minimum of Rs. 50 per AWB	-
2.2	Inbound – General Cargo	Beyond free period & upto 5 days	1.00	Rs. / kg subject to minimum of Rs. 50 per AWB	Demurrage free period shall be as per Government Orders issued from time to time
		Beyond free period & upto 15 days	1.50	Rs. / kg subject to minimum of Rs. 50 per AWB	
2.3	Inbound – Special Cargo*	Beyond free period & upto 5 days	2.50	Rs. / kg subject to minimum of Rs. 50 per AWB	Maximum period allowed for storage of cargo beyond free period is 15 days. Beyond 15 days the unclaimed cargo or un-lifted cargo will be either taken away by shippers/consignee/airlines after payment of due charges or will be auctioned off by DCSC and DCSC charges recovered.
		Between 5 – 15 days	3.50		

Note:

1. Consignment of human remains, coffins including baggage of deceased & Human eyes will be exempted from the purview of TSP charge.
2. TSP charges is inclusive of forklift use inside the terminal. No additional forklift charges will be levied.
3. Charges will be on the "gross weight" or the "chargeable weight" of consignment, whichever is higher. Wherever the "gross weight" and (or) volume weight is wrongly indicated on the AWB and is actually found more, charges will be levied on the "actual gross weight" or the "actual volumetric weight" whichever is higher.
4. Special cargo consists of perishable and temperature sensitive products, live animals, hazardous goods, valuables and/or any other such cargo which requires/have special handling/storage instructions.



5. Valuable cargo consists of gold, bullion, currency notes, securities, shares, share coupons, travelor's cheque, diamonds (including diamonds of industrial use), diamond jewellery & watches made of silver, gold, platinum and items valued at USD 1000 per kg & above.
6. For misdeclaration of weight above 2% and upto 5% of declared weight penal charges double the applicable TSP charges will be levied. For variation above 5%, the panel charges will be five times the applicable TSP charges of the differential weight. No penal charges will be there for variation upto and inclusive of 2%. This will not apply to Valuable Cargo.
7. While it is the intention not to allow any other agencies to operate inside the facility, in case for special reason exporters want to engage their own labour, discount of 5% will be granted in TSP charges for offloading the cargo from truck and putting on custom examination area, and on pallets.
8. All invoices will be rounded off to nearest Rs. 5. As per IATA Tact Rule book Clause – 5.7.2, rounding off procedure, when rounding off Unit is 5.

For Example:

When the results of calculations are between/and	Rounded off amount will be
102.5-107.4	105
107.5-112.4	110

9. In case of premium service request, such service shall be provided at a premium of 25% over normal handling rates.
10. For special cargo consisting of perishable & temperature sensitive products the TSP charges for special cargo will only be applicable if temperature control facility is made available other wise general cargo tariff will be applied for such products.



Annexure D - II

Air Side Tariff

MAXIMUM TARIFF FOR VARIOUS ELEMENTS OF CARGO HANDLING FOR THE AIRLINES CUSTOMERS AT DOMESTIC CARGO TERMINAL MANAGED AND OPERATED BY DELHI CARGO SERVICE CENTRE PRIVATE LIMITED AT IGI AIRPORT, NEW DELHI

EFFECTIVE FROM 1ST, APRIL 2014 AND VALID TILL 31ST MARCH, 2015

S. No.	Charges	Price	Currency	Price Driver	Remarks
1.	Outbound Handling-pure physical handling General Cargo Special Cargo	1.10 1.75	INR INR	Per KG Per KG	Subject to minimum charge of INR 50 per AWB Subject to minimum charge of INR 800 per AWB
2.	Inbound Handling- pure physical handling General Cargo Special Cargo	1.00 1.55	INR INR	Per KG Per KG	Subject to minimum charge of INR 50 per AWB Subject to minimum charge of INR 800 per AWB
3.	Cargo handling for Transfer Cargo	1.35	INR	Per KG	
4.	Security Handling - If inclusive of X-ray/ Physical examination - If exclusive of X-ray/ Physical examination	2.25 1.25	INR INR	Per KG Per KG	Subject to minimum charge of INR 250 per AWB Subject to minimum charge of INR 100 per AWB
5.	Outbound Handling- full handling inclusive of document handling and data management General Cargo Special Cargo	1.50 2.10	INR INR	Per KG Per KG	Subject to minimum charge of INR 250 per AWB Subject to minimum charge of INR 800 per AWB
6.	Inbound Handling- full handling inclusive of document handling and data management General Cargo Special Cargo	1.35 2.00	INR INR	Per KG Per KG	Subject to minimum charge of INR 250 per AWB Subject to minimum charge of INR 800 per AWB



7.	Handling of Shipper Built ULD or handling of full ULD for delivery to Consignee	50 % of Applicable Handling Charges	INR	Per KG	
8.	Miscellaneous Charges (None of the above)	1.75	INR	Per KG	Subject to minimum charge of INR 800 per AWB
9.	DRY Ice Checklist charges	600.00	INR	Per AWB	
10.	DGR Acceptance Fee	1200.00	INR	Per AWB	
11.	Live Animal acceptance check and delivery	1000.00	INR	Per AWB	
12.	Valuable & Vulnerable escort service to and fro aircraft to terminal	637.00	INR	Per AWB	
13.	DGR- Fee, in case shipment above 20 pieces	50.00	INR	Per Additional Unit	

Note:

1. Demurrage will be applicable to airlines if customs cleared cargo is stored in the warehouse beyond the free period in case of exports cargo.
2. In case of import cargo, demurrage will be applicable in case the segregation of import cargo is not completed due to airline fault.
3. Handling rates provided above are inclusive of scope of handling services including physical handling, document handling and IT handling.
4. Handling rates will vary depending on whether the document handling fees are collected by the airline or DCSC.
5. Charges will be on the "gross weight" or the "chargeable weight" of consignment, whichever is higher. Whenever the "gross weight" and (or) volume weight is wrongly indicated on the AWB and is actually found more, charges will be levied on the "actual gross weight" or the "actual volumetric weight" whichever is higher.
6. In case of premium service request, such service shall be provided at a premium of 25% over normal handling rates.
7. Special cargo consists of perishable and temperature sensitive products, live animals, hazardous goods, valuables and/or any other such cargo which requires/have special handling/storage instructions.
8. Valuable cargo consists of gold, bullion, currency notes, securities, shares, share coupons, travelor's cheque, diamonds (including diamonds of industrial use), diamond jewellery & watches made of silver, gold, platinum and items valued at USD 1000 per kg & above.
9. Miscellaneous Charges includes special service requests from the customers other than the services already mentioned in the above tariff chart.



Form – 14(b) - International – I

City Side Tariff

TARIFF FOR TERMINAL STORAGE AND PROCESSING CHARGES (TSP), DEMURRAGES AND OTHER CHARGES AT CARGO TERMINAL 2 BUILT MANAGED AND OPERATED BY DELHI CARGO SERVICE CENTRE PRIVATE LIMITED AT IGI AIRPORT, NEW DELHI

EFFECTIVE FROM 1ST APRIL, 2014 AND VALID TILL 31ST MARCH, 2015

S. No.		Charges	Rate	Remarks
1. Terminal, Storage and Processing (TSP) Charges				
1.1	Export	General Cargo	Rs. 1.00/Kg subject to minimum of Rs. 100 per AWB	Charges include unloading from trucks at truck docks
		Special Cargo- DGR/PER/VAL	Rs. 2.00/ Kg subject to minimum of Rs. 200 per AWB	
		Special Cargo-Project / heavy cargo	Rs. 3.00/ Kg subject to minimum of Rs. 3000 per AWB	
1.2	Import	General Cargo	Rs. 5.65/ Kg subject to minimum of Rs. 300 per AWB	Charges include loading from trucks at truck docks
		Special Cargo- DGR/PER/VAL	Rs. 9.75/ Kg subject to minimum of Rs. 500 per AWB	
		Special Cargo-Project / heavy cargo	Rs. 11.00/ Kg subject to minimum of Rs. 11000 per AWB	
2. Demurrage Charges beyond 24 hrs free period				
2.1	Export Cargo beyond 24 hrs	General Cargo	Rs. 1.25 / Kg / Day subject to minimum of Rs. 125.per awb	Demurrage free period shall be as per government order issued from time to time
		Special Cargo	Rs. 2.50 / Kg / Day subject to minimum of Rs. 250.per awb	
2.2	Import – General Cargo	Beyond free period & upto 5 days	Rs. 1.75 / kg / Day subject to minimum of Rs. 350 per AWB	Demurrage free period shall be as per government order issued from time to time
		Between 5 – 30 Days	Rs. 3.50 / kg / Day	
		Beyond 30 days	Rs. 5.25 / kg / Day	
2.3	Import – Special Cargo (DG/Exp/Project/PER)	Beyond free period & upto 5 th day	Rs. 3.50 / kg / Day subject to minimum of Rs. 700 per AWB	
		Between 5 th to 30 th day	Rs. 7.00 / kg / Day	
		Beyond 30 days	Rs. 10.50 / kg / Day	
2.4	Import – Valuable Cargo	Beyond free period & upto 5 days	Rs. 7.00 / KG/ Day subject to minimum of Rs. 1400 per AWB	
		Between 5 th day to 30 th day	Rs. 13.00 / kg / Day	
		Beyond 30 Days	Rs. 19.00 / kg / Day	



3.Security Charges				
3.1	Export	-If inclusive of X-ray / Physical examination	Rs. 2.00/ Kg subject to minimum of Rs. 200 per AWB	If Chargeable to shipper
		- If exclusive of X-ray / Physical examination	Rs. 1.15 / Kg subject to minimum of Rs. 115 per AWB	
4.Other Charges				
4.1	Export	Special Handling (Pharmaceutical, to maintain product temperature on request)	Rs. 2000/ Pallet	Only applicable if special packaging of ULD is required
		Back to Town	50% of applicable TSP charges	If not cleared within 24 hrs of intimation, demurrage charges will be applicable
4.2	Import	Delivery order fees	Rs. 2000 per MAWB	Subject to rate set by Carrier
		HAWB issuance charge	Rs. 1000 per HAWB	
		Strapping / Repacking charges	Rs. 15 / package	
4.3	General	Shrink Wrap of ULD	Rs. 2000 per ULD inclusive of material	On demand only
		Shrink Wrap of Euro pallet	Rs. 300 per Euro pallet / skid	
		Airside Cool Container	Rs. 2000 per ULD (10 ft) per one way trip	
		Repacking with new wooden skid	Rs. 500 per skid	
4.4	Import General Cargo	Storage charges	Rs. 25 per kg for first slab of 10 days; thereafter Rs. 28 for every slab of 10 days upto 30 days	No TSP or demurrage charge applicable. See note below for further information on storage beyond 30 days. Minimum charge applicable will be for 100 kgs.
4.5	Import Perishable Cargo	Storage charges	Rs. 52 per kg for first slab of 10 days ; thereafter Rs. 57 for every slab of 10 days upto 30 days	

Note:

1. Consignment of human remains, coffins including baggage of deceased & Human eyes will be exempted from the preview of TSP charge.
2. TSP charges is inclusive of forklift use inside the terminal. No additional forklift charges will be levied.
3. Charges will be on the "gross weight" or the "chargeable weight" of consignment, whichever is higher. Wherever the "gross weight" and (or) volume weight is wrongly indicated on the AWB and is actually found more, charges will be levied on the "actual gross weight" whichever is higher.
4. Special cargo (odd Size and heavy cargo) are such cargo which requires special handling/storage instructions. It also includes heavy cargo in which one or more pieces is/are having
5. Valuable cargo consists of gold, bullion, currency notes, securities, shares, share coupons, traveller's cheque, diamonds (including diamonds of industrial use), diamond jewellery & watches made of silver, gold, platinum and items valued at USD 1000 per kg & above.
6. Demurrage free period shall be as per government order issued from time to time



7. While it is the intention not to allow any other agencies to operate inside the facility, in case for special reason exporters wants to engage their own labour, discount of 5% will be granted in
8. All invoices will be rounded off to nearest Rs. 5. As per IATA Tact Rule Book Clause- 5.7.2, rounding off procedure, when rounding off unit is 5.

For Example:

When the results of calculations are between/and	Rounded off amount will be
102.5-107.4	105
107.5-112.4	110

9. In case of premium service request, such service shall be provided at a premium of 30% over normal handling rates.
10. For tariff under point 4.5 and 4.6, please note that storage period has to be specified upfront before application of these charges and paid in advance. If not then normal TSP and demurrage charges will be applicable. For rate beyond 30 days storage, please our Customer Service for rates. Minimum weight charge will be applicable.



Form – 14(b) - International – II

Air Side Tariff

MAXIMUM TARIFF FOR VARIOUS ELEMENTS OF CARGO HANDLING FOR THE AIRLINE CUSTOMERS AT CARGO TERMINAL 2 BUILT, MANAGED AND OPERATED BY DELHI CARGO SERVICE CENTRE PRIVATE LIMITED AT IGI AIRPORT, NEW DELHI

EFFECTIVE FROM 1ST APRIL, 2014 AND VALID TILL 31ST MARCH, 2015

S. No.	Charges	Price	Currency	Price Driver	Remarks
1.	Export Handling				
	General Cargo	2.10	INR	Per KG	Subject to minimum charge of INR 1000 per flight
	Special Cargo	2.50	INR	Per KG	
2.	Import Handling				
	General Cargo	1.75	INR	Per KG	Subject to minimum charge of INR 1000 per flight
	Special Cargo	2.25	INR	Per KG	
3.	Cargo handling for Transfer Cargo	2.20	INR	Per KG	
4.	Security Handling				
	- If inclusive of X-ray / Physical examination	2.00	INR	Per KG	Subject to minimum charge of INR 1000 per flight
	- If exclusive of X-ray / Physical examination	1.15	INR	Per KG	
5.	Demurrage charges				
	a) Export Cargo				
	- General Cargo	1.50	INR	Per KG	
	- Special Cargo	2.50	INR	Per KG	
	- Valuable Cargo	6.00	INR	Per KG	
	b) Import Cargo				
	- General Cargo	1.50	INR	Per KG	
	- Special Cargo	3.00	INR	Per KG	
	- Valuable Cargo	6.00	INR	Per KG	
6.	Handling of Shipper Built ULD or handling of full ULD for delivery to Consignee	50 % Applicable Handling Charges	INR	Per KG	
7.	Miscellaneous Charges (None of the above)	2.50	INR	Per KG	Subject to minimum charge of INR 1000 per flight
8.	DRY Ice Checklist charges	1000	INR	Per AWB	
9.	DGR Acceptance fee	2000	INR	Per AWB	
10.	Live Animal export acceptance charges	2000	INR	Per AWB	
11.	Export Perishable Temperature Check as per CHM	150	INR	Per AWB	

12.	Valuable escort service to & fro to the aircraft	1100	INR	Per AWB	
13.	Full HAWB data capture charges	50	INR	Per AWB	
14.	ULD cleaning charges	5000	INR	Per Unit	
15.	DGR-fee, in case shipment above 20 pieces	50	INR	Per Additional Unit	
16.	Special Handling	2000	INR	Per Unit	Pharmaceutical, to maintain product temperature on request by shipper/airline
17.	Charges Collect Fees	10% of collectable amount	INR	Per AWB	
18.	Delivery order fees	2000	INR	Per MAWB	Chargeable to consignee as per airline contract
19.	HAWB delivery charges	1000	INR	Per HAWB	

Note :-

1. Demurrage will be applicable to airlines if customs cleared cargo is stored in the warehouse beyond the free period in case of export cargo.
2. In case of import cargo, demurrage will be applicable in case the segregation of import cargo is not completed due or airline fault.
3. Handling rates provided above are inclusive of scope of handling services including physical handling, document handling.
4. Handling rates will vary depending on whether the document handling fees are collected by the airline or DCSC.
5. Charges will be on the "gross weight" or the "chargeable weight" of consignment, whichever is higher. Whenever the "gross weight" and (or) volume weight is wrongly indicated on the AWB and is actually found more, charges will be levied on the "actual gross weight" or the "actual volumetric weight" whichever is higher.
6. In case of premium service request, such service shall be provided at a premium of 25% over normal handling rates.
7. Special cargo consists of perishable and temperature sensitive products, live animals, hazardous goods, valuables and/or any other such cargo which requires/have special handling/storage instructions.
8. Valuable cargo consists of gold, bullion, currency notes, securities, shares, share coupons, traveler's cheque, diamonds (including diamonds of industrial use), diamond jewellery & watches made of silver, gold, platinum and items valued at USD 1000 per kg & above.
9. Demurrage free period shall be as per Government Orders issued from time to time
10. Miscellaneous Charges includes special service requests from the customers other than the services already mentioned in the above tariff chart.

