



## **STAKEHOLDERS' COMMENTS**

The Authority is aware of the fact that the Aviation Sector is recovering after undergoing unprecedented turbulence & uncertainty on account of the COVID 19 PANDEMIC around the world. The pandemic had resulted in restrictions on air travel, both domestic and international. Now, with the decline in Covid cases and after easing of restrictions relating to air travel (w.e.f. 28.03.2022), the aircraft traffic has started improving. The Authority has released this Consultation Paper, after examining the impact of COVID 19 PANDEMIC on the various assumptions stipulated in the Multi-Year Tariff Proposal ('MYTP'). Accordingly, the Authority's proposals on the various aspects of the Tariff determination process have been explained in detail in this Consultation Paper.

Thus, in accordance with the provisions of Section 13(4) of the AERA Act, the written comments on Consultation Paper No. 03/2022-23 dated 24.05.2022 are invited from the Stakeholders, preferably in electronic form, at the following address:

Director (P&S, Tariff)  
Airports Economic Regulatory Authority of India (AERA),  
AERA Administrative Complex,  
Safdarjung Airports, New Delhi – 110003, India  
Email: [satish.kr@aera.gov.in](mailto:satish.kr@aera.gov.in) ; [prabhjot.marwah@govcontractor.in](mailto:prabhjot.marwah@govcontractor.in)  
Copy to: [director-ps@aera.gov.in](mailto:director-ps@aera.gov.in) ; [secretary@aera.gov.in](mailto:secretary@aera.gov.in)

<b>Last Date for submission of Stakeholders' comments</b>	<b>17/06/2022</b>
<b>Last Date for submission of counter comments</b>	<b>24/06/2022</b>

Comments and Counter Comments will be posted on AERA's website [www.aera.gov.in](http://www.aera.gov.in)

For any clarification/information, Director (P&S, Tariff) may be contacted at Telephone No. +91-11-24695048

## **TABLE OF CONTENTS**

CHAPTER 1: INTRODUCTION .....	6
CHAPTER 2: PRINCIPLES FOR DETERMINATION OF “AERONAUTICAL TARIFF” .....	8
CHAPTER 3: CARGO VOLUME PROJECTION.....	10
CHAPTER 4: REGULATORY ASSET BASE (RAB) AND DEPRECIATION.....	12
CHAPTER 5: OPERATING & MAINTENANCE EXPENDITURE .....	18
CHAPTER 6: AGGREGATE REVENUE REQUIREMENT (ARR) .....	22
CHAPTER 7: REVENUE FROM OPERATIONS, PROFITABILITY & TAXATION .....	25
CHAPTER 8: SUMMARY OF AUTHORITY’S PROPOSALS .....	29
CHAPTER 9: STAKEHOLDERS’ CONSULTATION .....	30
ANNEXURE ‘I’ TARIFF RATES PROPOSED BY MCSC.....	31
ANNEXURE ‘II’ TARIFF RATES PROPOSED BY THE AUTHORITY .....	48
ANNEXURE ‘III’ DETAILS OF CAPEX PLAN PROJECTED BY MCSC FOR THE THIRD CONTROL PERIOD.....	65
ANNEXURE ‘IV’ APPROVAL OF MIAL FOR CAPEX PROPOSED BY MCSC.....	70
ANNEXURE ‘V’ JUSTIFICATION OF CAPEX WITH SITE LAYOUT PLAN AND DRAWINGS.....	72
ANNEXURE ‘VI’ CONFIRMATION BY MIAL REGARDING AVAILABILITY OF LAND FOR CONSTRUCTION OF NEW CARGO WAREHOUSE.....	87

### List of Tables

Sr. No.	Particulars	Page No.
1	Summary of Shareholding Structure of MCSC	6
2	Actual Tonnage handled by MCSC for last Three Years	10
3	Cargo Volume projected by MCSC for the 3 <sup>rd</sup> Control Period	10
4	Historical Cargo Volumes at CSMIA, Mumbai Airport for last 5 years	11
5	CAPEX additions proposed to RAB as per MCSC submissions for the 3 <sup>rd</sup> Control Period	12
6	Details of CAPEX incurred year wise till date as submitted by MCSC	14
7	Depreciation proposed by MCSC for Third Control Period	15
8	Useful life of the Assets	16
9	Depreciation proposed by the Authority for MCSC for the 3 <sup>rd</sup> Control Period	16
10	RAB for the Third Control Period submitted by MCSC	17
11	RAB for MCSC in respect of the Third Control Period proposed by the Authority	17
12	Actual Operating & Maintenance Costs for the 2 <sup>nd</sup> Control Period as submitted by MCSC	18
13	Operating & Maintenance Expenditure projected by MCSC for the Third Control Period	18
14	Bifurcation of number of employees at CSMIA, Mumbai Airport as submitted by MCSC	20
15	OPEX proposed by the Authority for the Third Control Period	21
16	Aggregate Revenue Requirement as per MCSC for 3 <sup>rd</sup> Control Period	22
17	ARR proposed to be considered by the Authority for MCSC for the Third Control Period	23
18	Percentage (%) Tariff increase projected by MCSC and as proposed to be considered by the Authority for the Third Control Period	23
19	Profitability Statement of MCSC for the Third Control Period	25
20	Cargo Volume & Yield per MT submitted by MCSC	26
21	Comparison of existing and revised Yield/MT proposed by the Authority	26
22	Projected Revenue & Profitability Statement computed by the Authority for the Third Control Period in respect of MCSC before Tariff increase	27
23	Projected Revenue & Profitability Statement for the Third Control Period computed by the Authority in respect of MCSC after proposed Tariff increase	27
24	PAT as a percentage (%) of Average RAB (Return on RAB) for the Third Control Period in respect of MCSC	28

### **List of Abbreviations**

AERA/ AUTHORITY	Airports Economic Regulatory Authority of India
ARR	Aggregate Revenue Requirement
ATP	Annual Tariff Proposal
ACS	Annual Compliance Statement
CAPEX	Capital Expenditure
CSC	Cargo Service Centre
CAGR	Compounded Annual Growth Rate
CGF	Cargo, Ground Handling & Fuel Throughput
CPI	Consumer Price Index
CHQ	Central Headquarter
CSMIA	Chhatrapati Shivaji Maharaj International Airport
HQ	Headquarter
ISP	Independent Service Provider
MIAL	Mumbai International Airport Pvt. Limited
MCSC	M/s Mumbai Cargo Service Center Airport Pvt. Limited
MYTP	Multi-Year Tariff Proposal
MT	Metric Ton
NCAP	National Civil Aviation Policy
OPEX	Operating Expenditure
O&M	Operation and Maintenance
PAT	Profit After Tax
PBT	Profit Before Tax
RAB	Regulatory Asset Base
SATS	Singapore Airport Terminal Services
YoY	Year on Year

## CHAPTER 1: INTRODUCTION

- 1.1 Mumbai Cargo Service Center Airport Pvt Ltd is a company registered under the Companies Act, 2013 on 17.03.2017 vide Certificate of Incorporation issued by Ministry of Corporate Affairs, having its registered office at Andheri East, Mumbai (herein under referred to as “MCSC”) with a mandate to provide the following cargo services at CSMIA, Mumbai:
- The acceptance & weighing of General Cargo,
  - Carting, unitization, packing & labeling, and releasing of general cargo,
  - Supervision of third party-built cargo including import cargo, documentation,
  - Delivery order services to airlines customers.
  - Handling of international cargo (general, special, valuable, and perishable) for both import and export.
  - In relation to exports: admittance, storage, documentation, facilitating customs examination, x-ray screening and certification, carting, unitization and making it ready for movement to aircraft.
  - In relation to imports: receiving loaded pallets, de-stuffing, binning/storage, documentation, facilitating customs examination and delivery.
  - Other: disposal and auction of long-standing cargo.
- 1.2 MCSC was awarded the Concession by Mumbai International Airport Limited (herein under referred to as “MIAL”) on 23.11.2017 to Operate, Maintain and Manage the existing International Cargo Facilities.
- 1.3 In accordance with the terms of Concession, MCSC is also responsible to undertake the work of Design, Develop, Finance, Construct, Operate, Maintain and Manage the new facilities comprised in the International Cargo Facilities and to provide the services to the Users and collect from such Users the Cargo Handling Charges at the facilities at Chhatrapati Shivaji Maharaj International Airport, Mumbai. The concession agreement is valid for 18 years effective from 16.04.2018 to 02.05.2036.
- 1.4 Bureau of Civil Aviation Security has granted security clearance to MCSC on 09.10.2020.
- 1.5 The shareholding structure of the MCSC is given as below:

**Table-1: Summary of Shareholding Structure of MCSC**

Name of Shareholder	Equity Holding (%)
M/s Cargo Service Center India Pvt. Ltd.	51.00
M/s SATS Investment (II) Pte. Ltd.	49.00
<b>TOTAL</b>	<b>100.00</b>

- 1.6 Brief of past Tariff approvals:
- MCSC commenced its commercial operations at International Cargo Terminal w.e.f. 16<sup>th</sup> April 2018 after obtaining due permissions from concerned authorities.
  - The Authority vide letter no. AERA/20010/MYTP-MCSAPL/CSIA-MUM/C/CP-II/2016-17 dated 11.04.2018 approved the prevailing Tariff as applicable to M/s Concor Air Limited in favour of M/s Mumbai Cargo Service Center Airport Private Limited (MCSC), for its International Cargo Operations at Mumbai International Airport, for the period from 01.04.2018 to 31.03.2019.

- iii. The Authority, vide Order No.19/ 2019-20 dated 18.12.2019 allowed MCSC to continue to levy & collect the Tariff prevailing as on 31.03.2019 for the further period up to 31.3.2021.
  - iv. The Authority, vide Order no. 67/2020-21 dated 25.03.2021 further extended the prevailing Tariff Rates as on 31.3.2021 for the period up to 30.09.2021.
  - v. The Authority, vide Order no. 18/2021-22 dated 15.09.2021 further extended the Tariff prevailing as on 30.9.2021 for the period up to 31.03.2022, or, determination of regular Tariff, whichever is earlier.
  - vi. Thereafter, the Authority, vide Order no. 46/2021-22 dated 17.03.2021 further extended the Tariff prevailing as on 31.03.2022 for the period up to 30.09.2022, or, determination of regular Tariff, whichever is earlier.
- 1.7 As per the provisions of the Cargo Facility, Ground Handling and Supply of Fuel to the Aircraft (CGF) Guidelines, 2011, MCSC has submitted the Multi Year Tariff Proposal ('MYTP') on 04.01.2022 for the Third Control Period (FY 2021-22 to FY 2025-26) for determination of Tariff in respect of Cargo Handling Services being provided at Chhatrapati Shivaji Maharaj International Airport, Mumbai.
- 1.8 As per the MYTP submission for the 3<sup>rd</sup> Control Period, MCSC requires following % Tariff increase to achieve 15% Return on Revenue:
- 65.87% increase in Tariff for FY2021-22.
  - 14.21% increase in Tariff for FY 2022-23
  - 15.87% increase in Tariff for FY 2023-24
  - 14.68% increase in Tariff for FY 2024-25
  - 12.26% increase in Tariff for FY 2025-26
- 1.9 The Authority notes that MCSC has conducted the Stakeholder's Consultation Meeting on 05.04.2021 and submitted a copy of the 'Minutes of Meeting' along with its MYTP submission. As per Minutes of Meeting, representatives from 24x7 logistics, Express Kargo Forwarders Private Limited, Ryal Logistics, Delta Air Freight Pvt. Ltd., Ship Air Forwarders Pvt. Ltd., Federation of Freight Forwarders' Associations in India etc. participated in the Stakeholder Consultation Meeting.

## CHAPTER 2: PRINCIPLES FOR DETERMINATION OF “AERONAUTICAL TARIFF”

2.1 The Authority vide Order No. 12/2010-11 dated 10.01.2011 and Direction No. 04/2010-11 issued on 10.01.2011 finalized its approach in the matter of Regulatory Philosophy and Approach in Economic Regulation of the Services provided for Cargo Facility, Ground Handling and Supply of Fuel to the Aircraft at the major airports. Accordingly, the Authority issued 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 the Aircraft) Guidelines, 2011 (“the Guidelines”).

### 2.2 **Stage I: Materiality Assessment:**

In accordance with the above mentioned AERA Guidelines and Directions, the following procedure is adopted for determination of Materiality Index of Regulated Service:

$$\text{Materiality Index (MI}_c\text{)} = \frac{\text{Cargo Volume at Mumbai Airport}}{\text{Total Cargo Volume at all Major Airports}} \times 100$$

$$\begin{aligned}\text{The Materiality Index for Chandigarh Airport} &= 592966/2565602 \times 100 \\ &= 25.07\%\end{aligned}$$

The percentage share of Cargo Handling for Chhatrapati Shivaji Maharaj International Airport, Mumbai for the FY 2019-20 is 25.07%, which is higher than Materiality Index (MI<sub>c</sub>) of 2.5% for the above subject service. Hence, the regulated service is deemed “**Material**” for the Third Control Period.

### 2.3 **Stage II: Competition Assessment:**

As per clause 5.1 of the above said Guidelines, if Regulated Service is being provided at a Major Airport by two or more Service Provider’s, it shall be deemed “competitive” at that airport.

It is observed from Form F1 (b) (Competition Assessment) submitted by MCSC that M/s Air India Airport Services Ltd. (AIASL) is also rendering similar services at CSMIA, Mumbai. Hence in the instant case the service is deemed “**Competitive**”.

2.4 As per Clause 3.2 (ii) of the Guidelines, wherever the Regulated Service provided is ‘Material but Competitive’, the Authority shall determine Tariff(s) for Service Provider(s) based on a ‘Light Touch Approach’ for the duration of the Control Period, as per the provisions of chapter V of the Guidelines. However, the Authority reserves the right to review materiality assessments, competition assessments and the reasonableness of the User Agreements within the Control period and issue such direction or make such orders as it may consider necessary.

2.5 MCSC has provided User Agreements with Go Airlines (India) Limited, Federal Express Corporation and SilkWay West Airlines LLC. The Authority has perused these User Agreements and considers them as reasonable.

2.6 As per clause 11.2 of the CGF Guidelines, 2011, the ATP is required to be submitted in the manner and form provided in AI 8.2 of Appendix-I to the guidelines and should be supported by the following:

- a) Form B and Form 14 (b) (Proposed Tariff Card);
- b) Details of Consultation with Stakeholders;



- c) Evidence of User Agreement(s), if any, between the Service Provider and the User of Regulated Service(s) clearly indicating the Tariff proposed by the Service Provider.

2.7 MCSC submitted all the documents in accordance with CGF Guidelines as stated in Para 2.6 above except the following:

The Cargo Operator, despite written requisition by the Authority, not submitted required details of FRoR (cost of Debt & cost of Equity etc. under Form F5 of MYTP).

2.8 Generally, where the MYTP submission of the Service Provider qualifies under the Light Touch Approach as per CGF Guideline, 2011, the Authority determines Tariff based on MYTP & other information submitted by the ISP without any intrusive review and analysis. Nonetheless, the Authority, even in case of Light Touch Approach also, examines the margins, growth of profits and return on RAB to ensure that extraordinary gains do not accrue to the Service Provider and that the ultimate Customers are not burdened with higher Tariffs.

The Authority, in the instant proposal, observes certain computational discrepancies and non-submission of requisite information relating to regulatory building blocks, which have direct bearing on the Tariff determination process. Therefore, the Authority, in the instant proposal feels necessary to recalculate ARR based on the AERA CGF Guidelines, 2011 and to analyze various regulatory building blocks, in the overall interest of all the Stakeholders. The details of the regulatory building blocks, where the Authority has proposed to consider its own Computations have been discussed in the ensuing Chapters of this Consultation Paper.

2.9 **Authority's Proposal regarding principle for determination of Tariff for the 3<sup>rd</sup> Control Period**

Based on the material before it and based on its analysis, the Authority considers that the Cargo Handling Service provided by MCSC at CSMIA, Mumbai is **'Material but Competitive'**. Therefore, the Authority proposes to determine the Tariff for the 3<sup>rd</sup> Control Period based on **'Light Touch Approach'**.

## CHAPTER 3: CARGO VOLUME PROJECTION

### 3.1 Cargo Volume Projection by MCSC

3.1.1 The total actual Tonnage achieved by MCSC at Mumbai during the last three years of 2<sup>nd</sup> control period are given below:

**Table 2: Actual Tonnage handled by MCSC for last Three Years**

(in MTs)

	<b>FY 2018-19</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>Total</b>
Cargo Volume (MT)	* 4,32,759	3,71,148	3,12,501	11,16,408

\* Operations taken over by MCSC w.e.f. 16<sup>th</sup> April 18.

3.1.2 MCSC vide email dated 09.02.2022 furnished the revised Cargo Volume to be handled during the Third Control Period based on actual Cargo handled for the period of April-December, 2021.

3.1.3 MCSC assumes that during FY 2021-22 the Cargo Volume is likely to surpass pre-Covid level of FY 2019-20.

3.1.4 The projected Cargo Volume for 3<sup>rd</sup> Control Period as submitted by MCSC is given below:

**Table 3: Cargo Volume projected by MCSC for the 3<sup>rd</sup> Control Period:**

(in MT)

Particulars	FY 2019-20	3 <sup>rd</sup> Control Period				
		FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Cargo Volume	3,71,148	3,95,815	3,95,815	3,83,545	3,61,874	3,41,429
Growth Y-o-Y @ 2% PA		-	7,916	7,671	7,237	6,829
Gross Cargo Volume (MT)		3,95,815	4,03,731	3,91,216	3,69,112	3,48,257
% Drop in Market share anticipated due to acquisition of Air India by private enterprises		-	5.00%	7.50%	7.50%	5.00%
Drop in Cargo Volume due to re-alignment of Market share in (MT)		-	20,187	29,341	27,683	17,413
<b>Projected Net Cargo Volume (MT)</b>	<b>3,71,148</b>	<b>3,95,815</b>	<b>3,83,545</b>	<b>3,61,874</b>	<b>3,41,429</b>	<b>3,30,844</b>
<b>Projected Cargo volume as a % of FY 2019-20 volume</b>		<b>106%</b>	<b>103%</b>	<b>98%</b>	<b>92%</b>	<b>89%</b>

### 3.2 **Authority's examination on Cargo Volume:**

3.2.1 The Historical Cargo Volume handled at Mumbai Airport during the 2<sup>nd</sup> Control Period is given below:

**Table 4: Historical Cargo Volumes at CSMIA, Mumbai Airport for last 5 years**

	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>
Cargo Volume (MT)	5,47,372	6,47,965	6,76,972	5,81,276	4,40,584
<b>CAGR (FY 2016-17 to FY 2019-20)</b>				<b>2.02%</b>	

3.2.2 The Authority observes that MCSC has taken FY 2019-20 as base year for projecting Cargo Volumes for the 3<sup>rd</sup> Control Period.

3.2.3 The Authority referred to the statistics on Cargo Volumes published by AAI (Traffic News summary) to check the trend for the first nine months of FY 2021-22 (April to December) and observes that the Pandemic has severely affected Air Traffic movement. However, the Air Cargo Traffic was affected only during FY 2020-21, owing to complete lockdown and suspension of all Flights, including Freighter Airlines, at the first variant of the Covid-19 Pandemic as can be seen from the Table 4 given above. However, there is notable improvement in the Cargo Traffic during FY 2021-22 and total Cargo Volumes at CSMIA, Mumbai is likely to surpass the pre-Covid level (FY 2019-20).

The Authority also notes that the total International Freight, as a whole, for Mumbai Airport in FY 2019-20 was 581276 MTs, and, the total Cargo handled during first three quarters of FY 2021-22 is 424179 MTs. Based on these actual figures, the annual International Freight volumes is extrapolated around 565572 MTs, which indicates an increasing trend when compared to actual Cargo Volumes for FY 2020-21 (440584 MTs).

3.2.4 The Authority sought clarification from MCSC regarding their Market share in General Cargo category. MCSC informed that presently they have 90% market share in General Cargo and 10% market share is held by its competitor namely AIASL.

3.2.5 The Authority notes that MCSC has handled approx.70% of total International Cargo at Mumbai Airport in FY 2020-2021 i.e. 3,12,501 MT out of the total cargo volume of 4,40,584 MT handled at Mumbai Airport in the same year.

3.2.6 The Authority notes that during 2<sup>nd</sup> Control Period, the total Cargo Volume at CSMIA, Mumbai has increased marginally by 2.02% CAGR (FY 2016-17 to FY 2019-20). The Authority feels that the Cargo Volume projected by the MCSC for the 3<sup>rd</sup> Control Period, considering 2% growth rate seems reasonable, particularly considering the adverse impact of Covid-19 pandemic on Civil Aviation.

3.2.7 The Authority further notes from the submission of MCSC that due to the acquisition of Air India by Private Enterprise, MCSC anticipates drop in its Market Share ranging from 5 to 7.5% from FY 2022-23 onwards.

### 3.3 **Authority's Proposal regarding Cargo Volume for the 3<sup>rd</sup> Control Period:**

Based on the material before it and based on its analysis, the Authority proposes to consider the Cargo Volume projected by MCSC for the Third Control Period as per Table 3.

## CHAPTER 4: REGULATORY ASSET BASE (RAB) AND DEPRECIATION

### MCSC submission on Capital Expenditure for the Third Control Period

- 4.1 MCSC has projected a total Capital Expenditure (CAPEX) of ₹ 226.51 crores for development of Cargo Infrastructure and procurement of Cargo Equipment during the Third Control Period (FY 2021-22 to FY 2025-26). The details of Capital Expenditure planned by MCSC for Third Control Period are given below:

**Table 5: CAPEX additions proposed to RAB as per MCSC submissions for the 3<sup>rd</sup> Control Period**

(₹ in crores)						
Assets	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
<b>Site Development –</b>						
(a) Laying of Storm Water Drainage System	0.00	8.00	2.00	0.00	0.00	10.00
(b) Relaying of Internal Roads	0.00	0.00	5.00	0.00	0.00	5.00
<b>Cargo Terminal Facilities</b>						
(a) Warehouse Facilities	0.00	32.63	57.25	25.63	0.00	115.51
(b) Office Block	0.00	6.00	15.00	12.00	0.00	33.00
<b>Plant and Machinery</b>	0.00	5.00	19.00	15.00	0.00	39.00
<b>Utilities –</b>						
Electrical works and Equipment, Water storage, Fire Hydrant, CCTV & IT Works	0.00	3.00	13.00	2.00	0.00	18.00
<b>Contingencies and Cost Escalation</b>	0.00	2.00	2.00	2.00	0.00	6.00
<b>Total</b>	<b>0.00</b>	<b>56.63</b>	<b>113.25</b>	<b>56.63</b>	<b>0.00</b>	<b>226.51</b>

- 4.2 In support of proposed CAPEX, including “Warehouse Facilities”, during the Third Control Period, MCSC submitted that the existing cargo terminal building is not sufficient enough and too old to cater to the needs of the increased cargo volumes and thus falls short of accommodating the whole import and export cargo at the Mumbai Airport. Therefore, the construction of a modern Cargo Terminal Facility has been planned at Mumbai Airport to support the growth in cargo volumes and ensure faster handling of cargo.

MCSC has submitted following justifications in respect of specific capital schemes proposed during the Third Control Period:

- (i) **Site Development** – Mumbai Airport Cargo terminal site does not have any storm water and drainage facilities. As a result of this whenever it rains heavily, whole facility gets waterlogged and water floods the area where the cargo handled. Hence, it is essential to construct storm water drainage system. Since, a network of drainage is to be laid the construction site will be dug up for this. Hence the roads will have to re-laid after the construction of drainage system.

- (ii) **Warehouse Facilities** – A warehouse is an integral part of any cargo terminal facility where export or import cargo stored, handled and processed prior to its release for export or delivery of import.
- (iii) **Office Block** – Office block is needed to house the offices of administration operation security management staff etc. of the company. Besides adequate office space also needs to be given to custom and airlines.
- (iv) **Plant and Machinery** – The use of cargo handling machinery and equipment is necessitated for the purpose of faster handling of cargo. Besides heavy cargo cannot be handled manually and can only be handled with the help of machines.
- (v) **Utilities** – It is necessary to have the utilities to support the operations. The utilities consist of electrical, equipment, water storage, Fire hydrant and Tank, CCTV and IT Networks.

#### 4.3 **Authority's Examination on Additions to RAB**

4.3.1 The Authority sought the detailed justification and item wise breakup of the works and the projected CAPEX to be incurred for the Third Control Period from MCSC. The ISP vide email dated 09.02.2022 provided the item wise details of projected CAPEX, including existing cargo facilities and availability of land for the expansion etc., as given in **Annexure III**.

4.3.2 The Authority notes that as per "Section 15" of Concession Agreement executed between MCSC and Airport Operator (MIAL), the Concessionaire is required to provide a CAPEX Guarantee of ₹ 300 crores to Airport Operator for undertaking Developmental Works at the Cargo Facilities. The extracts of "Section 15" may be read as under:

*"On or before the commencement Date, the Concessionaire shall provide to MIAL an interest free sum of ₹ 300 crores which will be utilized for undertaking Development Works ("Capex Guarantee") at the Facilities as provided in Section 8.*

*Construction and development of Development Works shall be undertaken by the Concessionaire. The Concessionaire and MIAL shall mutually agree on the nature and scope of the Development Works. All activities under such Development Works, including without limitation, the procurement of materials, selection of contractors, finalization of designs, etc., shall be undertaken by the Concessionaire with prior written approval of MIAL."*

4.3.3 In the backdrop of provision as stated above under the agreement relating to Capex Guarantee and requirement of prior approval of the Airport Operator, in this regard the Authority sought confirmation about the approval of Capex Plan of MCSC by the Airport Operator. MCSC vide letter dated 30.03.2022 (**Annexure-IV**) submitted a copy of MIAL letter no. MIAL/Cargo/MCSCAPL/2021-22 dated 29<sup>th</sup> March, 2022, wherein the Airport Operator has conveyed its approval towards Capex proposed by the MCSC amounting to ₹ 226.51 crores for the Third Control Period. The Airport Operator further stated that it will monitor the proposed Capex for timely completion within the estimated proposed costing. The Airport Operator vide above referred letter dated 29<sup>th</sup> March, 2022 also confirmed that the Capex proposed by MCSC for the Third Control Period in respect of International Cargo Terminal at Mumbai does not form part of Capex of Mumbai International Airport Ltd. (MIAL).

4.3.4 The Authority sought clarification regarding the amount spent till date out of the total CAPEX Guarantee of ₹ 300 crores. MCSC vide email dated 09.02.2022 submitted the following information in respect of year wise utilization of Capex:

**Table 6: Details of Capex incurred year wise till date as submitted by MCSC**

<b>Financial Year</b>	<b>Capex incurred (₹ in Crores)</b>
2019-20	9.70
2020-21	0.95
Year to Date – Dec, 2021	1.56
<b>Total</b>	<b>12.21</b>

MCSC further informed that works planned for FY 2021-22 could not be executed due to Covid-19 and the same will now be undertaken from April, 2022 onwards.

- 4.3.5 The Authority enquired whether the Capex proposed to be incurred under “Plant and Machinery” for the 3<sup>rd</sup> Control Period is towards replacement of old equipment. In response thereto, MCSC informed that CAPEX proposed under Plant and Machinery is not as a replacement of old equipment.
- 4.3.6 The Authority also observes that the CAPEX proposed by MCSC include construction of new Cargo Warehouse Building and Office Blocks etc. In this regard, the Authority sought details of site layout plan, engineering drawings, covered area in respect of proposed buildings and also sought confirmation about availability of required vacant land (free from encroachments) for the proposed construction.
- 4.3.7 MCSC gave a virtual presentation on 18.04.2022 showing layout map & Engineering drawings of existing Cargo Terminal and proposed new Cargo Warehouse. In addition to justifications for Cost/ Sq. mtr. in respect of proposed Cargo Warehouse, Cargo Service Provider also justified the construction cost by explaining various parameters, like requirement of high strength floor, which is essential for movement of heavy trucks in new cargo warehouse.
- 4.3.8 Subsequently, MCSC vide its letters dated 21<sup>st</sup> April, 2022 submitted the details of proposed Capex, viz. layout plan of existing and proposed cargo complex, engineering drawings, floor wise building plans of proposed warehouse etc. (**Annexure -V**).

MCSC, vide aforesaid letter, also highlighted difficulties faced in the existing cargo terminal and need for construction of a modern cargo facility at Mumbai Airport as stated below:

- Over the years the existing Cargo Terminal at Mumbai airport, which was developed by Airports Authority of India, came to be shared by several operators including Air India. MCSC inherited this terminal space pursuant to its contract with MIAL. However, the terminal space that was inherited by MCSC is fragmented and has several operators. The space that it has in the existing terminal is not contiguous one but a space which is encroached upon by other operators. This creates a problem with handling as MCSC doesn't have a continuous space at the terminal. This situation has considerably and adversely affected the capacity of Mumbai terminal to handle cargo volumes.
- With the space constraints that Mumbai airport is working, MIAL created temporary facility for handling of cargo and pending construction of a permanent facility. However, the temporary facility is also a fragmented one. Thus, cannot provide the operational efficiency including the timely delivery.
- The present situation requires construction of a new modern Cargo Terminal Facility at Mumbai Airport that can support growth in cargo volumes and ensure faster handling of cargo. As a gateway airport of the country, it is imperative that Mumbai Airport has cargo



handling facilities that are commensurate with the needs of the Exim trade and support the growth of the airport, trade and the country.

4.3.9 The ISP further stated that proposed warehouse will have Pre-Engineered Building (PEB) structure with 3 levels i.e., Ground, First and Second. Total built up area of the proposed warehouse is 33,960 Sq. mtr., with each level having an area of 11,320 sq. mtr. As per the ISP, the total estimated cost of new cargo terminal (three level structure), having 33960 Sq. Mtrs. of floor area, comes to ₹115.51 crores approx. @ ₹ 34014/ sq. mtr. which include all essentials, including high strength floor etc.

4.3.10 MCSC vide letters dated 21.04.2022 & 05.05.2022 has further confirmed that proposed land, for construction of Cargo Warehouse as per plan, measuring to 25177 Sq. mtrs. in area is totally free from any encroachments/ encumbrances. The said land is in possession of MIAL/MCSC and ready for the construction work of warehouse as proposed under capex for 3<sup>rd</sup> Control Period. Similarly, Airport Operator (MIAL) vide letter dated 12.05.2022 to MCSC has also confirmed that *“the proposed land for construction of warehouse admeasuring to approximately 25000 sqm. is totally free from any encroachment. The said land is in possession of MIAL and ready for the construction work of warehouse under the proposed plan of capex for 3<sup>rd</sup> Control Period. The previous structures on the land have been demolished and demolished debris is being cleared for the site so that the said land is ready for construction of warehouse including related site enabling works”* (refer **Annexure-VI**).

4.3.11 Keeping in view the lack of proper infrastructure and considering the space constraints in the existing cargo terminal building which is not sufficient to cater to the needs of the growing cargo volumes, the Authority feels that construction of a modern Cargo Terminal Facility at Mumbai Airport is required to support the growth in cargo volumes and ensure faster handling of cargo and which meets the Service level expectations of Cargo Users and Airport Operator.

4.3.12 The Authority notes that the CAPEX proposed by the MCSC for the Third Control Period is approved by the Airport Operator and same is in accordance with the Concession Agreement.

4.3.13 On the basis of examination of proposed CAPEX and considering the clarifications & justifications given by MCSC, as detailed above, the Authority proposes to consider Additions to RAB as proposed by MCSC for the 3<sup>rd</sup> Control Period as given in Table 5.

#### 4.4 **MCSC submission on Depreciation:**

MCSC has computed the depreciation for the 3<sup>rd</sup> Control Period as given in Table below:

**Table 7: Depreciation proposed by MCSC for Third Control Period**

(₹ in crores)

Depreciation	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Furniture & Fixtures	0.01	0.01	0.01	0.01	0.01	0.05
Office Equipment	0.09	0.07	0.06	0.05	0.04	0.31
Leasehold improvements (Office & Cargo Premises)	0.51	4.69	13.43	18.17	18.18	54.97
Electrical equipment's & Computers (including software)	0.05	0.04	0.03	0.03	0.02	0.17
Plant & Machinery	0.16	0.16	0.16	0.16	0.16	0.80
Vehicle	0.01	0.01	0.01	0.01	0.01	0.05
<b>Total</b>	<b>0.84</b>	<b>4.98</b>	<b>13.69</b>	<b>18.41</b>	<b>18.41</b>	<b>56.33</b>

#### 4.5 **Authority's Analysis on Depreciation:**

4.5.1 The Authority notes that MCSC in its MYTP submission has claimed ₹ 56.33 crores as depreciation, considering useful life of all components of RAB as 15 years, as the concession period is ending on 2036. MCSC has proposed to depreciate all the assets by the end of concession period, irrespective of the date of commissioning of assets.

4.5.2 Useful life of assets adopted by MCSC for computing depreciation on the Opening RAB and the Additions to RAB is as follows:

**Table 8: Useful life of the Assets**

Particulars	No. of Years	
Category of Assets	As per MCSC submissions	AERA Order no. 35
Furniture and Fixtures	15	7
Office Equipment	15	5
Leasehold improvements (Office premises & Cargo Premises)	15	15
Electrical Equipment's & Computers (including software)	15	10
Plant and Machinery	15	15
Vehicles	15	15

4.5.3 The Authority observes that the MCSC in its MYTP submission has considered depreciation rates, which are not consistent with AERA Order no. 35/ 2017-18 on Useful Life of Assets for some of the Asset Classes. The Authority, accordingly, asked the ISP to review the Depreciation considered and submit the revised calculations of Depreciation. MCSC, vide email dated 07.03.2022 has submitted the revised Depreciation Calculations for the Third Control Period.

4.5.4 The Authority, considering the revise submission on Depreciation proposes to consider the Depreciation for the Third Control Period as given in table below:

**Table 9: Depreciation proposed by the Authority for MCSC for the 3<sup>rd</sup> Control Period**

(₹ in crores)

Depreciation	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Furniture & Fixtures	0.02	0.02	0.02	0.01	0.01	<b>0.07</b>
Office Equipment	0.16	0.16	0.11	0.01	0.01	<b>0.45</b>
Leasehold improvements (Office premises & Cargo Premises)	0.43	3.50	9.23	12.08	12.08	<b>37.33</b>
Electrical equipment's & Computers (including software)	0.07	0.09	1.19	1.33	1.32	<b>4.01</b>
Plant & Machinery	0.08	0.71	2.39	3.74	3.74	<b>10.67</b>
Vehicle	0.01	0.01	0.01	0.01	0.01	<b>0.05</b>
<b>Total</b>	<b>0.77</b>	<b>4.50</b>	<b>12.95</b>	<b>17.19</b>	<b>17.18</b>	<b>52.58</b>

#### 4.6 **MCSC submissions on Regulatory Asset Base (RAB):**

Based on the financial data submitted by MCSC, the Computation of Opening, Closing and Average RAB for last two years of 2<sup>nd</sup> Control Period & RAB proposed for the 3<sup>rd</sup> Control Period is given in the Table below:



**Table 10: RAB for the Third Control Period submitted by MCSC**

(₹ in crores)

Particulars			3 <sup>rd</sup> Control Period					Total
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	
Opening RAB	1.27	8.84	8.06	7.22	58.87	158.43	196.65	
+ Additions	8.7	0.29	0	56.63	113.25	56.63	0	226.51
(-) Disposals	0	0.09	0	0	0	0	0	
(-) Depreciation	1.14	0.98	0.84	4.98	13.69	18.41	18.41	56.33
Closing RAB	8.84	8.06	7.22	58.87	158.43	196.65	178.24	
Average RAB	5.06	8.45	7.64	33.05	108.65	177.54	187.44	

**4.7 Authority's Analysis on Regulated Asset Base (RAB)**

The Authority, considering the need & justifications for the proposed addition to RAB, as discussed in Para 4.2 & 4.3 above and after taking into account MCSC's revised submission on Depreciation, proposes to consider Opening RAB, Additions to RAB & Closing RAB for the 3<sup>rd</sup> Control Period as given in the Table 11 below:

**Table 11: RAB for MCSC in respect of the Third Control Period proposed by the Authority**

(₹ in crores)

Particulars			3 <sup>rd</sup> Control Period					Total
	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	
Opening RAB	1.27	8.84	8.06	7.29	59.43	159.74	199.19	
+ Additions	8.7	0.29	0	56.63	113.25	56.63	0	226.51
(-) Disposals	0	0.09	0	0	0	0	0	
(-) Depreciation	1.14	0.98	0.77	4.50	12.95	17.19	17.18	52.58
Closing RAB	8.84	8.06	7.29	59.42	159.73	199.18	182.01	
Average RAB	5.06	8.45	7.68	33.36	109.58	179.46	190.60	

**4.8 Authority's Proposals regarding Additions to RAB (CAPEX), Depreciation & Regulatory Asset Base (RAB)**

Based on the material before it and based on its analysis, the Authority proposes the following regarding RAB, Addition to RAB and Depreciation for the 3<sup>rd</sup> Control Period:

4.8.1 The Authority proposes to consider Additions to RAB (CAPEX) for the 3<sup>rd</sup> Control Period as per Table 5.

4.8.2 The Authority proposes to consider the Depreciation for the 3<sup>rd</sup> Control Period as per Table 9.

4.8.3 The Authority proposes to consider Average RAB for the 3<sup>rd</sup> Control Period as per Table 11.

## CHAPTER 5: OPERATING & MAINTENANCE EXPENDITURE

- 5.1 As provided in Clause 9.4 of the CGF Guidelines mentioned in Direction No. 04/2010-11, the Operational and Maintenance (O&M) Expenditure incurred by the Service provider(s) include expenditure incurred on security operating costs, other mandated operating costs and statutory operating costs.
- 5.2 Operation and Maintenance Expenditure submitted by MCSC has been segregated into the following categories:
- Payroll Costs;
  - Admin and General Expenses
  - Repair and Maintenance Expenditure;
  - Utility and Outsourcing Costs and
  - Concession Fees
- 5.3 MCSC has submitted the following component-wise actual Operation & Maintenance (O&M) costs incurred during the 2nd Control Period:

**Table 12: Actual Operating & Maintenance Costs for the 2<sup>nd</sup> Control Period as submitted by MCSC**

(₹ in crores)				
	Particulars	2018-19	2019-20	2020-21
A	Payroll Costs	1.80	20.62	14.51
B	Admin & General Expenses	172.87	187.75	174.23
C	Repairs & Maintenance Exp.	11.27	13.44	13.23
D	Utilities Exp.	7.17	7.76	5.94
E	Concession Fee	121.51	115.50	119.92
<b>Total (A+B+C+D+E)</b>		<b>314.62</b>	<b>345.07</b>	<b>327.83</b>

**Note:** MCSC commenced commercial operations at Mumbai Airport w.e.f. 16.04.2018.

- 5.4 The Authority notes from the historical figures of 2nd Control Period given above that total OPEX in FY 2019-20 increased around 10% over FY 2018-19 and then the OPEX dropped by 5% in FY 2020-21 as compared to FY 2019-20.
- 5.5 Operating & Maintenance Expenditure for the 3rd Control Period projected by MCSC is given in Table below:

**Table 13: Operating & Maintenance Expenditure projected by MCSC for the Third Control Period**

Particulars	(₹ in Crores)					Total	% Increase			
	2021-22	2022-23	2023-24	2024-25	2025-26		2022-23	2023-24	2024-25	2025-26
Payroll Cost (A)	23.05	26.51	30.49	35.06	40.32	155.43	15%	15%	15%	15%
Admin & General Expenses:										
(i) License Fees	99.65	107.13	115.16	123.80	133.08	578.82	8%	7%	8%	7%
(ii) Other Administrative Charges	116.34	129.98	143.26	158.13	177.17	724.88	12%	10%	10%	12%

Total (B)	215.99	237.11	258.42	281.93	310.25	1303.7	10%	9%	9%	10%
Repair & Maintenance Expenditure (C)	15.46	17.78	20.44	23.51	27.04	104.23	15%	15%	15%	15%
Utilities Expenses (D)	8.92	10.26	11.8	13.56	15.6	60.14	15%	15%	15%	15%
Concession Fees (E)	182.04	202.86	220.71	237.81	258.70	1102.12	11%	9%	8%	9%
<b>Total Operation and Maintenance Expenditure (A+B+C+D+E)</b>	<b>445.46</b>	<b>494.52</b>	<b>541.86</b>	<b>591.87</b>	<b>651.91</b>	<b>2725.62</b>	<b>11%</b>	<b>10%</b>	<b>9%</b>	<b>10%</b>

## 5.6 Authority's Examination and Analysis:

5.6.1 The Authority examined the Operating Expenditure provided in Form F3 (P&L) for the Second Control Period and growth rates considered by the ISP in respect of projected OPEX from FY 2022-23 onwards. The Authority's analysis on various components of OPEX is given in the following sections:

5.6.2 **Payroll Cost** – As per “Section 10” of Concession Agreement executed between MCSC and Airport Operator (MIAL), “Employees on the Payroll of MIAL, in relation to its cargo operations at CSIA to be specified by MIAL (collectively, the “Cargo Employees”) shall be on deputation to, and under the supervision and control of the Concessionaire during the term of the Concession on the following terms:

5.6.3 During and for the period of the deputation, the Concessionaire shall bear the amount of salaries and other benefits (comprising of the aggregate of all amounts forming part of the salary, including without limitation, provident fund contributions (of both the employer and employee), ESIC contribution, profession tax, income tax deducted at source, severance benefits, costs/ contributions for providing group Medclaim/ accident/ life insurance coverage(s), benevolent fund contribution, contribution to National pension Scheme, Labour Welfare Fund, if any, etc.) payable to and/ or on behalf of the Cargo Employees in accordance with the employment contract(s) of such Cargo Employees with MIAL (“Cargo Employees Cost”).”

5.6.4 The Authority notes that Payroll Costs of MCSC is projected to increase by 15.00% YoY from F.Y. 2022-23 onwards as compared to FY 2021-22 and a clarification was sought pertaining to steep increase in Payroll costs. MCSC in response vide email dated 09.02.2022 stated that labour and manpower at Mumbai Terminal is completely unionized. As per MCSC, due to non-payment of any increment in salary in Financial Year 2018-19 and 2019-20 has created dissatisfaction in manpower. MCSC further states that Cargo Terminal Operations work is specialized job which requires very high skilled manpower. This manpower is in short supply and high demand. Therefore, the compensation and wage revision are also higher than normal industry standards.

5.6.5 The Authority observes that on the one hand MCSC has projected drop in its Cargo Volume due to re-alignment of market share following the acquisition of Air India by the private enterprise, on the other hand, MCSC has projected consistent increase of 2% in the strength of Full Time Employees Strength from FY 2022-23 onwards. The Authority feels that though there is an element of committed payroll expenses in form of specified “Cargo Employees” still, MCSC should try to optimize payroll expenses, including review of employee strength in view of projected drop in Cargo Volume in later part of Third Control Period.

5.6.6 Further, the Authority sought bifurcation pertaining to number of employees deployed at CSMIA, Mumbai by MIAL and MCSC. The ISP provided requisite details of employees vide email dated 15.02.2022 as per Table given below:

**Table 14: Bifurcation of number of employees at CSMIA, Mumbai Airport as submitted by MCSC**

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Employees deployed by MIAL at Airport as per Concession Agreement	128	128	128	128	128
MCSC Employees breakup:					
a) Full Time Employees	451	460	470	480	490
b) Contractual Employees	2,257	2,210	2,122	2,039	2,001
<b>Total</b>	<b>2,836</b>	<b>2,798</b>	<b>2,720</b>	<b>2,647</b>	<b>2,619</b>

5.6.7 **License Fees** – The Authority notes that as per “Section 6” of the Concession Agreement, the ISP is required to pay @ 7.5% of total Revenue as License Fees. The extracts of “Section 6” may be read as under:

5.6.8 “In consideration of the grant of the licence for about 25 acres of the Licensed Land by MIAL, the Concessionaire shall pay to MIAL during the Concession Fee Period and on Monthly basis, fees as specified below (“Licence Fee”) for the License Land:

5.6.9 Effective from April 1, 2019 and till March 31, 2028, the Licence Fees shall be escalated by a percentage which shall be higher of: a) 7.5% and b) variation in CPI over the year.”

5.6.10 **Other Administrative Charges** – The Authority notes that MCSC has projected an increase of 10% to 12% YoY basis from FY 2022-23 onwards as compared to FY 2021-22. The Authority further observes that Cargo Handling Expenses being paid to Outsource Contractor for carrying physical handling services for export / import cargo. Rates are defined on per Kg basis on the total volume of cargo handled for export / import. MCSC has projected an increase of 6-9% per year in projection of cargo handling expenses.

5.6.11 **Repair and Maintenance Expenditure** – MCSC proposes to increase repair and maintenance expenditure by 15% YoY from FY 2022-23 onwards over FY 2021-22. The Authority notes that MCSC has proposed procurement of new equipment amounting to ₹ 63 crores during the Third Control Period at CSMIA, Mumbai and all such equipment must be under warranty period for 1-2 years initially, accordingly there should be lower R&M expenses in those years, during which the equipment will be under warranty. Therefore, the Authority elicits the specific views/comments of stakeholders on the projected R&M expenditure for the Third Control Period.

5.6.12 **Utilities Expenses** - MCSC has proposed an increase of 15% YoY for electricity and water expenses during the 3rd Control Period from FY 2022-23 onwards over FY 2021-22. Upon enquiry by the Authority regarding proposed increase in Utility Expenses, MCSC vide email dated 09.02.2022 stated that supply of water and electricity is based on industrial rates, hence, annual increases are also on higher. MCSC, further stated that increase in power charges is also due to additional equipment proposed for procurement like HVAC, Screening Machines Charging points of E-forklifts, Air conditioners, lighting etc. The Authority, however feels that annual escalation in Utility expenses still seems to be on higher side and same need to be rationalized by the MCSC.

5.6.13 **Concession Fees** - As per “Section 6” of Concession Agreement, MCSC has to pay Revenue share @ 30% of Gross Revenue to MIAL or Minimum Monthly Guarantee (MMG) i.e. ₹ 8.50 crores, whichever is higher.

The Concession Fees payable to the Airport Operator is linked to the projected Revenue of the Cargo Service Provider. As the review and analysis of various regulatory building blocks by the Authority is resulting in re-computation of ARR and Projected Revenue in respect of MCSC. Accordingly, the Authority proposes to consider Concession Fees, based on Projected Revenue calculated by the Authority, for the Third Control Period as per Table given below:

**Table 15: OPEX proposed by the Authority for the Third Control Period**

(₹ in Crores)

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Payroll Cost (A)	23.05	26.51	30.49	35.06	40.32	<b>155.43</b>
Admin & General Expenses (B)	215.99	237.11	258.42	281.93	310.25	<b>1303.70</b>
Repair & Maintenance Expenditure (C)	15.46	17.78	20.44	23.51	27.04	<b>104.23</b>
Utilities Expenses (D)	8.92	10.26	11.80	13.56	15.60	<b>60.14</b>
<b>Operating Expenditure (A+B+C+D) = (E)</b>	<b>263.42</b>	<b>291.66</b>	<b>321.15</b>	<b>354.06</b>	<b>393.21</b>	<b>1623.50</b>
Revenue from Operations (Refer Table 23) (F)	477.19	508.64	542.29	583.28	644.33	<b>2755.74</b>
Concession Fees (F*30%) = (G)	143.16	152.59	162.69	174.98	193.30	<b>826.72</b>
<b>Total OPEX (E+G)</b>	<b>406.58</b>	<b>444.25</b>	<b>483.84</b>	<b>529.04</b>	<b>586.51</b>	<b>2450.22</b>

5.7 The Authority, on the basis of review of O&M expenses, as discussed above, expects MCSC to bring efficiency in its operations and optimize the overall O&M expenses so that MCSC can withstand the anticipated increase in market competition due to takeover of Air India by the Private Enterprise.

**5.8 Authority's Proposal relating to OPEX for Third Control Period**

Based on the material before it and based on its analysis, the Authority proposes to consider the OPEX projected by MCSC for the Third Control Period as per Table 15.

## CHAPTER 6: AGGREGATE REVENUE REQUIREMENT (ARR)

### 6.1 ARR projected by MCSC for the Third Control Period

6.1.1 As per MYTP submission, MCSC has projected Aggregate Revenue Requirement (ARR) to achieve 15% Return on Revenue for the Third Control Period as per Table given below:

**Table 16: Aggregate Revenue Requirement as per MCSC for 3<sup>rd</sup> Control Period**

(₹ in Crores)

Financial Year	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
<b>Total Revenue from Regulated Services (1)</b> (Refer Table 19)	<b>606.80</b>	<b>676.20</b>	<b>735.69</b>	<b>792.71</b>	<b>862.33</b>	<b>3,673.74</b>
Operating Expenditure (2) (Refer Table 13)	445.46	494.52	541.85	591.88	651.90	<b>2,725.61</b>
Depreciation (3) (Refer Table 9)	0.77	4.50	12.95	17.19	17.18	<b>52.58</b>
Interest & Finance Cost (4) (Refer Table 19)	37.08	33.54	29.41	24.98	20.61	<b>145.62</b>
<b>Total Expenditure (2) + (3) + (4) = (5)</b>	<b>483.31</b>	<b>532.55</b>	<b>584.21</b>	<b>634.04</b>	<b>689.69</b>	<b>2,923.80</b>
<b>Regulatory Operating Profit</b> <b>(1) – (5) = (6)</b>	123.49	143.65	151.48	158.67	172.64	<b>749.93</b>
Return on revenue (%)	15%	15%	15%	15%	15%	
<b>Return on revenue (7)</b>	<b>91.02</b>	<b>101.43</b>	<b>110.35</b>	<b>118.91</b>	<b>129.35</b>	<b>551.06</b>
Corporate Tax (6) * 25.168% = (8)	31.08	36.15	38.12	39.93	43.45	<b>188.74</b>
<b>ARR [(5) + (7) + (8)] = (9)</b>	<b>605.41</b>	<b>670.13</b>	<b>732.69</b>	<b>792.88</b>	<b>862.49</b>	<b>3,663.60</b>
Total Cargo Volume (Refer Table 3)	3,95,815	3,83,545	3,61,874	3,41,429	3,30,844	<b>18,13,507</b>
Required Yield Cargo	15,295	17,472	20,247	23,222	26,069	
Present Yield Cargo	9,221	9,221	9,221	9,221	9,221	

6.1.2 As per its ARR projection, MCSC submitted Tariff card for the Third Control Period as per **Annexure-I** so as to achieve projected 15% Return on Revenue.

### 6.2 Authority's Examination on ARR:

6.2.1 The Authority notes that MCSC has not computed ARR in accordance with CGF Guidelines, 2011. Instead of considering Return on Average RAB, MCSC has computed 15% Return on Revenue.

6.2.2 The Authority notes that MCSC has sufficient Asset base of ₹ 300 crores as per their MYTP projection, out of which, ₹ 12.21 crores have already been incurred till December, 2021 (Refer Table 6).

6.2.3 The Authority proposes to consider Return on RAB@ 14% for the determination of ARR for the Third Control Period, as has been considered by the Authority in similar cases of other ISPs. However, the Authority expects MCSC to evaluate optimal means of financing and leveraging debt, in the interest of the stakeholders.

6.2.4 In accordance with provisions of CGF Guidelines, 2011 and based on review & analysis of various regulatory building blocks, as discussed in previous chapters and after considering Return on Average RAB @ 14%, has computed ARR for MCSC in respect of Third Control Period as given in Table below:

**Table 17: ARR proposed to be considered by the Authority for MCSC for the Third Control Period**

(₹ in Crores)

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Average RAB ( <i>Refer Table 11</i> )	7.68	33.36	109.58	179.46	190.60	
Return on RAB @14% (A)	1.07	4.63	15.21	24.86	26.24	<b>72.01</b>
O&M Expenses (B) ( <i>Refer Table 15</i> )	406.58	444.25	483.83	529.05	586.50	<b>2450.21</b>
Depreciation (C) ( <i>Refer Table 9</i> )	0.77	4.50	12.95	17.19	17.18	<b>52.58</b>
Interest & Finance cost (D) ( <i>Refer Table 16</i> )	37.08	33.54	29.41	24.98	20.61	<b>145.62</b>
Tax @ 25.168% (E) ( <i>Refer Table 23</i> )	8.25	6.63	4.05	3.04	5.04	<b>27.01</b>
<b>ARR per Year (A+B+C+D+E) = (F)</b>	<b>453.75</b>	<b>493.59</b>	<b>545.58</b>	<b>599.37</b>	<b>656.02</b>	<b>2748.31</b>
Discount Rate	14%	14%	14%	14%	14%	
PV Factor	1.00	0.88	0.77	0.67	0.59	
<b>PV ARR (G)</b>	<b>453.75</b>	<b>432.97</b>	<b>419.81</b>	<b>404.56</b>	<b>388.41</b>	<b>2099.50</b>
Revenue from regulated services before Tariff increase ( <i>Refer Table 22</i> )	477.19	462.40	436.28	411.63	398.87	<b>2186.36</b>
% Tariff Increase proposed	0.00%	<b>10.00%</b>	<b>13.00%</b>	<b>14.00%</b>	<b>14.00%</b>	
<b>Revised Revenue with proposed Tariff Increase (<i>Refer Table 23</i>)</b>	<b>477.19</b>	<b>508.64</b>	<b>542.29</b>	<b>583.28</b>	<b>644.33</b>	<b>2755.74</b>
PV Factor	1.00	0.88	0.77	0.67	0.59	
<b>PV of Revenue after Tariff increase</b>	<b>477.19</b>	<b>446.18</b>	<b>417.28</b>	<b>393.70</b>	<b>381.49</b>	<b>2115.84</b>

6.2.5 The Authority has computed ARR (PV) of ₹ 2,099.50 crores in respect of MCSC for the 3rd Control Period as indicated in the Table above.

6.2.6 Based on the above, the Authority, proposes the following Tariff increase for the Third Control Period as given in Table below:

**Table 18: Percentage (%) Tariff increase projected by MCSC and proposed by the Authority for the Third Control Period**

	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Tariff increase projected by MCSC after considering revised Cargo volume (based on actual Cargo volume of FY 2021-22 up to Dec. 2021)	65.87%	14.23%	15.88%	14.69%	12.26%
Tariff increase proposed by the Authority after considering Return on RAB (14%) in place of Return on Revenue.	0%	10.00%	13.00%	14.00%	14.00%

6.2.7 The Authority, considering no Tariff increase in the first Tariff year i.e. FY2021-22, has computed required one-time Tariff increase of 30.00% in FY 2022-23 to meet the Aggregate Revenue Requirement (ARR) of MCSC for the Third Control Period.



6.2.8 However, the Authority, considering the current Covid-19 pandemic situation and its overall adverse impact on aviation sector, proposes not to increase the Tariff in FY 2021-22 and thereafter stagger the Tariff increase during the Control Period instead of giving one time increase. In view of the above, the Authority proposes to increase Tariff rate by 10% for FY 2022-23, 13% for FY 2023-24 and thereafter an increase of 14% YoY from FY 2024-25 onwards.

6.2.9 Based on computation of ARR by the Authority, the Tariff Rate card proposed for the Third Control Period in respect of MCSC for Consultation is placed at **Annexure-II**.

### 6.3 **Authority's Proposals regarding Aggregate Revenue Requirement**

Based on the material before it and based on its analysis, the Authority proposes the following regarding ARR and tariff increase for the Third Control Period:

6.3.1 The Authority proposes to consider the ARR for the Third Control Period as per Table 17.

6.3.2 The Authority proposes percentage (%) Tariff increase for the Third Control Period as given in the Table 17.



## CHAPTER 7: REVENUE FROM OPERATIONS, PROFITABILITY & TAXATION

### 7.1 Background

As per Section 115BAA introduced by the Government of India through the Taxation (Amendment) Ordinance 2019 on 20.09.2019, which provides option to a Domestic company to pay tax at lower rate of 22% (plus applicable surcharge and cess, where the total turnover for Previous Year 2017-18 does not exceeds ₹ 400 Crore), as opposed to normal tax rate of 30%/ 25% (plus applicable surcharge and cess), w.e.f. Assessment Year 2020-21 subject to other precedent conditions.

### 7.2 MCSC Submissions on the projected Profitability for the Third Control Period

7.2.1 MCSC submitted that in order to mitigate the projected losses, existing yield is required to be suitably increased so as to earn 15% post tax Return on Revenue for the Third Control Period.

7.2.2 MCSC vide email dated 09.02.2022 provided revised Cargo Volume for the Third Control Period and based on that Profitability Statement for the Third Control Period in respect of MCSC is given below:

**Table 19: Profitability Statement of MCSC for the Third Control Period**

(₹ in Crores)

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Cargo Volume (MT)*	3,95,815	3,83,545	3,61,874	3,41,429	3,30,844	<b>18,13,507</b>
Yield/MT	15,297	17,482	20,263	23,249	26,097	
<b>Total Revenue (A)</b>	<b>606.80</b>	<b>676.20</b>	<b>735.69</b>	<b>792.71</b>	<b>862.33</b>	<b>3673.74</b>
<b>Total Operating Expenditure (B)</b>	<b>445.46</b>	<b>494.52</b>	<b>541.86</b>	<b>591.87</b>	<b>651.91</b>	<b>2725.62</b>
<b>EBITDA (A-B)</b>	<b>161.34</b>	<b>181.68</b>	<b>193.83</b>	<b>200.84</b>	<b>210.42</b>	<b>948.12</b>
Depreciation	0.77	4.50	12.95	17.19	17.18	<b>52.58</b>
<b>EBIT</b>	<b>160.57</b>	<b>177.18</b>	<b>180.89</b>	<b>183.65</b>	<b>193.24</b>	<b>895.54</b>
Interest & Finance Cost	37.08	33.54	29.41	24.98	20.61	<b>145.62</b>
<b>PBT</b>	<b>123.49</b>	<b>143.64</b>	<b>151.48</b>	<b>158.67</b>	<b>172.63</b>	<b>749.92</b>
Tax @ 25.168%	31.08	36.15	38.12	39.93	43.45	<b>188.74</b>
<b>PAT</b>	<b>92.41</b>	<b>107.49</b>	<b>113.35</b>	<b>118.74</b>	<b>129.19</b>	<b>561.18</b>
<b>% PAT to Revenue</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>	<b>15%</b>

\*Revised Cargo Volume projected by MCSC vide email dated 09.02.2022 after considering the actual Cargo handled in FY 2021-22 (up to December 2021).

7.2.3 MCSC has also submitted the details of actual Yield vide email dated 09.02.2022:

**Table 20: Cargo Volume & Yield per MT submitted by MCSC**

Particulars	FY 2019-20	FY 2020-21	FY 2021-22 (up to Sep. 2021)	Average
Revenue from Regulated Services (₹ in cr.)	422.37	435.86	236.68	364.97
Cargo Volume (MT)	371148	312501	196314	293321
Handling Yield (₹/MT)		8542	9221	
Demurrage Yield (₹/MT)		5405	2835	
<b>Total Yield (₹/MT)</b>	<b>11380</b>	<b>13948</b>	<b>12056</b>	<b>12443</b>

### 7.3 Authority's Examination regarding Revenue from Operations, Profitability and Taxation:

7.3.1 The Authority notes that the proposed profitability worked out by MCSC is based on yield of ₹ 9221/ MT. However, the Authority observed that as per the unaudited information for the FY 2021-22 (up to Sep. 2021) submitted by the MCSC, the actual yield comes to ₹ 12056/ MT as given in Table above.

7.3.2 The Authority observes from Table-20 that the average yield/ MT of last three years comes to ₹ 12443/ MT, which is more than current year yield of ₹ 12056/MT. The Authority, in view of likely realignment of Market Share due to takeover of Air India by private enterprise as conveyed by the ISP, is taking a conservative view for working out the projected revenue in respect of MCSC for the Third Control Period, and, accordingly proposes to consider a current yield of ₹ 12056/ MT (as on September, 2021) as a base for projecting Revenue for the Third Control Period.

7.3.3 In view of the above, the yield per MT based on the ARR computed by the Authority as below:

**Table 21: Comparison of existing and revised Yield/ MT proposed by the Authority**

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Current Yield* (₹/MT) as on Sep., 2021	12,056	12,056	12,056	12,056	12,056
Required Yield as per MCSC	15,295	17,472	20,247	23,222	26,069
Required Yield computed by the Authority (₹/MT)	12,056	13,262	14,986	17,084	19,475
<b>Tariff Increase Proposed by the Authority (%)</b>	<b>0.00%</b>	<b>10.00%</b>	<b>13.00%</b>	<b>14.00%</b>	<b>14.00%</b>

\*MCSC has considered current yield of ₹ 9221/ MT after excluding demurrage yield i.e. ₹ 2835/ MT (₹ 12056 - ₹ 2835 = ₹ 9221)

7.3.4 Based on the computation of ARR by the Authority for MCSC for the 3<sup>rd</sup> Control Period, the projected Revenue and Profitability statement is given below:

**Table 22: Projected Revenue & Profitability Statement computed by the Authority for the Third Control Period in respect of MCSC before Tariff increase**

(₹ in Crores)

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Cargo Volume (MT)	3,95,815	3,83,545	3,61,874	3,41,429	3,30,844	18,13,507
Yield/MT with current Tariff Rates	12,056	12,056	12,056	12,056	12,056	
<b>Total Revenue (A)</b>	<b>477.19</b>	<b>462.40</b>	<b>436.28</b>	<b>411.63</b>	<b>398.87</b>	<b>2,186.36</b>
<b>Total Operating Expenditure (B)</b>	<b>406.58</b>	<b>430.38</b>	<b>452.03</b>	<b>477.55</b>	<b>512.87</b>	<b>2279.41</b>
<b>EBITDA (A-B)</b>	<b>70.62</b>	<b>32.02</b>	<b>-15.76</b>	<b>-65.92</b>	<b>-114.00</b>	<b>-93.05</b>
Depreciation	0.77	4.50	12.95	17.19	17.18	52.58
<b>EBIT</b>	<b>69.85</b>	<b>27.53</b>	<b>-28.70</b>	<b>-83.11</b>	<b>-131.18</b>	<b>-145.62</b>
Interest	37.08	33.54	29.41	24.98	20.61	145.62
<b>PBT</b>	<b>32.77</b>	<b>-6.01</b>	<b>-58.11</b>	<b>-108.09</b>	<b>-151.79</b>	<b>-291.24</b>
Tax @ 25.168%	8.25	0	0	0	0	8.25
<b>PAT</b>	<b>24.52</b>	<b>-6.01</b>	<b>-58.11</b>	<b>-108.09</b>	<b>-151.79</b>	<b>-299.49</b>
<b>% PAT to Revenue</b>	<b>5%</b>	<b>-1%</b>	<b>-13%</b>	<b>-26%</b>	<b>-38%</b>	<b>-14%</b>

7.3.5 The Authority notes that considering current Yield of ₹ 12,056/ MT is resulting in projected losses to MCSC from FY 2022-23 onward.

7.3.6 The Authority, therefore proposes to consider the increase in current Yield to bridge the Revenue gap in the ARR as shown in the Profitability Statement computed by the Authority for the Third Control Period after Tariff increase as given in Table below:

**Table 23: Projected Revenue & Profitability Statement for the Third Control Period computed by the Authority in respect of MCSC after proposed Tariff increase**

(₹ in Crores)

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total
Cargo Volume (MT)	3,95,815	3,83,545	3,61,874	3,41,429	3,30,844	18,13,507
Yield/MT after Tariff increase	12,056	13,262	14,986	17,084	19,475	
<b>Total Revenue (A)</b>	<b>477.19</b>	<b>508.64</b>	<b>542.29</b>	<b>583.28</b>	<b>644.33</b>	<b>2,755.74</b>
<b>Total Operating Expenditure (B)</b>	<b>406.58</b>	<b>444.25</b>	<b>483.84</b>	<b>529.04</b>	<b>586.51</b>	<b>2450.22</b>
<b>EBITDA (A-B)</b>	<b>70.62</b>	<b>64.39</b>	<b>58.45</b>	<b>54.24</b>	<b>57.82</b>	<b>305.52</b>
Depreciation	0.77	4.50	12.95	17.19	17.18	52.58
<b>EBIT</b>	<b>69.85</b>	<b>59.89</b>	<b>45.51</b>	<b>37.05</b>	<b>40.64</b>	<b>252.94</b>
Interest	37.08	33.54	29.41	24.98	20.61	145.62
<b>PBT</b>	<b>32.77</b>	<b>26.35</b>	<b>16.10</b>	<b>12.07</b>	<b>20.03</b>	<b>107.32</b>
Tax @ 25.168%	8.25	6.63	4.05	3.04	5.04	27.01
<b>PAT</b>	<b>24.52</b>	<b>19.72</b>	<b>12.05</b>	<b>9.03</b>	<b>14.99</b>	<b>80.31</b>
<b>PAT as a % of Revenue (Net Profit Margin)</b>	<b>5%</b>	<b>4%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>3%</b>

7.3.7 The Authority notes that MCSC has large Operating Volume and substantial Turnover, even a 2% PAT is translating into post tax surplus of ₹ 9 to 15 crores.

7.3.8 The Authority further notes from proposed Profitability Statement for MCSC (*refer Table 23*) that the Cargo Operator with the projected Return on Revenue (PAT as a % of Revenue) will be earning following Return on RAB for the Third Control Period as per Table given below:

**Table 24: PAT as a percentage (%) of Average RAB (Return on RAB) for the Third Control Period in respect of MCSC**

(₹ in crores)

Particulars	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
Average RAB ( <i>Refer Table 7</i> )	7.68	33.36	109.58	179.46	190.60
PAT ( <i>Refer Table 23</i> )	24.52	19.72	12.05	9.03	14.99
<b>Profitability as a percentage (%) of RAB (PAT/ Avg. RAB)</b>	<b>320%</b>	<b>59%</b>	<b>11%</b>	<b>5%</b>	<b>8%</b>

#### 7.4 Authority's Proposals regarding Profitability

Based on the material before it and based on its analysis, the Authority proposes the following regarding profitability for the Third Control Period:

7.4.1 The Authority, proposes to consider Revenue from Operations for the Third Control Period as per Table 23.

7.4.2 The Authority, proposes to consider Profitability for the Third Control Period as per Table 23.

7.4.3 The Authority, proposes to consider Tax on projected profits for the Third Control Period as per Table 23.

7.4.4 The Authority, proposes to consider increase in existing Tariff from FY 2022-23 onward for the Third Control Period as per Table 23.

## CHAPTER 8: SUMMARY OF AUTHORITY'S PROPOSALS

Chapter	Para	Summary of Authority's Proposal	Page No.
Chapter No.2	2.9	The Authority considers that the Cargo Handling Service provided by MCSC at CSMIA, Mumbai is ' <b>Material but Competitive</b> '. Therefore, the Authority proposes to determine the Tariff for the 3 <sup>rd</sup> Control Period based on ' <b>Light Touch Approach</b> '.	9
Chapter No.3	3.3	The Authority proposes to consider the Cargo Volume projected by MCSC for the Third Control Period as per Table 3.	11
Chapter No. 4	4.8.1	The Authority proposes to consider Additions to RAB (CAPEX) for the 3 <sup>rd</sup> Control Period as per Table 5.	17
	4.8.2	The Authority proposes to consider the Depreciation for the 3 <sup>rd</sup> Control Period as per Table 9.	
	4.8.3	The Authority proposes to consider Average RAB for the 3 <sup>rd</sup> Control Period as per Table 11.	
Chapter No. 5	5.8	The Authority proposes to consider the OPEX projected by MCSC for the Third Control Period as per Table 15.	21
Chapter No. 6	6.3.1	The Authority proposes to consider the ARR for the Third Control Period as per Table 17.	24
	6.3.2	The Authority proposes percentage(%) Tariff increase for the Third Control Period as per Table 17.	
Chapter No. 7	7.4.1	The Authority, proposes to consider Revenue from Operations for the Third Control Period as per Table 23.	28
	7.4.2	The Authority, proposes to consider Profitability for the Third Control Period as per Table 23.	
	7.4.3	The Authority, proposes to consider Tax on projected profits for the Third Control Period as per Table 23.	
	7.4.4	The Authority, proposes to consider increase in existing Tariff from FY 2022-23 onward for the Third Control Period as per Table 23.	

## **CHAPTER 9: STAKEHOLDERS' CONSULTATION**

- 9.1 In accordance with the provisions of Section 13(4) of the AERA Act, the proposals contained in Chapter 8 above is hereby put forth for Stakeholder consultation. To assist the Stakeholders in making their submissions in a meaningful and constructive manner, necessary annexures to Consultation Paper (**Annexures- I to VI**) are also enclosed.
- 9.2 For removal of doubts, it is clarified that the contents of this Consultation Paper may not be construed as any Order or Direction of this Authority. The Authority shall pass an Order, in the matter, only after considering the submissions of the Stakeholders in response here to and by making such decision fully documented and explained in the tariff order in terms of the provisions of the Act.
- 9.3 The Authority welcomes written evidence-based feedback, comments and suggestions from Stakeholders on the various proposals made in Chapter 8 above, latest by 17/06/2022.

**Secretary**  
**Airports Economic Regulatory Authority of India**  
**AERA Building, Administrative Complex**  
**Safdarjung Airport, New Delhi -110003**  
**Tel: 011-24695044-47, Fax: 011-24695048**

**Tel: 011-24695048**  
**Fax: 011-24695039**

**(Chairperson)**

**Proposed Tariff Rate Card by MCSC for the Third Control Period (FY 2021-22 to FY 2025-26)****(A) IMPORT CARGO**

Sr. No.	Type of Cargo	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment
<b>1</b>	<b>Terminal, Storage and Processing Charges</b>										
a)	General	8.49	229	9.70	262	11.24	304	12.90	349	14.48	392
b)	Special / Valuable	16.95	448	19.37	512	22.45	593	25.76	680	28.92	763
c)	Import Project / Heavy Cargo	20.07	60,218	22.93	68,805	26.58	79,752	30.50	91,507	34.24	1,02,717
d)	Additional processing charges- Non-Schedule Airlines										
I	General Cargo	2.07	-	2.37	-	2.74	-	3.14	-	3.52	-
II	Special / Valuable	4.15	-	4.74	-	5.50	-	6.31	-	7.08	-
<b>2</b>	<b>Custom Facilitation Fee - Import</b>	0.20	-	0.23	-	0.26	-	0.30	-	0.34	-
<b>3</b>	<b>Optional services</b>										
a	Delivery order fees	N/A	6,000	N/A	6,856	N/A	7,947	N/A	9,118	N/A	10,235
b	HAWB issuance charge	N/A	3,900	N/A	4,456	N/A	5,165	N/A	5,926	N/A	6,652
c	De-Consolidation Fee - HAWB Delivery Charges	N/A	2,100	NA	2,399	N/A	2,781	N/A	3,191	N/A	3,582
d	Special Handling Service with pre alert (per Kg)	1.00	-	1.14	-	1.32	-	1.51	-	1.69	-

**Notes:**

1. The Free Period will be 48 hours (i.e. 2 working days) from the Actual Time of Arrival of flight (ATA) which would be revised based on

- determination by Government from time to time.
2. Computation of Free Period will start from Actual Time of Arrival (ATA) of flight till generation of Gate Pass
  3. Prevailing business hours will remain unchanged.
  4. Consignment of human remains, coffin including baggage of deceased & Human Eyes will be exempted from the purview of Terminal Charges.
  5. No separate Forklift Charges will be levied.
  6. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher. Wherever the "gross weight and/or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual volumetric weight' or 'chargeable weight' whichever is higher.
  7. Misdeclaration of chargeable weight/gross weight penalty applicable for deviation (a) Above 2% penalty is double the applicable TPS for the difference in weight. (b) Above 5% penalty is five time the applicable TPS for the difference in weight.
  8. Special Import Cargo consists of cargo stored in cold storage, live animal, hazardous goods and Express cargo service.
  9. Valuable consignment means "cargo with high declared value for example, rare and precious metal such as gold, platinum, iridium, rhodium, ruthenium, osmium and palladium and their alloys/ products; various precious stones, rubies, emeralds, sapphires, opals, Jade articles, diamond, pearl and its jewellery / products; watches made of silver, gold or platinum, valuable documents Including books, paintings, and antiques etc.; currency notes, securities, stamps and articles that have been declared with value of no less than 1000 US Dollars per kilogram of gross weight."
  10. Project cargo are such cargo which requires/special handling /storage instructions. It also includes heavy cargo in which any single individual piece having gross weight or volume weight of 3 ton or above.
  11. All the bills shall be rounded off to the nearest of Rs. 5/-, as per IATA act Rules book clause 5.7.2, the rounding off procedure, when the rounding off unit is 5. When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and when the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.
  12. Packing/repacking charges shall be levied as per existing rates. (50-100)
  13. GST and any other statutory Indirect taxes shall be levied extra as per government notifications.
  14. Cancellation of Bank Challan and Gate Pass will be charged @ Rs. 115/- for year 2020-21 and Rs.194/- for year 2021-22 and Rs.224/- for the year 2022-23 and Rs.259/- for the year 2023-24 and Rs. 298/- for the year and 2024-25 Rs. 336/- for the year 2025-26 per cancellation.
  15. Labelling charges will be charged @ Rs. 575/- for year 2020-21 and Rs.970/- for year 2021-22 and Rs.1120/- for the year 2022-23 and Rs.1297/- for the year 2023-24 and Rs.1488/- for the year 2024-25 and Rs.1678/- for the year 2025-26 per AWB.
  16. Sector and Sector Airway bill charges @ Rs. 2/- per kg for year 2020-21 and Rs.3/- per kg for year 2021-22 and Rs.4/- per kg for the year 2022-23 and Rs.4/- per kg for the year 2023-24 and Rs.5/- per kg for the year 2024-25 and Rs.6/- per kg for the year 2025-26.
  17. Segregation charges @ Rs. 575/- for year 2020-21 and Rs.954/- for year 2021-22 and Rs.1090/- for the year 2022-23 and Rs.1263/- for the year 2023-24 and Rs.1449/- for the year 2024-25 and Rs.1627/- for the year 2025-26 per shipment.
  18. Special equipment charges will be charged at 200% of the General cargo charges.



**(B) EXPORT CARGO**

Sr. No.	Type of Cargo	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment
<b>1</b>	<b>Terminal, Storage and Processing Charges</b>										
a	General	1.34	229	1.53	262	1.77	304	2.03	349	2.28	392
b	Special / Valuable	2.67	448	3.05	512	3.54	593	4.06	680	4.56	763
c	Perishable:										
i.	wherever State of Art facility is provided	4.43	448	5.06	512	5.87	593	6.74	680	7.57	763
ii.	wherever exclusive of facility is not provided	1.28	229	1.46	262	1.69	304	1.94	349	2.18	392
d	Export Project / Heavy Cargo	5.47	16,423	6.25	18,765	7.24	21,751	8.31	24,957	9.33	28,014
<b>2</b>	<b>Custom facilitation</b>	0.20	-	0.23	-	0.27	-	0.31	-	0.35	-
<b>3</b>	<b>Optional services</b>										
a	Air Cargo Freight Consolidation Fees (ACFC)	3.32	829	3.79	947	4.39	1,098	5.04	1,260	5.66	1,414
b	Consolidation fee - HAWB or Shipping bill charges (per HAWB or per Shipping bill)	1,658.90	-	1,895	-	2,196	-	2,520	-	2,829	-

**Notes:**

1. The free period for export cargo shall be 12 hrs. for examination/processing by the shippers which would be revised based on determination by government from time to time.
2. Terminal charges applicable to Newspaper and TV reel consignments shall be 50% of the prescribed charges.
3. Consignments of human remains, coffin including baggage of deceased & Human eyes will be exempted from the purview of Terminal charges.
4. Terminal charges are inclusive of Forklift charges wherever Forklift. Usage is involved. No separate Forklift charges will be levied.
5. Special Cargo consists of live animals, hazardous goods, valuable cargo and cargo stored in cold storage.

6. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher. Wherever the "gross weight and/or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual volumetric weight' whichever is higher.
7. For mis-declaration of weight above 2% and up to 5% of declared weight, penal charges @ double the applicable Terminal charges will be levied. For valuation above 5%, the penal charges will be leviable @ 5 times the applicable Terminal charges of the differential weight. No penal charges will be leviable for variation up to and inclusive of 2%. This will not apply to valuable cargo.
8. All the bills should be rounded off to the nearest of Rs. 5/-, as per IATA Tact Rules book clause 5.7.2, the rounding off procedure, when the rounding off unit is 5. When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and when the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.
9. Packing/repacking charges shall be levied @ 2% of packages per shipping bill with a minimum of Rs. 34.50/- per airway bill. Packing/repacking charges will be Rs. 17.25/- per packet.
10. Express Cargo service would be charges at 25% more than the standard TSP rate for the category the cargo falls under this category.
11. GST and any other statutory indirect taxes shall be levied extra as per government notifications.
12. Project cargo are such cargo which requires/special handling /storage instructions. It also includes heavy cargo in which any single individual piece having gross weight or volume weight of 3 ton or above.
13. MOT charges will be levied per AWB based on actual charges.
14. Terminal receipt cancellation charges will be @ Rs. 115/- for year 2018-19 Rs.194/- for year 2019-20 and Rs.224/- for the year 2020-21 per Terminal receipt.
15. Export administration charges will be charged Rs. 115/- for year 2020-21 and Rs.194/- for year 2021-22 and Rs.224/- for the year 2022-23 and Rs.259/- for the year 2023-24 and Rs.298/- for the year 2024-25 and Rs.336/- for the year 2025-26 per receipt in case of expiry of receipt where ever it is applicable. The receipt will be expired at 24:00 hrs. of the date of preparation of receipt.
16. Back to town charges are at 50 % of applicable TSP charges are in addition to applicable charges.
17. Facility for advance on line generation of Terminal charges receipt for next working day subject to availability of valid carting order for the day.

**(C) Other General Charges**

Sr. No.	Type of Cargo	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment
a	Shrink Wrap of ULD (cost inclusive of material) Per ULD	4,757.73	-	5,436.00		6,301.00		7,230.00		8,116.00	
b	Shrink Wrap of Euro pallet	713.33	-	815.00		945.00		1,084.00		1,217.00	
c	Shrink Wrap per box	82.95	-	95.00		110.00		126.00		141.00	
d	Pet Assistance	2,378.86	-	2,718.00		3,150.00		3,614.00		4,057.00	
e	Repacking with wooden skid Per Wooden Skid	1,189.43	-	1,359.00		1,575.00		1,807.00		2,028.00	
f	Miscellaneous Charges (None of the above)	5.96	1,189.00	6.81	1,359.00	7.89	1,575.00	9.05	1,807.00	10.16	2,028.00
g	Overtime fee for gate pass generation (Per AWB)	-	440.00	-	503.00	-	583.00	-	669.00	-	751.00
h	Marking & Labelling charges (per AWB)	-	1,659.00	-	1,896.00	-	2,198.00	-	2,522.00	-	2,831.00
i	Escorting services to & from to the aircraft for high value pharmaceutical cargo (per kg)	3.32	-	3.79		4.39		5.04		5.66	

**DEMURRAGE CHARGES- payable by Shippers/Consignors/Agents/Airlines**

**(A) IMPORT CARGO**

Sr. No.	Type of Cargo	Period	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
			Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment
1	General	Up to 96 hrs. including free period	2.49	562	2.85	642	3.30	744	3.79	854	4.25	959
		Between 96 hrs. and 696 hrs.	4.96		5.67		6.57		7.54		8.46	
		Beyond 696 hrs.	7.45		8.51		9.86		11.31		12.70	
2	Special Cargo	Up to 96 hrs. including free period	4.96	1,106	5.67	1,264	6.57	1,465	7.54	1,681	8.46	1,887
		Between 96 hrs. and 696 hrs.	9.92		11.33		13.13		15.07		16.92	
		Beyond 696 hrs.	14.88		17.00		19.70		22.60		25.37	
3	Valuable Cargo	Up to 96 hrs. including free period	9.92	2,213	11.33	2,529	13.13	2,931	15.07	3,363	16.92	3,775
		Between 96 hrs. and 696 hrs.	19.84		22.67		26.28		30.15		33.84	
		Beyond 696 hrs.	29.76		34.00		39.41		45.22		50.76	

**Notes:**

1. The free period will be 48 hrs. (i.e. 2 working days) from the Segregation time which would be revised based upon determination by the government

from time to time.

2. Computation of Free Period will start from the Segregation time of Flight till generation of Gate Pass
3. After Expiry of above mentioned stipulated Free Period, Demurrage for next 48 hrs. will be charged on 'per kg per day non -cumulative basis' inclusive of holidays, provided the consignment is cleared within 96 hours from Segregation time.
4. Number of hours applicable for demurrage will be computed as the time between Segregation Time and "Time of issue of Gate Pass". Each 24 hrs, cycle will be taken as 01 day and any part thereof will be counted as one full day
5. Prevailing Business hours will remain unchanged.
6. After Expiry of the stipulated free period i.e. 48 hrs., if the total time between Segregation time and generation of the Gate Pass exceeds 96 hrs., Demurrage charges will be levied on cumulative basis inclusive of holidays from the date and Segregation as per above table.
7. Consignment of human remains, coffin including baggage of deceased & Human Eyes will be exempted from the purview of Terminal Charges.
8. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher. Wherever the "gross weight and/ or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual volumetric weight' or 'chargeable weight' whichever is higher
9. Special Import Cargo consists of cargo stored in cold storage, live animal and hazardous goods.
10. Valuable consignment means "cargo with high declared value for example, rare and precious metal such as gold, platinum, Iridium, rhodium, ruthenium, osmium and palladium and their alloys / products; various precious stones, rubies, emeralds, sapphires, opals, jade articles, diamond, pearl and its jewellery/products; watches made of silver, gold or platinum, valuable documents including books, paintings and antiques etc.; currency notes, securities, stamps and articles that have been declared with value of no less than 1000 US Dollars per kilogram of gross weight."
11. All the bills shall be rounded off to the nearest of Rs. 5/-, as per IATA Tact Rules book clause S, 7.2, the rounding off procedure, when the rounding off unit is 5, When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and when the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.
12. Packing/repacking charges shall be levied as per existing rates.
13. GST and any other statutory indirect taxes shall be levied extra as per government notifications.
14. Cancellation of Bank Challan and Gate Pass will be charged @ Rs. 115/- for year 2020-21 and Rs.194/- for year 2021-22 and Rs.224/- for the year 2022-23 and Rs.259/- for the year 2023-24 and Rs.298/- for the year 2024-25 and Rs.336/- for the year 2025-26 per cancellation.
- 15.

**(B) EXPORT CARGO**

Sr. No.	Type of Cargo	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment
1	General	1.38	229	1.58	262	1.83	304	2.10	349	2.36	392
2	Special and Valuable	2.72	448	3.11	512	3.60	593	4.13	680	4.64	763
3	Perishable:										
	a) wherever State of Art facility is provided	4.43	448	5.06	512	5.87	593	6.74	680	7.57	763
	b) Wherever exclusive of facility is not provided	1.31	229	1.50	262	1.74	304	2.00	349	2.25	392

**Notes:**

1. The free period for export cargo shall be 12 hrs. for examination/processing by the shippers which would be revised based on determination by government from time to time.
2. Consignments of human remains, coffin including 'baggage of deceased & Human eyes will be exempted from the purview of Demurrage charges.
3. Special Cargo consists of live animals, hazardous goods, valuable cargo and cargo stored in cold storage.
4. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher, Wherever the "gross weight and/ or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual volumetric weight' whichever is higher.

5. For mis-declaration of weight above 2% and up to 5% of declared weight, penal charges @ double the applicable Terminal charges will be levied. For valuation above 5%, the penal charges will be leviable @ 5 times the applicable Terminal charges of the differential weight. No penal charges will be leviable for variation up to and inclusive of 2%. This will not apply to valuable cargo.
6. All the bills should be rounded off to the nearest of Rs. 5/-, as per IATA Tact Rules book clause 5.7.2, the rounding off procedure, when the rounding off unit is 5. When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and when the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.
7. GST and any other statutory indirect taxes shall be levied extra as per government notifications.

**Schedule of Charges-Airside Handling**  
**International Cargo - payable by Airlines**

Sr. No.	Function	Description of service	FY 2021-22		FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
			Rate per Kilogram (Max.)	Minimum Rate per consignment	Rate per Kilogram (Max.)	Minimum Rate per consignment	Rate per Kilogram (Max.)	Minimum Rate per consignment	Rate per Kilogram (Max.)	Minimum Rate per consignment	Rate per Kilogram (Max.)	Minimum Rate per consignment
1a	Export	Carting/ Palletisation / Containerization / Bulk Cargo Handling	6.69	-	7.64	-	8.86	-	10.17	-	11.42	-
1b	Export	Special / Valuable	8.36	-	9.55	-	11.07	-	12.70	-	14.26	-
2	Export	Carting / Palletisation / Containerisation / Unitisation Charges - General / Special Cargo/Post Office mail & Mail Cargo- Non schedule Airline	10.62	-	12.13	-	14.06	-	16.13	-	18.11	-
3	Export	Unitization of Bonded cargo	2.87	-	3.28	-	3.80	-	4.36	-	4.89	-
4	Export	Carting of Cargo from Domestic airport to MIAL International Warehouse or return from MIAL International Warehouse to Domestic Airport	3.33	-	3.80	-	4.40	-	5.05	-	5.67	-



5	Export	Carting of Export using other Gateways Airports in India (Jet Airways Domestic Bonded warehouse) (per kg)	2.19	-	2.50	-	2.90	-	3.33	-	3.74	-
6	Export	Carting Export Cargo using other Gateways Airports in India (Domestic airlines warehouse to MIAL Bonded warehouse)	2.11	-	2.41	-	2.79	-	3.20	-	3.59	-
7	Export	Carting charges to/from aircraft (per kg)	1.91	-	2.18	-	2.53	-	2.90	-	3.26	-
8a	Export	Aircraft loading charges (bulk) (per kg) General cargo	3.15	-	3.60	-	4.17	-	4.78	-	5.37	-
8b	Export	Aircraft loading charges (Per/HZ/VAL cargo)	4.69	-	5.36	-	6.21	-	7.13	-	8.00	-
9a	Export	Storage Chgs. - if uplifted beyond free period of 36 hours (per kg) General cargo (rate per kg per day	3.07	-	3.51	-	4.07	-	4.67	-	5.24	-
9b	Export	Special cargo (rate per kg per day	6.12	-	6.99	-	8.10	-	9.29	-	10.43	-
9c	Export	Storage Chgs. - if uplifted beyond free period of 36 hours (per kg) Non-Scheduled Airlines	7.47	-	8.54	-	9.90	-	11.36	-	12.75	-

10	Export	Supervision and Co-ordination for export courier at ICT and export perishable at APEDA (Minimum charges applicable per AWB)	1.58	211	1.81	241	2.10	279	2.41	320	2.71	359
11a	Export	Document Handling. (Additional applicable per AWB only for DGR/SPL/VAL cargo) for Schedule Airline	1.91	1,717	2.18	1,962	2.53	2,274	2.90	2,609	3.26	2,929
11b	Export	Document Handling - Non-Schedule Airline	1.73	-	1.98	-	2.30	-	2.64	-	2.96	-
11c	Export	Document Handling - Non-Schedule Airline Special /Valuable	2.16	-	2.47	-	2.86	-	3.28	-	3.68	-
12	Export	X ray charges - if screening done by airlines (minimum charges applicable per AWB)	2.64	319	3.02	364	3.50	422	4.02	484	4.51	543
13	Export	X ray charges (including Infrastructure charges)- if screening not done by airlines (minimum charges applicable per AWB)	4.11	430	4.70	491	5.45	569	6.25	653	7.02	733
14	Export	P 0 mail unitization	6.69	-	7.64	-	8.86	-	10.17	-	11.42	-

15a	Export	ULD weightment charges (for one Tag printing per ULD with Airline logo)										
15b	Export	- container (lower deck) - LD3 and similar	238.88	-	272.94	-	316.36	-	362.99	-	407.46	-
15c	Export	- pallets (lower deck and main deck)	286.99	-	327.91	-	380.08	-	436.10	-	489.52	-
15d	Export	-Bulk Trolley	142.67	-	163.01	-	188.94	-	216.79	-	243.35	-
15e	Export	-16 foot and 20 feet	477.76	-	545.89	-	632.74	-	726.01	-	814.95	-
16	Import	Trams shipment Handling (Processing/Storing /Carting) (Min. charges applicable per CTM)	4.72	238	5.39	272	6.25	315	7.17	361	8.05	405
17a	Import	Storage Charge if cargo unchecked beyond 12 hrs. of arrival of aircraft (per kg per day) (a) Bulk · per Kg. /day minimum charges applicable per AWB	3.20	448	3.66	512	4.24	593	4.86	680	5.46	763
17b	Import	(b) ULD - per ULD / day minimum charges applicable per AWB	1,285.81	448	1,469.17	512	1,702.91	593	1,953.92	680	2,193.28	763
17c	Import	(c) VAL - per Kg. /day minimum charges applicable per AWB	8.05	448	9.20	512	10.66	593	12.23	680	13.73	763
17d	Import	(d) HAZ / Per - per Kg. /day minimum per Rs 235 per AWB	5.31	448	6.07	512	7.04	593	8.08	680	9.07	763

18a	Import	Destuffing of General Cargo / PO Mail. (Minimum charges applicable per IGM)	2.02	446	2.31	510	2.68	591	3.08	678	3.46	761
18b	Import	Destuffing of Special / Valuable cargo	4.04	446	4.62	510	5.36	591	6.15	678	6.90	761
18c	Import	Destuffing of General /PO Mail Non - Scheduled	8.08	446	9.23	510	10.70	591	12.28	678	13.78	761
18d	Import	Destuffing of Special / Valuable cargo	10.10	446	11.54	510	13.38	591	15.35	678	17.23	761
19a	Import	Document Handling (minimum charges applicable per flight) (General/PO Mail)	3.33	1,526	3.80	1,744	4.40	2,021	5.05	2,319	5.67	2,603
19b	Import	Document Handling Special / Valuable cargo	6.66	1,526	7.61	1,744	8.82	2,021	10.12	2,319	11.36	2,603
19c	Import	Document Handling Non - Scheduled	4.16	1,526	4.76	1,744	5.52	2,021	6.33	2,319	7.11	2,603
19d	Import	Document Handling Non - Scheduled Special / Valuable cargo	8.33	1,526	9.51	1,744	11.02	2,021	12.64	2,319	14.19	2,603
g	Import	Carting Charges (General/PO Mail)	1.10	-	1.26	-	1.46	-	1.68	-	1.89	-
20b	Import	Carting Charges Special / Valuable cargo	2.20	-	2.51	-	2.91	-	3.34	-	3.75	-
20c	Import	Carting Charges Non - Scheduled	1.38	-	1.57	-	1.82	-	2.09	-	2.35	-

20d	Import	Carting Charges Special / Valuable cargo	2.75	-	3.14	-	3.64	-	4.18	-	4.69	-
21	Other Services	Aircraft Coordination (Import/Export) ( per flight)	7,631.00	-	8,719.00	-	10106.00	-	11596.00	-	13,017.00	-
22	Other Services	ULD management (Import/Export) (per flight)	19,077.0 0	-	21797.00	-	25265.00	-	28989.00	-	32,540.00	-
23	Other Services	Handling and Electricity Charges for RKN Container / Environtainer (per container per day)	3,228.00	-	3,688.00	-	4,275.00	-	4,905.00	-	5,506.00	-
24	Other Services	Empty Pallet Stack making charges	1.66	-	1.90	-	2.20	-	2.52	-	2.83	-
25	Other Services	Escorting services to & from to the aircraft for valuable cargo (per AWB)	2,616.00	-	2,989.00	-	3,465.00	-	3,976.00	-	4,463.00	-
26	Other Services	Escorting services to & from to the aircraft for high value pharmaceutical cargo (per kg)	3.00	-	3.00	-	3.00	-	3.00	-	3.00	-
27a	Other Services	Escort services for general cargo	1.66	3,318	1.90	3,791	2.20	4,394	2.52	5,042	2.83	5,660
27b	Other Services	Escort services for Special /Valuable (per AWB)	1,577	-	1,801.88	-	2,088.56	-	2,396.41	-	2,689.97	-
27c	Other Services	Escort services for High Value Pharma	2	2,000	2.29	2,285	2.65	2,649	3.04	3,039	3.41	3,411

28	Other Services	Guarding & Surveillance of cargo (Export/Import)	2.49	332	2.85	379	3.30	439	3.79	504	4.25	566
29	Other Services	Import courier supervision and documentation (Min Per Flight)	3.32	1,659	3.79	1,896	4.39	2,198	5.04	2,522	5.66	2,831
30	Other Services	ULD cleaning charges per unit	11,892.65	-	13588.54	-	15750.48	-	18072.10	-	20,285.93	-
31	Other Services	Preparation of NOTOC Per NOTOC	3,317.80	-	3,790.92	-	4,394.06	-	5,041.74	-	5,659.35	-
32	Other Services	FWB/FHL data verification Per AWB	248.84	-	284.32	-	329.56	-	378.14	-	424.46	-
33	Other Services	fwb/fhl data capture per AWB	763.09	-	871.91	-	1,010.63	-	1,159.60	-	1,301.65	-
34	Other Services	Pallet stack storage per kg/per day	1.66	-	1.90	-	2.20	-	2.52	-	2.83	-
35	Other Services	Shrink Wrap of ULD (cost inclusive of material) Per ULD	4,757.73	-	5,436.18	-	6,301.08	-	7,229.86	-	8,115.52	-
36	Other Services	Shrink Wrap of Euro pallet per Euro skid	713.33	-	815.05	-	944.72	-	1,083.97	-	1,216.76	-
37	Other Services	Airside cool container	6,635.60	-	7,581.84	-	8,788.11	-	10083.48	-	11,318.71	-
38	Other Services	Shrink Wrap per box	-	50	-	57	-	66	-	76	-	85
39	Other Services	eCSD (per MAWB)	250.00	-	285.65	-	331.10	-	379.90	-	426.44	-
40	Other Services	Misc. Activity per HAWB	-	2,000	-	2,285	-	2,649	-	3,039	-	3,411
41	Other Services	Warehouse Services (Import/Export) (Dedicated Handling)	15.00	-	17.00	-	20.00	-	23.00	-	26.00	-

## NOTES:

1. The free period of export cargo for the airlines from the date of entry in bonded area till upliftment shall be 36 hours which may be revised from time to time based upon determination by the Government.
2. In case of TP cargo under fresh sector Airway Bill the additional charges @ Rs. 2/- per kg for year 2020-21 and Rs.3/- per kg for year 2021-22 and Rs.4/- per kg for the year 2022-23 and Rs.4/- per kg for the year 2023-24 and Rs.5/- per kg for the year 2024-25 and Rs.6/- per kg for the year 2025-26, and the terminal charges applicable for Import cargo will be levied on Cash and Carry basis from the Consol.
3. All Bills prepared by the Handling Company shall be rounded off to the nearest Rupee.
4. Whenever MIAL outsources certain functions/services to contractors, the payment terms/billing arrangements between the Airlines and the contractor shall be discussed/mutually agreed before the same is implemented.
5. All applicable charges to importer (consignee) in respect of import cargo and exporter (shipper) in respect of export cargo including all types of transshipment cargo will be leviable on the airline in event of airline availing such services.
6. All statutory indirect taxes, duties, levies etc., shall be extra and shall be borne by airlines.
7. Invoice shall be raised on a monthly/fortnightly/weekly basis and shall have to be paid within 10 days from the date of invoice.
8. Failure to pay so shall attract 18% p.a. interest.
9. Payment shall be made by way of demand draft/fund transfer/cheque drawn in favour of "Mumbai Cargo Service Center Airport Pvt Ltd".
10. Demand Draft/Cheque should be drawn on a Scheduled Commercial Bank in India.
11. ULD Handling limited to open pallets, lashing material and loading material used for cargo.
12. Security Deposit from the party will be collected at equivalent to 02 months peak billing based on average of last 06 months billing.
13. Warehouse Services is dedicated space and handling staff for export cargo handling.
14. Charges will be levied on the "gross weight" or "chargeable weight" or "volume weight" whichever is higher.
15. Delivery Order issuance charge would be collected by the GHA and retained as per percentage agreed with Airline.
16. In case of non-schedule operators Destuffing charges for imports will be levied @ Rs. 2/- per kg for year 2020-21 and Rs.3/- per kg for year 2021-22 and Rs.4/- per kg for the year 2022-23 and Rs.4/- per kg for the year 2023-24 and Rs.5/- per kg for the year 2024-25 and Rs.6/- per kg for the year 2025-26, and the terminal charges applicable for Import cargo will be levied on Cash and Carry basis from the Consol.

## ANNEXURE – ‘II’

### Annual Tariff Proposal (ATP) for the Third Control Period (FY 2022-23 to FY 2025-26) proposed by the Authority for Consultation Process

(A)

Sr. No.	Type of Cargo	FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment
<b>1</b>	<b>Terminal, Storage and Processing Charges</b>								
a)	General	5.63	152	6.36	172	7.25	196	8.27	223
b)	Special / Valuable	11.24	297	12.70	336	14.48	383	16.51	437
c)	Import Project / Heavy Cargo	13.31	39,930	15.04	45,121	17.15	51,438	19.55	58,639
d)	Additional processing charges- Non-Schedule Airlines								
I	General Cargo	1.38	-	1.55	-	1.77	-	2.02	-
II	Special / Valuable	2.75	-	3.11	-	3.55	-	4.05	-
<b>2</b>	<b>Custom Facilitation Fee - Import</b>	0.22	-	0.25	-	0.29	-	0.33	-
<b>3</b>	<b>Optional services</b>								
a	Delivery order fees	N/A	6,600	N/A	7,458	N/A	8,502	N/A	9,692
b	HAWB issuance charge	N/A	4,290	N/A	4,848	N/A	5,527	N/A	6,301
c	De-Consolidation Fee - HAWB Delivery Charges	NA	2,310	N/A	2,610	N/A	2,975	N/A	3,392
d	Special Handling Service with pre alert (per Kg)	1.10	-	1.24	-	1.41	-	1.61	-

**Notes:**

1. The Free Period applicable for Import Cargo will be as per Govt. of India Orders, issued from time to time.
2. Computation of Free Period will start from Actual Time of Arrival (ATA) of flight till the generation of Gate Pass.
3. Consignment of human remains, coffin including baggage of deceased & Human Eyes will be exempted from the purview of Terminal Charges.



4. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher. Wherever the "gross weight and/or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual volumetric weight' or 'chargeable weight' whichever is higher.
5. Misdeclaration of chargeable weight/gross weight penalty applicable for deviation (a) Above 2% penalty is double the applicable TPS for the difference in weight. (b) Above 5% penalty is five times the applicable TPS for the difference in weight.
6. Special Import Cargo consists of cargo stored in cold storage, live animal, hazardous goods and Express cargo service.
7. Valuable consignment means "cargo with high declared value for example, rare and precious metal such as gold, platinum, iridium, rhodium, ruthenium, osmium and palladium and their alloys/ products; various precious stones, rubies, emeralds, sapphires, opals, Jade articles, diamond, pearl and its jewellery / products; watches made of silver, gold or platinum, valuable documents including books, paintings, and antiques etc.; currency notes, securities, stamps and articles that have been declared with value of no less than 1000 US Dollars per kilogram of gross weight."
8. Project cargo are such cargo which requires/special handling /storage instructions. It also includes heavy cargo in which any single individual piece having gross weight or volume weight of 3 ton or above.
9. All the bills shall be rounded off to the nearest of Rs. 5/-, as per IATA act Rules book clause 5.7.2, the rounding off procedure, where the rounding off unit is 5. When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and where the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.
10. Packing/repacking charges shall be levied as per existing rates.
11. Cancellation of Bank Challan and Gate Pass will be charged @ Rs. 115/- for year 2020-21 and Rs.115/- for year 2021-22 and Rs.127/- for the year 2022-23 and Rs.143/- for the year 2023-24 and Rs. 163/- for the year and 2024-25 Rs. 186/- for the year 2025-26 per cancellation.
12. Labeling charges will be charged @ Rs. 575/- for year 2020-21 and Rs.575/- for year 2021-22 and Rs.633/- for the year 2022-23 and Rs.715/- for the year 2023-24 and Rs.815/- for the year 2024-25 and Rs.929/- for the year 2025-26 per AWB.
13. Sector and Sector Airway bill charges @ Rs.2/- per kg for year 2020-21 and Rs.2/- per kg for year 2021-22 and Rs.2/- per kg for the year 2022-23 and Rs.2/- per kg for the year 2023-24 and Rs.3/- per kg for the year 2024-25 and Rs.3/- per kg for the year 2025-26.
14. Segregation charges @ Rs. 575/- for year 2020-21 and Rs.575/- for year 2021-22 and Rs.633/- for the year 2022-23 and Rs.715/- for the year 2023-24 and Rs.815/- for the year 2024-25 and Rs.929/- for the year 2025-26 per shipment.
15. Special equipment charges will be charged at 200% of the General cargo charges.

**(B) EXPORT CARGO**

Sr. No.	Type of Cargo	FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment
<b>1</b>	<b>Terminal, Storage and Processing Charges</b>								
a	General	0.89	152	1.01	172	1.15	196	1.31	223
b	Special / Valuable	1.77	297	2.00	336	2.28	383	2.60	437
c	Perishable:								
i.	wherever State of Art facility is provided	2.94	297	3.32	336	3.78	383	4.31	437
ii.	wherever exclusive of facility is not provided	0.85	152	0.96	172	1.09	196	1.24	223
d	Export Project / Heavy Cargo	3.63	10,890	4.10	12,306	4.67	14,029	5.32	15,993
<b>2</b>	<b>Custom facilitation</b>	0.22		0.25		0.29		0.33	
<b>3</b>	<b>Optional services</b>								
a	Air Cargo Freight Consolidation Fees (ACFC)	2.20	550	2.49	622	2.84	709	3.24	808
b	Consolidation fee - HAWB or Shipping bill charges (per HAWB or per Shipping bill)	1,100		1,243		1,417		1,615	

**Notes:**

1. The Free Period applicable for Export Cargo will be as per Govt. of India Orders, issued from time to time.
2. Terminal charges applicable to Newspaper and TV reel consignments shall be 50% of the prescribed charges.
3. Consignments of human remains, coffin including baggage of deceased & Human eyes will be exempted from the purview of Terminal charges.
4. Special Cargo consists of live animals, hazardous goods, valuable cargo and cargo stored in cold storage.
5. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher. Wherever the "gross weight and/or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual volumetric weight' whichever is higher.

6. For mis-declaration of weight above 2% and up to 5% of declared weight, penal charges @ double the applicable Terminal charges will be levied. For valuation above 5%, the penal charges will be leviable @ 5 times the applicable Terminal charges of the differential weight. No penal charges will be leviable for variation up to and inclusive of 2%. This will not apply to valuable cargo.
7. All the bills should be rounded off to the nearest of Rs. 5/-, as per IATA Tact Rules book Clause 5.7.2, the rounding off procedure, where the rounding off unit is 5. When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and when the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.
8. Packing/repacking charges shall be levied @ 2% of packages per shipping bill with a minimum of Rs. 34.50/- per airway bill. Packing/repacking charges will be Rs. 17.25/- per packet.
9. Express Cargo service would be charges at 25% more than the standard TSP rate for the category the cargo falls under this category.
10. Project cargo are such cargo which requires/special handling /storage instructions. It also includes heavy cargo in which any single individual piece having gross weight or volume weight of 3 ton or above.
11. MOT charges will be levied as per AWB based on actual charges.
12. Terminal receipt cancellation charges will be @ Rs. 115/- for year 2018-19 Rs.194/- for year 2019-20 and Rs.224/- for the year 2020-21 per Terminal receipt.
13. Export administration charges will be charged Rs. 115/- for year 2020-21 and Rs.194/- for year 2021-22 and Rs.224/- for the year 2022-23 and Rs.259/- for the year 2023-24 and Rs.298/- for the year 2024-25 and Rs.336/- for the year 2025-26 per receipt in case of expiry of receipt, wherever applicable. The receipt will be expired at 24:00 hrs. of the date of preparation of receipt.
14. Back to town charges are at 50 % of applicable TSP charges are in addition to applicable charges.

**(C) Other Charges**

Sr. No.	Type of Cargo	FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment	Rate per Kilogram (Maximum)	Minimum Rate per consignment
a	Shrink Wrap of ULD (cost inclusive of material) Per ULD	3,155		3,565		4,064		4,633	
b	Shrink Wrap of Euro pallet	473		534		609		694	
c	Shrink Wrap per box	55		62		71		81	
d	Pet Assistance	1,577		1,782		2,031		2,315	
e	Repacking with wooden skid Per Wooden Skid	789		892		1,017		1,159	
f	Miscellaneous Charges (None of the above)	3.95	789	4.46	892	5.08	1,017	5.79	1,159
g	Overtime fee for gate pass generation (Per AWB)	-	292	-	330	-	376	-	429
h	Marking & Labelling charges (per AWB)	-	1,100	-	1,243	-	1,417	-	1,615
i	Escorting services to & from to the aircraft for high value pharmaceutical cargo (per kg)	2.20		2.49		2.84		3.24	

**DEMURRAGE CHARGES- payable by Shippers/Consignors/Agents/Airlines**

**(A) IMPORT CARGO**

Sr. No.	Type of Cargo	Period	FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
			Rate per Kilogram per day	Minimum Rate per consignment	Rate per Kilogram per day	Minimum Rate per consignment	Rate per Kilogram per day	Minimum Rate per consignment	Rate per Kilogram per day	Minimum Rate per consignment
1	General	Up to 96 hrs. including free period	1.65	373	1.86	421	2.12	480	2.42	547
		Between 96 hrs. and 696 hrs.	3.29		3.72		4.24		4.83	
		Beyond 696 hrs.	4.94		5.58		6.36		7.25	
2	Special Cargo	Up to 96 hrs. including free period	3.29	734	3.72	829	4.24	945	4.83	1,077
		Between 96 hrs. and 696 hrs.	6.58		7.44		8.48		9.67	
		Beyond 696 hrs.	9.87		11.15		12.71		14.49	
3	Valuable Cargo	Up to 96 hrs. including free period	6.58	1,467	7.44	1,658	8.48	1,890	9.67	2,155
		Between 96 hrs. and 696 hrs.	13.16		14.87		16.95		19.32	
		Beyond 696 hrs.	19.73		22.29		25.41		28.97	

**Notes:**

1. The applicable Free Period for the purpose of levy of demurrage charges shall be as per Govt. of India Orders, issued from time to time.
2. Computation of Free Period will start from the Segregation time of Flight till generation of Gate Pass
3. After Expiry of above mentioned stipulated Free Period, Demurrage for next 48 hrs. will be charged on 'per kg per day non -cumulative basis inclusive of holidays, provided the consignment is cleared within 96 hours from Segregation time.

4. Number of hours applicable for demurrage will be computed as the time between Segregation Time and " Time of issue of Gate Pass". Each 24 hrs, cycle will be taken as 01 day and any part thereof will be counted as one full day
5. After Expiry of the stipulated free period i.e. 48 hrs., if the total time between Segregation time and generation of the Gate Pass exceeds 96 hrs., Demurrage charges will be levied on cumulative basis inclusive of holidays from the date and Segregation as per above table.
6. Consignment of human remains, coffin including baggage of deceased & Human Eyes will be exempted from the purview of Terminal Charges.
7. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher. Wherever the "gross weight and/ or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual volumetric weight' or 'chargeable weight' whichever is higher
8. Special Import Cargo consists of cargo stored in cold storage, live animal and hazardous goods.
9. Valuable consignment means "cargo with high declared value for example, rare and precious metal such as gold, platinum, Iridium, rhodium, ruthenium, osmium and palladium and their alloys / products; various precious stones, rubies, emeralds, sapphires, opals, jade articles, diamond, pearl and its jewellery/products; watches made of silver, gold or platinum, valuable documents including books, paintings and antiques etc.; currency notes, securities, stamps and articles that have been declared with value of no less than 1000 US Dollars per kilogram of gross weight."
10. All the bills shall be rounded off to the nearest of Rs. 5/-, as per IATA Tact Rules book clause S,7.2, the rounding off procedure, where the rounding off unit is 5, When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and when the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.
11. Packing/repacking charges shall be levied as per existing rates.
12. Cancellation of Bank Challan and Gate Pass will be charged @ Rs. 115/- for year 2020-21 and Rs.194/- for year 2021-22 and Rs.224/- for the year 2022-23 and Rs.259/- for the year 2023-24 and Rs.298/- for the year 2024-25 and Rs.336/- for the year 2025-26 per cancellation.

**(B) EXPORT CARGO**

Sr. No.	Type of Cargo	FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
		Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Max.)	Minimum Rate per consignment	Rate per Kilogram per day (Maximum)	Minimum Rate per consignment
1	General	0.91	152	1.03	172	1.17	196	1.33	223
2	Special and Valuable	1.80	297	2.03	336	2.31	383	2.63	437
3	Perishable:								
	a) Wherever State of Art facility is provided	2.94	297	3.32	336	3.78	383	4.31	437
	b) Wherever exclusive of facility is not provided	0.87	152	0.98	172	1.12	196	1.28	223

**Notes:**

1. The Free Period applicable for the purpose of levy of Demurrage Charges shall be as per Govt. of India Orders, issued from time to time.
2. Consignments of human remains, coffin including 'baggage of deceased & human eyes will be exempted from the purview of Demurrage charges.
3. Special Cargo consists of live animals, hazardous goods, valuable cargo and cargo stored in cold storage.
4. Charges will be levied on the "gross weight" or the "chargeable weight" of the consignment whichever is higher, Wherever the "gross weight and/ or volume weight is wrongly indicated on the Airway Bill and is actually found more, charges will be levied on the 'actual gross weight or 'actual

volumetric weight' whichever is higher.

5. For mis-declaration of weight above 2% and up to 5% of declared weight, penal charges @ double the applicable Terminal charges will be levied. For valuation above 5%, the penal charges will be leviable @ 5 times the applicable Terminal charges of the differential weight. No penal charges will be leviable for variation up to and inclusive of 2%. This will not apply to valuable cargo.
6. All the bills should be rounded off to the nearest of Rs. 5/-, as per IATA Tact Rules book clause 5.7.2, the rounding off procedure, where the rounding off unit is 5. When the results of calculation are between/and Rs. 102.5 - Rs. 107.4, rounded off amount will be Rs. 105 and when the results of calculation are between/and Rs. 107.5 - Rs. 112.4, rounded off amount will be Rs. 110.



## Schedule of Charges-Airside Handling

### International Cargo - Payable by Airlines

Sr. No.	Function	Description of service	FY 2022-23		FY 2023-24		FY 2024-25		FY 2025-26	
			Rate per Kilogram (Max.)	Minimum Rate per consignment	Rate per Kilogram (Max.)	Minimum Rate per consignment	Rate per Kilogram (Max.)	Minimum Rate per consignment	Rate per Kilogram (Max.)	Minimum Rate per consignment
1a	Export	Carting/ Palletisation / Containerization / Bulk Cargo Handling	4.43	-	5.01	-	5.71	-	6.51	-
1b	Export	Special / Valuable	5.54	-	6.26	-	7.14	-	8.14	-
2	Export	Carting / Palletisation / Containerisation / Unitisation Charges - General / Special Cargo/Post Office mail & Mail Cargo- Non schedule Airline	7.04	-	7.96	-	9.07	-	10.34	-
3	Export	Unitization of Bonded cargo	1.90	-	2.15	-	2.45	-	2.79	-
4	Export	Carting of Cargo from Domestic airport to MIAL International Warehouse or return from MIAL International Warehouse to Domestic Airport	2.21	-	2.50	-	2.85	-	3.25	-
5	Export	Carting of Export using other Gateways Airports in India (Jet Airways Domestic Bonded warehouse) (per kg)	1.45	-	1.64	-	1.87	-	2.13	-

6	Export	Carting Export Cargo using other Gateways Airports in India (Domestic airlines warehouse to MIAL Bonded warehouse)	1.40	-	1.58	-	1.80	-	2.05	-
7	Export	Carting charges to/from aircraft (per kg)	1.27	-	1.44	-	1.64	-	1.87	-
8a	Export	Aircraft loading charges (bulk) (per kg) General cargo	2.09	-	2.36	-	2.69	-	3.07	-
8b	Export	Aircraft loading charges (Per/HZ/VAL cargo)	3.11	-	3.51	-	4.00	-	4.56	-
9a	Export	Storage Chgs. - if uplifted beyond free period of 36 hours (per kg) General cargo (rate per kg per day	2.04	-	2.31	-	2.63	-	3.00	-
9b	Export	Special cargo (rate per kg per day	4.06	-	4.59	-	5.23	-	5.96	-
9c	Export	Storage Chgs. - if uplifted beyond free period of 36 hours (per kg) Non-Scheduled Airlines	4.95	-	5.59	-	6.37	-	7.26	-
10	Export	Supervision and Co-ordination for export courier at ICT and export perishable at APEDA (Minimum charges applicable per AWB)	1.05	140	1.19	158	1.36	180	1.55	205

11a	Export	Document Handling. (Additional applicable per AWB only for DGR/SPL/VAL cargo) for Schedule Airline	1.27	1,139	1.44	1,287	1.64	1,467	1.87	1,672
11b	Export	Document Handling - Non-Schedule Airline	1.90	-	2.15	-	2.45	-	2.79	-
11c	Export	Document Handling - Non-Schedule Airline Special /Valuable	2.38	-	2.69	-	3.07	-	3.50	-
12	Export	X ray charges - if screening done by airlines (minimum charges applicable per AWB)	1.75	211	1.98	238	2.26	271	2.58	309
13	Export	X ray charges (including Infrastructure charges)- if screening not done by airlines (minimum charges applicable per AWB)	2.73	285	3.08	322	3.51	367	4.00	418
14	Export	P 0 mail unitization	4.43	-	5.01	-	5.71	-	6.51	-
15a	Export	ULD weighment charges (for one Tag printing per ULD with Airline logo)								
15b	Export	- container (lower deck) - LD3 and similar	158.40	-	178.99	-	204.05	-	232.62	-
15c	Export	- pallets (lower deck and main deck)	190.30	-	215.04	-	245.15	-	279.47	-
15d	Export	-Bulk Trolley	94.60	-	106.90	-	121.87	-	138.93	-
15e	Export	-16 foot and 20 feet	316.80	-	357.98	-	408.10	-	465.23	-

16	Import	Trams shipment Handling (Processing/Storing/Car ting) (Min. charges applicable per CTM)	5.19	262	5.86	296	6.68	337	7.62	384
17a	Import	Storage Charge if cargo unchecked beyond 12 hrs. of arrival of aircraft (per kg per day) (a) Bulk · per Kg. /day minimum charges applicable per AWB	2.12	297	2.40	336	2.74	383	3.12	437
17b	Import	(b) ULD - per ULD / day minimum charges applicable per AWB	852.61	297	963.45	336	1,098.33	383	1,252.10	437
17c	Import	(c) VAL - per Kg. /day minimum charges applicable per AWB	5.34	297	6.03	336	6.87	383	7.83	437
17d	Import	(d) HAZ / Per - per Kg. /day minimum per Rs 235 per AWB	3.52	297	3.98	336	4.54	383	5.18	437
18a	Import	Destuffing of General Cargo / PO Mail. (Minimum charges applicable per IGM)	1.34	296	1.51	334	1.72	381	1.96	434
18b	Import	Destuffing of Special / Valuable cargo	2.68	296	3.03	334	3.45	381	3.93	434
18c	Import	Destuffing of General /PO Mail Non - Scheduled	5.37	296	6.07	334	6.92	381	7.89	434
18d	Import	Destuffing of Special / Valuable cargo	6.71	296	7.58	334	8.64	381	9.85	434

19a	Import	Document Handling (minimum charges applicable per flight) (General/PO Mail)	2.21	1,012	2.50	1,144	2.85	1,304	3.25	1,487
19b	Import	Document Handling Special / Valuable cargo	4.42	1,012	4.99	1,144	5.69	1,304	6.49	1,487
19c	Import	Document Handling Non - Scheduled	2.76	1,012	3.12	1,144	3.56	1,304	4.06	1,487
19d	Import	Document Handling Non - Scheduled Special / Valuable cargo	5.53	1,012	6.25	1,144	7.13	1,304	8.13	1,487
g	Import	Carting Charges (General/PO Mail)	1.21	-	1.37	-	1.56	-	1.78	-
20b	Import	Carting Charges Special / Valuable cargo	2.42	-	2.73	-	3.11	-	3.55	-
20c	Import	Carting Charges Non - Scheduled	1.51	-	1.71	-	1.95	-	2.22	-
20d	Import	Carting Charges Special / Valuable cargo	3.03	-	3.42	-	3.90	-	4.45	-
21	Other Services	Aircraft Coordination (Import/Export) ( per flight)	5,060.00	-	5,718.00	-	6,519.00	-	7,432.00	-
22	Other Services	ULD management (Import/Export) (per flight)	12,650.00	-	14,295.00	-	16,296.00	-	18,577.00	-
23	Other Services	Handling and Electricity Charges for RKN Container / Envirocontainer (per container per day)	2,141.00	-	2,419.00	-	2,758.00	-	3,144.00	-

24	Other Services	Empty Pallet Stack making charges	1.10	-	1.24	-	1.41	-	1.61	-
25	Other Services	Escorting services to & from to the aircraft for valuable cargo (per AWB)	1,735.00	-	1,961.00	-	2,236.00	-	2,549.00	-
26	Other Services	Escorting services to & from to the aircraft for high value pharmaceutical cargo (per kg)	2.00	-	2.00	-	2.00	-	2.00	-
27a	Other Services	Escort services for general cargo	1.10	2,200	1.24	2,486	1.41	2,834	1.61	3,231
27b	Other Services	Escort services for Special /Valuable (per AWB)	1,734.70	-	1,960.21	-	2,234.64	-	2,547.49	-
27c	Other Services	Escort services for High Value Pharma	2.20	2,200	2.49	2,486	2.84	2,834	3.24	3,231
28	Other Services	Guarding & Surveillance of cargo (Export/Import)	1.65	220	1.86	249	2.12	284	2.42	324
29	Other Services	Import courier supervision and documentation (Min Per Flight)	2.20	1,100	2.49	1,243	2.84	1,417	3.24	1,615
30	Other Services	ULD cleaning charges per unit	7,885.90	-	8,911.07	-	10158.62	-	11,580.83	-
31	Other Services	Preparation of NOTOC Per NOTOC	2,200.00	-	2,486.00	-	2,834.04	-	3,230.81	-
32	Other Services	FWB/FHL data verification Per AWB	165.00	-	186.45	-	212.55	-	242.31	-
33	Other Services	fwb/fhl data capture per AWB	506.00	-	571.78	-	651.83	-	743.09	-

34	Other Services	Pallet stack storage perkg/per day	1.10	-	1.24	-	1.41	-	1.61	-
35	Other Services	Shrink Wrap of ULD (cost inclusive of material) Per ULD	3,154.80	-	3,564.92	-	4,064.01	-	4,632.97	-
36	Other Services	Shrink Wrap of Euro pallet per Euro skid	473.00	-	534.49	-	609.32	-	694.62	-
37	Other Services	Airside cool container	4,400.00	-	4,972.00	-	5,668.08	-	6,461.61	-
38	Other Services	Shrink Wrap per box	-	55	-	62	-	71	-	81
39	Other Services	eCSD (per MAWB)	275.00	-	310.75	-	354.26	-	403.86	-
40	Other Services	Misc. Activity per HAWB	-	2,200	-	2,486	-	2,834	-	3,231
41	Other Services	Warehouse Services (Import/Export) (Dedicated Handling)	17.00	-	19.00	-	22.00	-	25.00	-

#### NOTES:

1. The applicable free period of export cargo for the airlines shall be as per Govt. of India Orders, issued from time to time.
2. In case of TP cargo under fresh sector Airway Bill the additional charges @ Rs. 2/- per kg for year 2020-21 and Rs.2/- per kg for year 2021-22 and Rs.2/- per kg for the year 2022-23 and Rs.2/- per kg for the year 2023-24 and Rs.3/- per kg for the year 2024-25 and Rs.3/- per kg for the year 2025-26, and the terminal charges applicable for Import cargo will be levied on Cash and Carry basis from the Consol.
3. All Bills prepared by the Handling Company shall be rounded off to the nearest Rupee.
4. All applicable charges to importer (consignee) in respect of import cargo and exporter (shipper) in respect of export cargo including all types of transshipment cargo will be leviable on the airline in event of airline availing such services.
5. Invoice shall be raised on a monthly/fortnightly/weekly basis and shall have to be paid within 10 days from the date of invoice.
6. Payment shall be made by way of demand draft/fund transfer/cheque drawn in favour of "Mumbai Cargo Service Center Airport Pvt Ltd".
7. Demand Draft/Cheque should be drawn on a Scheduled Commercial Bank in India.
8. ULD Handling limited to open pallets, lashing material and loading material used for cargo.
9. Security Deposit from the party will be collected at equivalent to 02 months peak billing based on average of last 06 months billing.

10. Warehouse Services is dedicated space and handling staff for export cargo handling.
11. Charges will be levied on the "gross weight" or "chargeable weight" or "volume weight" whichever is higher.
12. Delivery Order issuance charge would be collected by the GHA and retained as per percentage agreed with Airline.
13. In case of non-schedule operators, Destuffing charges for imports will be levied @ Rs. 2/- per kg for year 2020-21 and Rs.2/- per kg for year 2021-22 and Rs.2/- per kg for the year 2022-23 and Rs.2/- per kg for the year 2023-24 and Rs.3/- per kg for the year 2024-25 and Rs.3/- per kg for the year 2025-26, and the terminal charges applicable for Import cargo will be levied on Cash and Carry basis from the Consol.

**General notes on all Tariff Rate Cards indicated above:**

1. *Tariff Rates mentioned above include the prevailing concession fee/ royalty charges and other airport levies charged by the Airport Operators;*
2. *All the Tariff rates mentioned above are excluding of applicable taxes;*
3. *Tariff determined as above will be maximum Tariff to be charged from the Users of the Cargo Handling Services. No other charges to be levied over and above the approved Tariff.*



**Details of CAPEX plan projected by MCSC for the Third Control Period**

(₹ in Crores)

Sr. No	Description	FY 2022-23	FY 2023-24	FY 2024-25	Total
1	<b>Site Development</b>				
<i>a</i>	<b>Laying Storm Water Drainage system</b>	<b>8.00</b>	<b>2.00</b>		<b>10.00</b>
	Deep Earthwork, excavation & Levelling	1.50			
	Civil work-Concrete/Brick work/Hume pipe	1.00			
	RCC Concrete Work	2.00	0.50		
	Pump room & Tank	1.50			
	Steel	2.00			
	Drain cover		1.50		
<i>b</i>	<b>Relaying of internal roads</b>		<b>5.00</b>		<b>5.00</b>
2	<b>Terminal Building Facilities</b>				
<i>a</i>	<b>Warehouse Facilities</b>	<b>32.63</b>	<b>57.25</b>	<b>25.63</b>	<b>115.51</b>
	Piling Work	4.76			
	Civil Work	14.81	29.39	14.86	
	PEB Structural Works	10.26	10.75	5.25	
	Flooring		12.80	3.92	
	Compound Wall	2.80	4.40	1.60	
<i>b</i>	<b>Office Block</b>	<b>6.00</b>	<b>15.00</b>	<b>12.00</b>	<b>33.00</b>
	Operational Offices		4.72	5.60	
	Administration Offices	1.20	5.85	2.10	
	Custom Offices	1.80			
	HVAC	1.90	2.50	2.10	
	Interior Furnishing works	1.10	1.93	2.20	
3	<b>Plant and Machinery</b>	<b>5.00</b>	<b>19.00</b>	<b>15.00</b>	<b>39.00</b>
	Screening X Ray Machines			8.30	
	Screening -ETD			1.70	
	Dock Levelers		1.70	2.10	
	Ball & Castor Desk	2.90	5.90		
	Lazy Dollies/PRD	2.10	5.90	1.40	
	Weighing Machines		1.20		
	Cargo Storage Racks		4.30	1.50	
4	<b>Utilities</b>	<b>3.00</b>	<b>13.00</b>	<b>2.00</b>	<b>18.00</b>
	Electrical Works & Equipment's	0.50	11.00	1.50	
	Water Storage, Fire Hydrant & Tanks	2.50	0.50		
	CCTV & IT Networking		1.50	0.50	
5	<b>Contingencies and Cost Escalation</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>6.00</b>
	<b>Gross Total</b>	<b>56.63</b>	<b>113.25</b>	<b>56.63</b>	<b>226.61</b>

Sr. No	Description	Area	Quantity	Qty	Rate	(₹ in Crores)
<b>1</b>	<b>Site Development</b>					
<b>a</b>	<b>Laying Storm Water Drainage system</b>					
	Deep Earthwork, excavation & Levelling					
	Earth work in excavation deep	24480	Cum	29988	335	
	Surface dressing and compacting	24480	Sqmts	8568	100	
	Back Filling of excavated earth and compaction	24480	Cum	29573	140	1.50
	Civil work-Concrete/Brick work/Hume pipe					
	Hume pipe		Rmt	541	6,500	
	Brick work		Cum	250	6,500	
	Man, holes cover and chambers		Nos	74	65,000	1.00
	RCC Concrete Work					
	RCC work		Cum	2350	8,500	
	PCC work		Cum	410	6,500	
	Form Shuttering work		Sqmts	3150	750	2.50
	Pumproom&Tank					
	Earth work in excavation deep		Cum	10250	335	
	Backfilling available excavated earth and compaction		Cum	3220	100	
	PCC		Cum	112	6,500	
	Form Shuttering work		Sqmts	3440	750	
	RCC		Cum	880	8,500	
	Cement plaster in the outside wall		Sqmts	1140	350	1.49
	Steel					
	Reinforcement steel work & laying and binding		Ton	165	85,000	2.00
	MS Supply, Fabrication and Erection work		Ton	43	1,40,000	
	Drain cover					
	Open surface drain along shed		Rm	1720	5,200	
	Drilling percolation bore hole		Rmt	935	525	
	Providing and fixing 160 mm dia UPVC Pipe		Rmt	1020	180	
	Providing and laying washed gravel of 5-10mm size		Cum	48	3,850	
	EXCAVATION		Cum	1650	335	
	FILLING		Cum	885	100	
	P.C.C		Cum	100	6,500	
	RCC		Cum	175	8,500	
	SHUTTERING		Sqm	1070	750	
	Reinforcement steel work & laying and binding		M.t	19	85,000	1.50
<b>b</b>	<b>Relaying of internal roads</b>	03	Km			
	Earth work and dispose in approved duming yard		Cum	15120	585	
	Surface dressing and compacting		Sqmts	21000	100	
	Providing and laying wet mix macadam Subbase levelling course for consolidated thickness of 150mm thick		Cum	3780	525	
	Providing and laying wet mix macadam Base course for a consolidated thickness of 200mm thick		Cum	5040	700	
	Providing and applying Tack coat with bitumen emulsion 0.06 kg /Sqm		Sqmts	21000	70	
	Providing and laying dense grade Bituminous macadam as base / binder course as laid down in chapter 507 of MOST, 50mm compacted thickness		Sqmts	18000	760	
	Providing and applying Tack coat with bitumen emulsion 0.25 KG/sqm		Sqmts	18000	45	
	Providing and laying pre mixed seal coat including brushing, cleaning, rolling with 10-ton road roller		Sqmts	18000	110	5.00

<b>2</b>	<b>Terminal Building Facilities</b>					
<b>a</b>	<b>Warehouse Facilities</b>					
	Piling Work		Area			
	Supply and Spreading Gravel			60	750	
	RCC - Concreting for constructing			4013	8,500	
	Supply & fixing of reinforcement steel			94	85,000	
	Empty boring- PILE DIA 1200mm			3637	1,500	4.76
	Civil Work					
	Earth work in deep excavation		Cum	93220	335	
	Back Filling of excavated earth and compaction		Cum	59000	100	
	PCC work		Cum	2125	6,500	
	Reinforcement steel work & laying and binding		M.t	1415	85,000	
	Form Shuttering work		Sqm	56650	750	
	RCC work		Cum	14360	8,500	
	Brick work in super structure		Cum	5600	6,500	
	Plastering work		Sqm	44500	350	
	Finishing wall -Painting		Sqm	45000	250	
	Surface dressing and compacting		Sqm	18000	100	
	Providing and laying of GSB		Cum	42170	4,500	59.06
	PEB Structural Works					
	PEB supply and erection work		Sqmts	1811	1,45,000	26.26
	Flooring					
	Laserscreed flooring including cost for Non-Metallic floor hardener, Dowels and Control & Construction Jointsetc complete		Sqmts	30800	1,030	
	GSB work		Cum	12320	3,650	
	PCC work		Cum	4620	6,500	
	RCC work		Cum	6160	7,500	
	Steel fiber		Kg	98560	145	16.72
	Compound Wall					
	Earth work in deep excavation		Cum	7056	335	
	Back filling of excavated earth and compaction		Cum	3971	100	
	PCC work		Cum	540	6,500	
	Form Shuttering work		Sqmts	4048	750	
	RCC work		Cum	830	8,500	
	Reinforcement steel work & laying and binding		Mt	102	85,000	
	Brick work super structure		Cum	7335	6,500	
	Plastering Work		Sqmts	12350	350	
	MS Supply and fabrication for gate etc		Mt	15	1,40,000	
	Finishing wall -Painting		Sqmts	24700	250	8.80
	Other miscellaneous civil work			Lumpsum		
<b>b</b>	<b>Office Block</b>					
	Operational Offices	2800	Sqmts			
	MS Supply and fabrication for structure		Ton	110	1,40,000	
	<b>Civil work:</b>					
	Earth work in deep excavation		Cum	8390	335	
	Back Filling of excavated earth and compaction		Cum	5310	100	
	PCC work		Cum	190	6,500	
	Reinforcement steel work & laying and binding		M.t	127	85,000	
	Form Shuttering work		Sqm	5080	750	
	RCC work		Cum	1280	8,500	
	Brick work in super structure		Cum	505	6,500	
	Plastering work		Sqm	3990	350	
	Finishing wall -Painting		Sqm	3990	250	
	Other miscellaneous civil work			Lumpsum		

		Interior Work			Lumpsum		
		Washroom construction work			Lumpsum		
		Sanitary fixture			Lumpsum		
		Internal external water supply			Lumpsum		
		External sewage and drainage			Lumpsum		
		Electrical fixtures and cable			Lumpsum		
		Firefighting work & other work			Lumpsum		
							10.32
	Administration Offices		2650	Sqmts			
		MS structure and civil work		Ton	95	1,45,000	
		<b>Civil work:</b>					
		Earth work in deep excavation		Cum	8390	335	
		Back Filling of excavated earth and compaction		Cum	5310	100	
		PCC work		Cum	190	6,500	
		Reinforcement steel work & laying and binding		M.t	127	85,000	
		Form Shuttering work		Sqm	5080	750	
		RCC work		Cum	1280	8,500	
		Brick work in super structure		Cum	505	6,500	
		Plastering work		Sqm	3990	350	
		Finishing wall -Painting		Sqm	3990	250	
		Other miscellaneous civil work			Lumpsum		
		Interior Work			Lumpsum		
		Washroom construction work			Lumpsum		
		Sanitary fixture			Lumpsum		
		Internal external water supply			Lumpsum		
		External sewage and drainage			Lumpsum		
		Electrical fixtures and cable			Lumpsum		
		Firefighting work & other work			Lumpsum		
							9.15
	Custom Offices		450	Sqmts			
		MS structure and civil work		Ton	22	1,45,000	
		Civil work			Lumpsum		
		Interior Work			Lumpsum		
		Washroom construction work			Lumpsum		
		Sanitary fixture			Lumpsum		
		Internal external water supply			Lumpsum		
		External sewage and drainage			Lumpsum		
		Electrical fixtures and cable			Lumpsum		
		Firefighting work			Lumpsum		1.80
	HVAC	Air conditioning			Lumpsum		6.50
	Interior Furnishing works						
		Interior furniture, Desk, workstation, storage, chairs			Lumpsum		5.23
<b>3</b>	<b>Plant and Machinery</b>						
	Screening X Ray Machines						
		145180 Dual View X-Ray Machine			6	91,00,000	
		180180 Dual View X-Ray Machine			1	2,84,00,000	8.30
		Screening -ETD			4	42,50,000	1.70
	Dock Levellers	Supply and installation of dock leveller machine		Nos	80	3,20,000	
		<b><u>Dock Leveler Foundation:</u></b>					
		PCC Work		Cum	176	6,500	
		RCC Work		Cum	240	8,500	
		Plastering Work		Sqmts	1600	350	
		Finishing wall -Painting		Sqmts	1600	250	

		Form Shuttering work		Sqmts	2000	750	
		Reinforcement steel work & laying and binding		Mt	24	85,000	
		MS Supply and fabrication for dock leveller fixing arrangement		Mt	28	1,40,000	
		Electrical Work			Lumpsum		3.80
	Ball & Castor Desk	Ball & Castor Desk		Sqmts	1222	72,000	8.80
	Lazy Dollies/PRD	Lazy dolley		No	184	1,50,000	
		PRD		Sqmts	700	95,000	9.41
	Weighing Machines			No	16	7,50,000	1.20
	Cargo Storage Racks			No	893	65,000	5.80
<b>4</b>	<b>Utilities</b>						
	Electrical Works & Equipment's						
		Transformer 1250 KVA		No	4	36,50,000	
		Electrical HT panel		No	2	17,50,000	
		Electrical LT panel		No	4	29,50,000	
		Diesel Generator 500 KVA		No	4	42,50,000	
		HT AND LT Cables and accessories			Lumpsum		13.00
	Water Storage, Fire Hydrant & Tanks						
		Earth work in deep excavation		Cum	10470	335	
		Back Filling of excavated earth and compaction		Cum	4947	100	
		PCC work		Cum	155	6500	
		Form Shuttering work		Sqm	3750	750	
		Reinforcement steel work & laying and binding		M.t	134	85000	
		RCC work		Cum	723	8500	
		Plastering work		Sqm	1250	350	
		Ceramic glazed tiles		Sqm	450	1550	
		Jockey Pumps and hydrant pump			Lumpsum		
		DG pumps/ Fire engine pump			Lumpsum		3.00
	CCTV & IT Networking						
		Video wall 98"		Nos	1		
		Fisheye camera		Nos	18	2,80,000	
		PTZ camera		Nos	150	32,500	
		Bullet 04 mp, IR		Nos	150	7,250	
		Dome 04 mp		Nos	150	5,300	
		NVR K4 Series		Nos	32	35,500	
		Hard disk 6 TB		Nos	128	13,500	
		Supply and laying of Cables and accessories			Lumpsum		2.00
<b>5</b>	<b>Contingencies and Cost Escalation</b>						6.00
	<b>Gross Total</b>						<b>226.61</b>



CARGO SERVICE CENTER



भारतीय विमानपत्तन अधिक विमानायक प्राधिकरण  
सफदरजंग एयरपोर्ट, नई दिल्ली - 110003

Dated: March 30, 2022

To

The Director – Tariff,  
Airport Economic Regulatory Authority of India,  
AERA Building, Administrative Complex,  
Safdarjung Airport, New Delhi- 110033

प्राप्त  
डायरी नं० 16666  
तारीख 30/03/2022

**Subject:** - Submission of the clarification in respect of Capex Note submitted by MIAL 29.03.2022**Reference:** MIAL/Cargo/MCSCAPL/2021-22 dated 29.03.2022.

Dear Sir,

This is in regard to the increase in projection of the capex to Rs. 335.96 Crores as indicated in the above-mentioned letter from MIAL. It is to inform that the escalation from Rs. 226.51 cr to Rs.335.96 cr in the Capex is primarily on the account of new scheme/initiatives which proposed by the MIAL.

As regards to the capex proposed & submitted to AERA by MCSC for Rs.226.51 Crores, it is informed that the same is approved by the MIAL. We further hereby submit that there is no escalation in proposed Capex amount for 3<sup>rd</sup> Control Period at this stage.

Any additional capex based on new scheme/initiatives will be considered in the next control period based on traffic volume and other relevant factors.

Hence, we request you to consider the proposed capex amount as Rs.226.51 crores for MCSC's for consideration of Tariff determination for 3<sup>rd</sup> Control Period.

Thanking you

For Mumbai Cargo Service Center Airport Pvt Ltd.

(Authorised Signatory)

Encl. Letter from MIAL dated 29<sup>th</sup> March 2022



Chhatrapati Shivaji Maharaj  
INTERNATIONAL AIRPORT  
MUMBAI

MIAL/Cargo/MCSCAPL/2021-22

29<sup>th</sup> March, 2022

To  
Mr. Paresh Prabhu Desai,  
G.M, (F&A),  
Mumbai Cargo Service Centre India Pvt Ltd.,  
2<sup>nd</sup> Floor, Import Heavy Cargo Building,  
International Air Cargo Complex,  
Sahar, Andheri (E)  
**Mumbai - 400099**

Dear Paresh,

We hereby confirm that:

1. The CAPEX proposed by you (Mumbai Cargo Service Center Airport Pvt. Ltd.) amounting to Rs. 226.51 crores for the Third Control Period has MIAL approval. However, as discussed revised estimated cost, considering increase in cost is Rs 335.96 crs. The same needs to be submitted to AERA for its consideration.
2. We will monitor the proposed CAPEX for timely completion within estimated and proposed costing.
3. The CAPEX proposed by you for the Third Control Period in respect of International Cargo Terminal at Mumbai Airport does not form part of CAPEX Plan of Mumbai International Airport Ltd.

The above is without prejudice to the contention of MIAL that the cargo services are non-aeronautical in nature pursuant to the provisions of OMDA.

Thanking you.

Yours faithfully,  
For Mumbai International Airport Ltd.,

Manoj Singh  
Senior Vice President & Head - Cargo

**Mumbai International Airport Limited**  
Chhatrapati Shivaji Maharaj International Airport  
1st Floor, Terminal 1B, Santacruz (E),  
Mumbai 400 099,  
Maharashtra, India  
CIN: U45200MH2006PLC160164

Tel +91 22 6685 0900 / 6685 0901  
csmia.adaniairports.com

Registered office: office of the Airport Director, Terminal-1B, CSMT Airport, Mumbai - 400099, Maharashtra, India





CARGO SERVICE CENTER



भारत एअर पोर्ट्स लिमिटेड  
साफरजुंग एअरपोर्ट, नई दिल्ली - 110003

प्राप्त  
डॉक्यूमेंट नं० 16704  
तारीख 21/04/2022

Dated: April 21, 2022

To

The Director – Tariff  
Airport Economic Regulatory Authority of India  
AERA Building, Administrative Complex,  
Safdarjung Airport,  
New Delhi- 110033.

21.4.22  
Agn (sh) 21/4/22

Subject: Justification on Capex Plan for 3<sup>rd</sup> Control Period.Reference: MYTP Application for 3<sup>rd</sup> Control Period.

Conan (P.S.)

Reference to our virtual meeting on 18<sup>th</sup> April 2022 regarding the discussion on Capex Plan projected in our MYTP application.

Mumbai Airport is one of the biggest international gateway airports of India. In 2006 when the privatization of Indian airports started Mumbai Airport was one of the airports that was offered for privatization. Accordingly, the Mumbai Airport was developed and expanded, and the passenger terminal facilities were increased. This resulted in increased number of flights coming to and from Mumbai Airport.

Before COVID time Mumbai Airport was one of the two airports that handled maximum number of Air Traffic Movements (ATMs) in India. The growth in ATMs also resulted in the growth in cargo volumes handled by this airport. Before COVID Mumbai Airport handled a volume cargo tonnage of approx 6,77,000 tons a year which is one of the highest in the country.

The cargo handling facilities in Mumbai airport were constructed in early 1980s when the aviation market in India was not so much developed. Consequently, the cargo volumes handled at Mumbai Airport were very small. With privatisation the Mumbai Airport was developed and expanded to handle increased air traffic. With the growth of the air traffic there was also a tremendous growth in cargo volumes handled at Mumbai Airport. With the growth of the cargo volume in Mumbai airport a need was felt to increase the cargo facility at Mumbai airport.

Over the years the existing cargo terminal at Mumbai airport which was developed by Airports Authority of India came to be shared by several operators including Air India. MCSC inherited this terminal space pursuant to its contract with MIAL. However, the terminal space that was inherited by MCSC is fragmented and has several operators. The space that it has in the existing terminal is not contiguous one but a space which is encroached upon by other operators. This creates a problem with handling as MCSC doesn't have a continuous space at the terminal. This situation has considerably and adversely affected the capacity of Mumbai terminal to handle cargo volumes.

For Mumbai Cargo Service Center Airport Pvt. Ltd.

Authorized Signatory

Mumbai Cargo Service Center Airport Private Limited

CIN : U63040MH2017PTC292564 GSTIN No.: 27AAKCM9201G1ZF

Registered Office : 301-303, Rangoli Complex, Opp. Air Cargo Complex, Sahar Road, Andheri (E), Mumbai - 400 099

Corporate Office : Heavy Import Building, Second Floor, Air Cargo Complex, CSI Airport, Mumbai, Maharashtra - 99

Tel.: + 91-22- 6243 3900

www.cscindia.in



The proposed Capex plan is for Rs. 226.51 cr. for 3<sup>rd</sup> Control Period. The summary of the Capex Plan given below for your reference and details working is attached herewith as **Annexure - 5**

Sr. No	Description	FY 23	FY 24	FY 25	Total
1	Site Development				
<b>a</b>	<b>Laying Storm Water Drainage system</b>	<b>8.00</b>	<b>2.00</b>		<b>10.0</b>
	Deep Earthwork, excavation & Levelling	1.50			
	Civil work-Concrete/Brick work/Hume pipe	1.00			
	RCC Concrete Work	2.00	0.50		
	Pump room & Tank	1.50			
	Steel	2.00			
	Drain cover		1.50		
<b>b</b>	<b>Relaying of internal roads</b>		<b>5.00</b>		<b>5.0</b>
2	Terminal Building Facilities				
<b>a</b>	<b>Warehouse Facilities</b>	<b>32.63</b>	<b>57.25</b>	<b>25.63</b>	<b>115.5</b>
	Piling Work	4.76			
	Civil Work	14.81	29.39	14.86	
	PEB Structural Works	10.26	10.75	5.25	
	Flooring		12.80	3.92	
	Compound Wall	2.80	4.40	1.60	
<b>b</b>	<b>Office Block</b>	<b>6.00</b>	<b>15.00</b>	<b>12.00</b>	<b>33.0</b>
	Operational Offices		4.72	5.60	
	Administration Offices	1.20	5.85	2.10	
	Custom Offices	1.80			
	HVAC	1.90	2.50	2.10	
	Interior Furnishing works	1.10	1.93	2.20	
3	Plant and Machinery	<b>5.00</b>	<b>19.00</b>	<b>15.00</b>	<b>39.0</b>
	Screening X Ray Machines			8.30	
	Screening -ETD			1.70	
	Dock Levellers		1.70	2.10	
	Ball & Castor Desk	2.90	5.90		
	Lazy Dollies/PRD	2.10	5.90	1.40	
	Weighing Machines		1.20		
	Cargo Storage Racks		4.30	1.50	
4	Utilities	<b>3.00</b>	<b>13.00</b>	<b>2.00</b>	<b>18.0</b>

For Mumbai Cargo Service Development Pvt. Ltd.



Authorised signatory

	Electrical Works & Equipment's	0.50	11.00	1.50	
	Water Storage , Fire Hydrant & Tanks	2.50	0.50		
	CCTV & IT Networking		1.50	0.50	
<b>5</b>	<b>Contingencies and Cost Escalation</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>6.0</b>
	<b>Gross Total</b>	<b>56.63</b>	<b>113.25</b>	<b>56.63</b>	<b>226.51</b>

We also refer to the letter issued by MIAL dated 29<sup>th</sup> March 22 confirming the above capex to be incurred with cost escalations. Copy attached **Annexure – 5A**.

The requirement and justification for the new Cargo Warehouse is given below:

S.No.	Description	Justification of the Works
<b>1</b>	<b>Site Development</b>	
1.1	Laying Storm Water Drainage system	During the monsoons the whole cargo facility gets waterlogged, and the water floods the area where the cargo is handled. This not only damages the cargo but also hampers and delays the cargo handling work. It is very essential that a good network of storm water drainage is made to solve this problem and ensure unhindered work at the upcoming Cargo terminal facility. The proposed drainage is inter-connected with the existing drainage line of the Mumbai Airport. MCSCAPL is laying the storm water drainage systems for the new cargo facility only and other drainage system work at the airport will be maintained by MIAL.
1.2	Relaying of internal roads	Since a network of drainage is to be laid the construction site will be dug up for this. Besides the construction in general requires digging. Naturally the roads will have to be re-laid after the drainage system is completed. A good load bearing internal road network is an essential part of a cargo terminal facility as cargo carrying and handling equipment is required to move seamlessly withing the terminal facility.
<b>2</b>	<b>Terminal Building Facilities</b>	
2.1	Warehouse Facilities	A warehouse is an integral part of any cargo terminal facility cargo is stored, handled and processed prior to its release for export or delivery of import.

For Mumbai Cargo Service Center Airport Pvt. Ltd.



Authorised Signatory

2.2	Office Block	Office block is needed to house the offices of administration operation security management etc staff of the company. Besides adequate office space also needs to be given to Customs and CISF and airlines to house their staff who are required to operate from the facility. The office block will also house the services like HVAC, Electric Panels, housekeeping and common facilities like toilets, washrooms, canteens, rooms for trade to sit and carry out their work and documentation
3	Plant and Machinery	Machinery and equipment is required to handle the export and import cargo at the facility. The use of cargo handling machinery and equipment is necessitated for the purpose of faster handling of cargo. Besides cargo that is heavy cannot be handled manually but can be handled only with the help of machines. Use of machinery and equipment also increases the handling capacity of a facility many times over.
4	Utilities	To run the cargo terminal, it is necessary to have the utilities to support the operations. The utilities consist of Electrical, Equipment, Water Storage, Fire Hydrant and Tanks, CCTV and IT Networks.
5	Contingencies and Cost Escalation	Provision of any unseen cost escalations that may take place.

The summary of new Cargo Warehouse Building (other than the machinery and warehousing equipment) is as under:

Sl. No	Particulars	Warehouse Area (Sqr Mtr)	Amount (in Cr)	Rate Per Sqr (in Rs)	Rate Per Sqr Ft (in Rs)
1	Laying Storm Water Drainage System	33,960	10.00	2,945	274
2	Relaying of Internal Roads	33,960	5.00	1,472	137
3	Warehouse Facilities	33,960	115.60	34,040	3,162
4	Office Block	33,960	33.00	9,717	903
5	Utilities	33,960	18.00	5,300	492
6	Contingencies and Cost Escalation	33,960	6.00	1,767	164
	<b>Total</b>	<b>33,960</b>	<b>187.60</b>	<b>55,241</b>	<b>5,132</b>

For Mumbai Cargo Service Center Airport Pvt. Ltd.



Authorised Signatory

The Drawings of the proposed Cargo Warehouse is attached herewith as **Annexure – 6**

Hope above explanation has answered your queries.

Thanking you,

For Mumbai Cargo Service Center Airport Pvt Ltd.

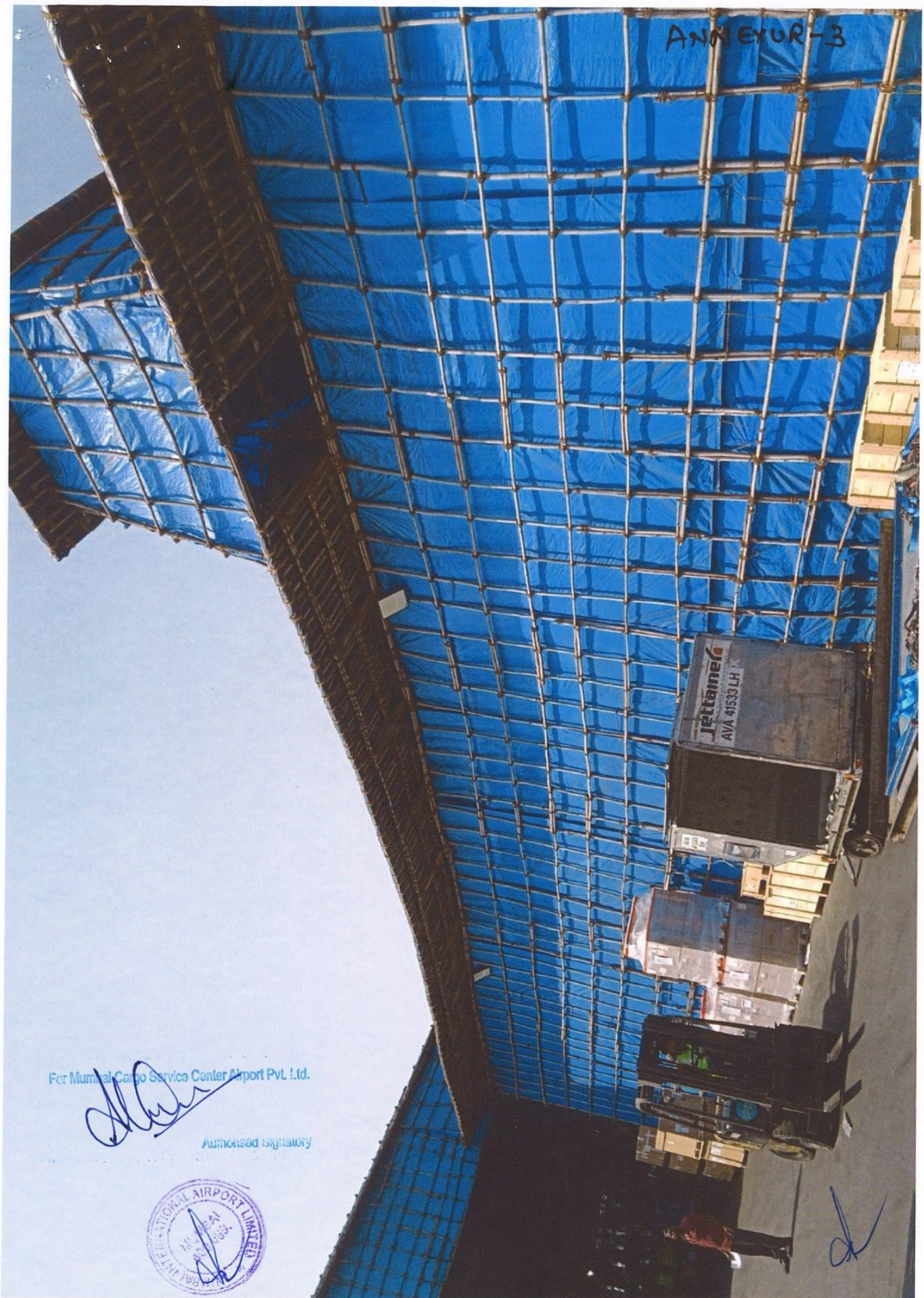
For Mumbai Cargo Service Center Airport Pvt. Ltd.



Authorised Signatory

Authorised Signatory





For Mumbal Cargo Service Center Airport Pvt. Ltd.

*[Signature]*

Authorized Signatory

















ANNEXURE- 4



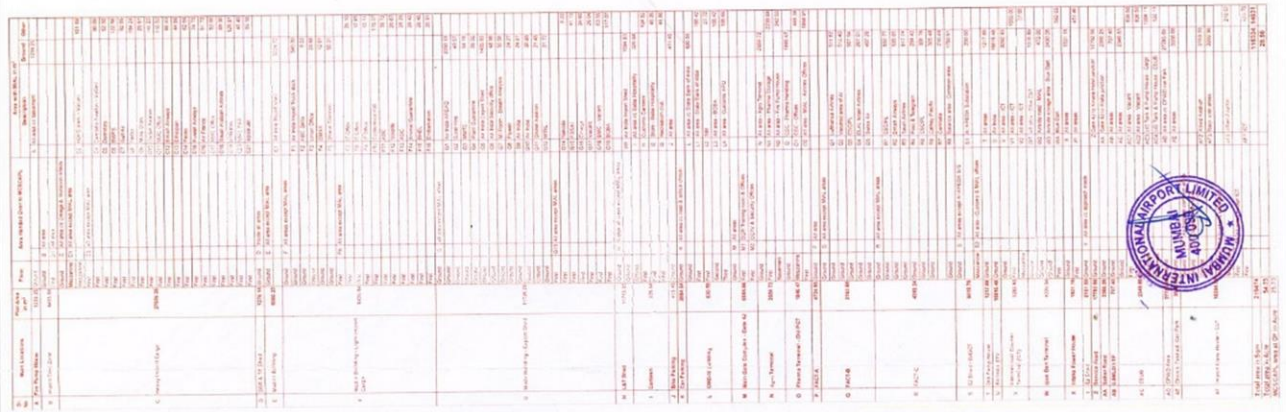
For Mumbai Cargo Service Center Airport Pvt. Ltd.

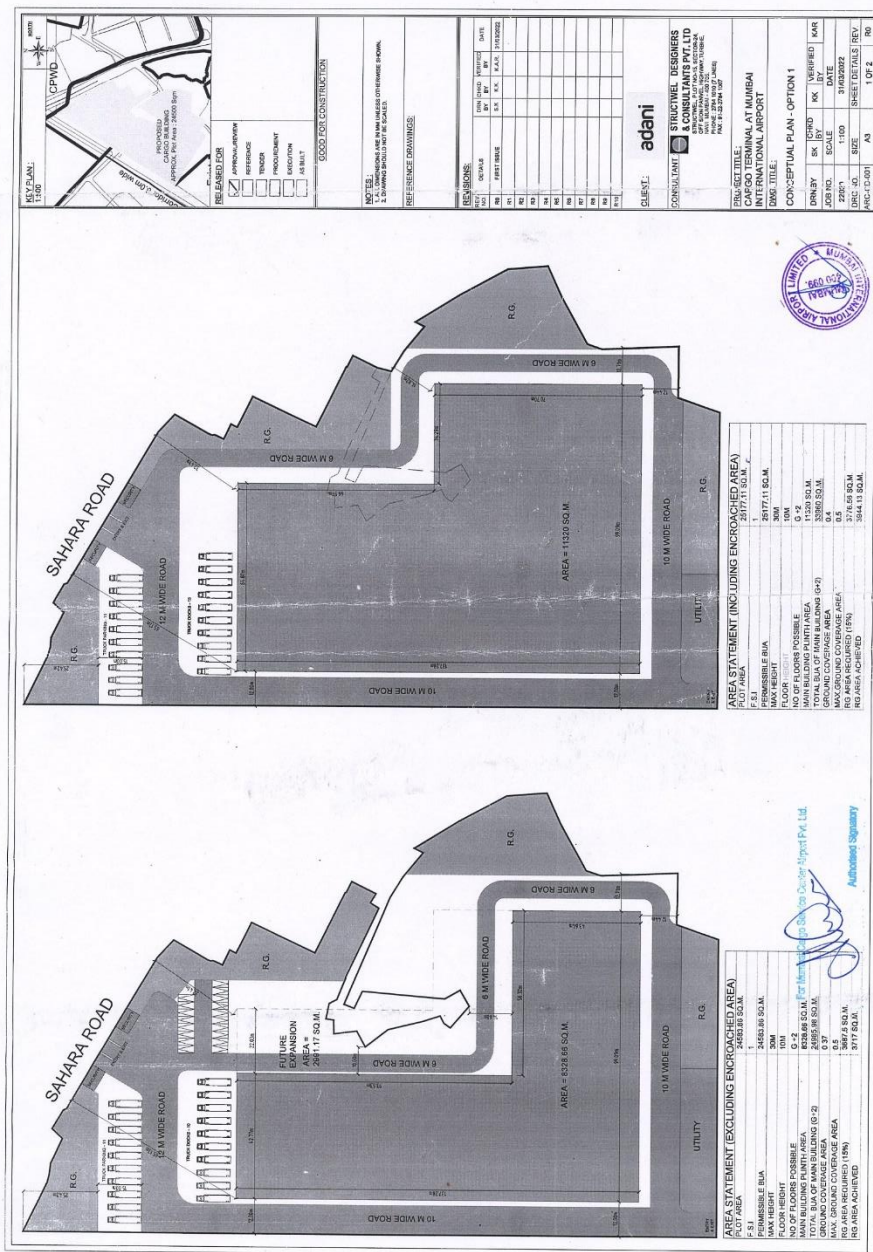
A handwritten signature in blue ink, written over the text 'For Mumbai Cargo Service Center Airport Pvt. Ltd.'.

Authorised signatory



## ANNEXURE - I

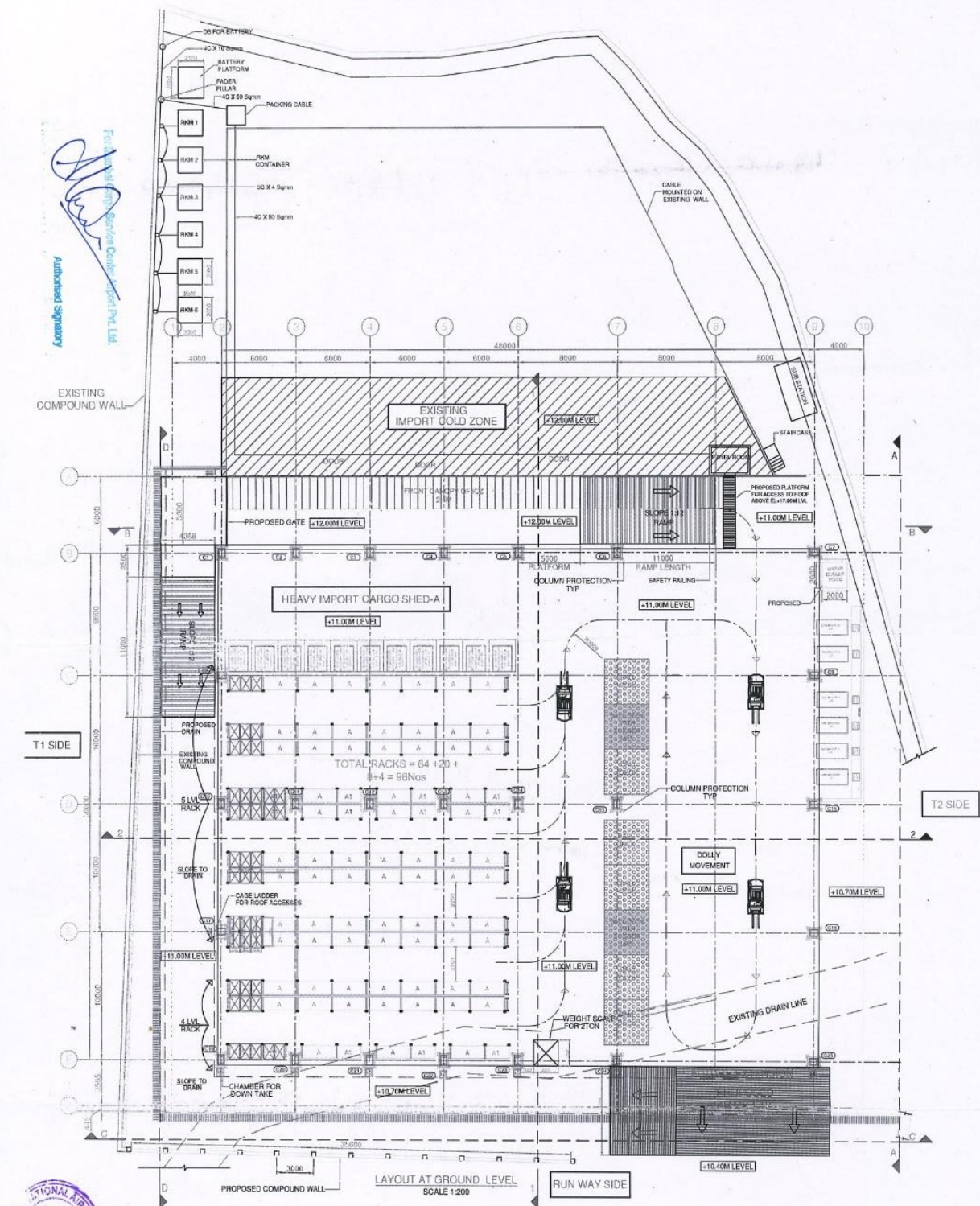




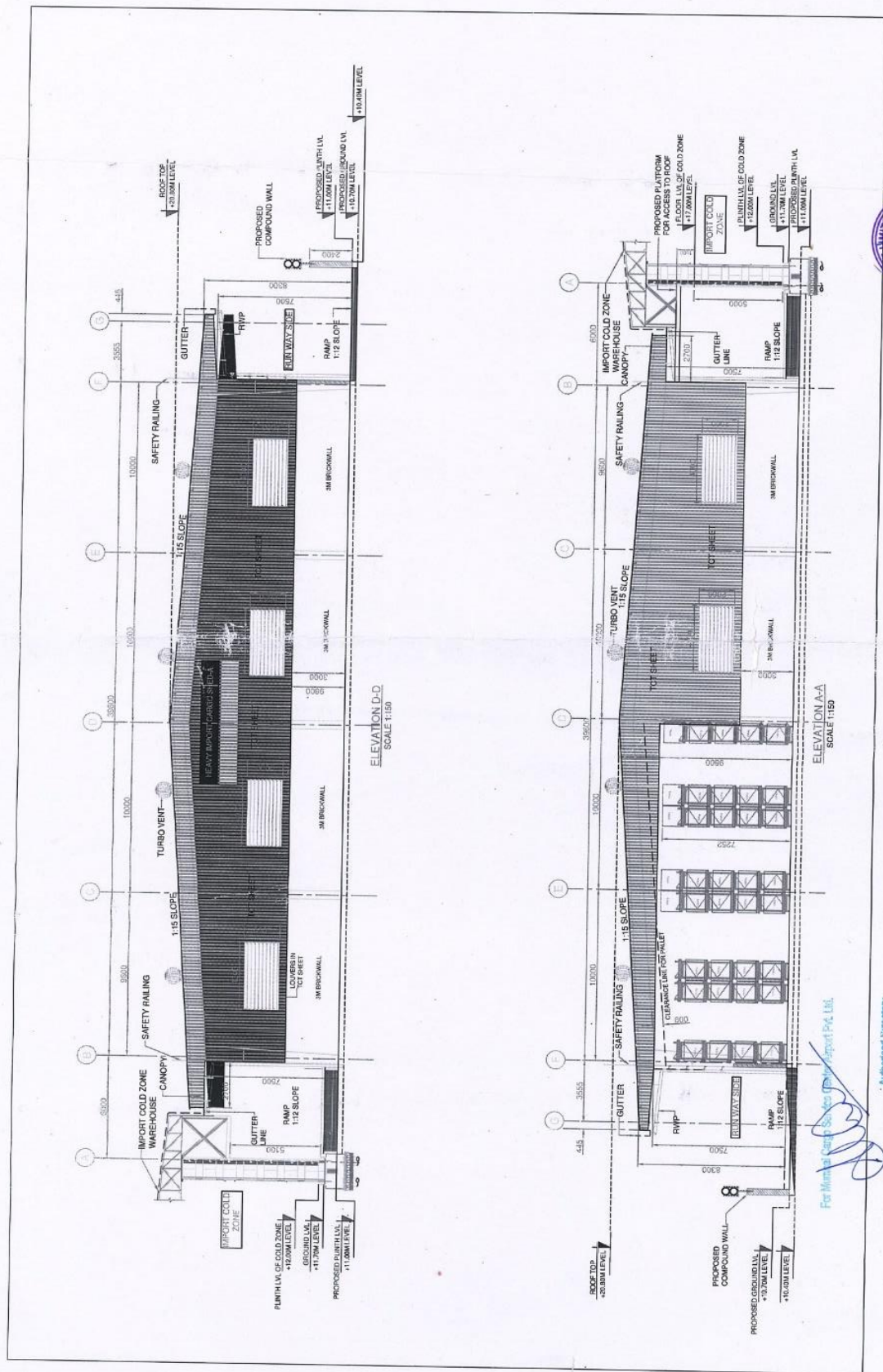




PROPOSED PEB SHED-A IN FRONT OF ICZ AT HCC







For Mumbai Airport Authority (Pvt) Ltd.

Authorised Signatory



Dated: May 05, 2022

To

The Director – Tariff  
Airport Economic Regulatory Authority of India  
AERA Building, Administrative Complex,  
Safdarjung Airport,  
New Delhi- 110033.

**Subject: Confirmation of Possession of Land measuring to 25,177 Sqr mtr.**

**Reference: MYTP Application for 3<sup>rd</sup> Control Period.**

This is to confirm that the proposed land for construction of warehouse measuring to 25,177 sqr mtr is totally free from any encroachment. The said land is in possession of MIAL/MCSC and ready for the construction work of warehouse proposed plan of the capex for 3<sup>rd</sup> Control Period.

The previous structures on the land have been demolished and current demolished debris is being cleared from the land site so that the said land is ready for construction of warehouse to be carried out according to capex planned for 3<sup>rd</sup> Control Period.

Thanking you,

For Mumbai Cargo Service Center Airport Pvt Ltd.

Authorised Signatory

CEO



Mumbai Cargo Service Center Airport Private Limited CIN : U63040MH2017PTC292564 GSTIN No.: 27AAKCM9201G1ZF  
Registered Office : 301-303, Rangoli Complex, Opp. Air Cargo Complex, Sahar Road, Andheri (E), Mumbai - 400 099  
Corporate Office : Heavy Import Building, Second Floor, Air Cargo Complex, CSI Airport, Mumbai, Maharashtra - 99  
Tel.: + 91-22- 6243 3900

[www.cscindia.in](http://www.cscindia.in)



Chhatrapati Shivaji Maharaj  
INTERNATIONAL AIRPORT  
MUMBAI

MIAL/Cargo/MCSCAPL/22-23/

12<sup>th</sup> May, 2022

To

Mumbai Cargo Service Center Airport Pvt. Ltd.  
2nd Floor, Heavy Import Bldg.,  
Air Cargo Complex, CSI Airport,  
Sahar Road, Andheri (East),  
Mumbai 400 099

**Sub: Confirmation of possession of Land admeasuring to approximately 25,000 Sqm**

**Ref: MYTP Application for 3<sup>rd</sup> Control Period.**

This is to confirm that the proposed land for construction of warehouse admeasuring to approximately 25,000 Sqm. is totally free from any encroachment. The said land is in possession of MIAL and ready for the construction work of warehouse under the proposed plan of capex for 3<sup>rd</sup> Control Period.

The previous structures on the land have been demolished and demolished debris is being cleared from the site so that the said land is ready for construction of warehouse including related site enabling works.

Thanking you,

For Mumbai International Airport Limited

Authorised Signatory

**Mumbai International Airport Limited**

Chhatrapati Shivaji Maharaj International Airport  
1st Floor, Terminal 1B, Santacruz (E),  
Mumbai 400 099,  
Maharashtra, India  
CIN: U45200MH2006PLC160164

Tel +91 22 6685 0900 / 6685 0901  
csmia.adaniairports.com

Registered office: Office of the Airport Director, Terminal-1B, CSMI Airport, Mumbai – 400099, Maharashtra, India





CARGO SERVICE CENTER



भारतीय विमानपत्तन अर्थिक विनियमक प्राधिकरण  
सफ़रजंग एयरपोर्ट, नई दिल्ली 110003

प्राप्त  
डायरी नं० 16428  
तारीख 64/01/2022

Form B (ref: Section A1.8 of Appendix I)

BEFORE THE AIRPORTS ECONOMIC REGULATORY AUTHORITY OF INDIA AT NEW DELHI

SUBMISSION OF PROPOSAL FOR DETERMINATION OF ANNUAL TARIFF FOR AND ON BEHALF OF:  
M/S Mumbai Cargo Service Center Airport Private Limited.

I, Deepak Karki, aged 45 years resident of 28B DDA LIG Flats Maya Kunj, Maya Puri, New Delhi-110037, acting in my official capacity as Authorised Signatory in M/s Mumbai Cargo Service Center Airport Private Limited having its registered office at 301-303, Rangoli Building, Sahar Road, Near Air Cargo Complex, Andheri East, Mumbai 400 099, do hereby state and affirm as under that:

1. That I am duly authorized to act for and on behalf of M/s Mumbai Cargo Service Center Airport Private Limited in the matter of making this submission before the Airports Economic Regulation Authority of India, New Delhi ('the Authority');
2. I am competent to make this submission before the Authority;
3. I am making this submission in my official capacity and the facts stated herein are based on official records;
4. The contents of the Annual Tariff Proposal submission which include inter alia
  - (i) Proposed detailed break-up of Tariff(s) based on Clause 11.2 where the Authority has specified a light touch approach for the duration of the Control Period, pursuant to Clause 3.2, and
  - (ii) Justifications are correct and true to my knowledge and belief and nothing material has been concealed there from.

For Mumbai Cargo Service Center Airport Private Limited

  
Authorised Signatory

Place: New Delhi

Date: 30<sup>th</sup> November 2021



CARGO SERVICE CENTER



प्र 3 22/11  
30/11

भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण  
साफदरजंग एयरपोर्ट, नई दिल्ली 110003

प्राप्त  
डायरी नं० 16377  
तारीख 30/11/2021

Date: 30<sup>th</sup> November 2021

To,  
The Secretary,  
Airports Economic Regulatory Authority of India,  
AERA Building,  
Administrative Complex,  
Safdarjung Airport,  
New Delhi 110003.

डा. 463/2/नित  
दि 02/12/21  
निदेशक (नि० एवं सा०)  
30/11/21  
31/12/21  
31/12/21

Subject: Submission of Multi Year Tariff Plan Proposal and Annual Tariff Proposal for 3<sup>rd</sup> Control Period  
for Cargo Service provided at International Terminal at Chhatrapati Shivaji Maharaj  
International Airport, Mumbai.

Dear Sir,

We hereby submit our Multi Year Tariff Plan Proposal and Annual Tariff Proposal for 3<sup>rd</sup> Control Period  
for cargo services provided at International Terminal at Chhatrapati Shivaji Maharaj International  
Airport, Mumbai by our company " Mumbai Cargo Service Center Airport Pvt Ltd.

Thanking you

For Mumbai Cargo Service Center Airport Pvt Ltd.  
For Mumbai Cargo Service Center Airport Pvt. Ltd.

Authorized Signatory

(Authorised Signatory)

Sh. PCF  
15/12/21

39/12/21  
6/12/21

## Form F3

Rs. In Crs.

S.N.	Particulars	(FY 2018-19)	(FY 2019-20)	Financial Year Before Tarrif Year 1 (FY 2020-21)	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
1	<b>Revenue</b>								
	Revenue From Regulated Services	405.02	422.37	371.78	606.80	676.20	735.69	792.71	862.33
	Additional Demurrage earned			59.83					
	Revenue From Other Than Regulated Services	1.11	2.50	4.25					
2	<b>Operation &amp; Maintenance Expenditure</b>								
	Pay Roll Costs	1.80	20.62	14.51	23.05	26.51	30.49	35.06	40.32
	Administrative & General Expenses	172.87	187.75	174.23	215.99	237.11	258.42	281.93	310.25
	Repair & Maintenance Expenditure	11.27	13.44	13.23	15.46	17.78	20.44	23.51	27.04
	Utilities (Electricity )Expenses	7.17	7.76	5.54	8.92	10.26	11.80	13.56	15.60
	Concession Fees	121.51	115.50	119.92	182.04	202.86	220.71	237.81	258.70
3	<b>Earnings before depreciation, interest and taxation (EBDIT) (3) =</b>	<b>91.51</b>	<b>79.80</b>	<b>108.43</b>	<b>161.34</b>	<b>181.68</b>	<b>193.84</b>	<b>200.83</b>	<b>210.43</b>
	Depreciation And Amortisation	0.13	5.52	5.36	0.77	4.50	12.95	17.19	17.18
4	<b>Earning Before Interest And Taxation (EBIT)</b>	<b>91.38</b>	<b>74.28</b>	<b>103.07</b>	<b>160.57</b>	<b>177.19</b>	<b>180.90</b>	<b>183.65</b>	<b>193.25</b>
	Total Interest And Finance Charges	13.93	43.03	44.93	37.08	33.54	29.41	24.98	20.61
5	<b>Profit/ (Loss) before tax</b>	<b>77.45</b>	<b>31.25</b>	<b>58.14</b>	<b>123.49</b>	<b>143.65</b>	<b>151.48</b>	<b>158.67</b>	<b>172.64</b>
	Provision for Tax	21.44	9.24	16.82	31.08	36.15	38.13	39.93	43.45
6	<b>Profit/(Loss) after tax</b>	<b>56.00</b>	<b>22.01</b>	<b>41.32</b>	<b>92.41</b>	<b>107.50</b>	<b>113.36</b>	<b>118.74</b>	<b>129.19</b>
7	Balance Carried To Balance Sheet	<b>56.00</b>	<b>22.01</b>	<b>41.32</b>	<b>92.41</b>	<b>107.50</b>	<b>113.36</b>	<b>118.74</b>	<b>129.19</b>

## Form F9: Formats for Forecast and Actual Roll-forward Regulatory Asset Base (RAB)

Rs. In Crs

	Financial Year	2018-2019	2019-2020	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
A	<b>Opening Regulatory Asset Base (RAB)</b>								
	Furniture & Fixtures		0.12	0.11	0.09	0.08	0.07	0.06	0.06
	Office Equipment		0.15	0.60	0.45	0.36	0.29	0.23	0.18
	Leasehold improvements (Office premises & Cargo Premises)		0.39	6.83	6.24	5.73	57.67	157.50	195.96
	Electrical equipment's & Computers (including software)	0.02	0.21	0.33	0.27	0.21	0.17	0.14	0.11
	Plant & Machinery		0.38	0.88	0.94	0.78	0.63	0.47	0.31
	Vehicle		0.03	0.09	0.07	0.05	0.04	0.03	0.03
	Goodwill			70.07	65.69	65.69	65.69	65.69	65.69
	<b>Total Opening Rab (Excl Goodwill)</b>	<b>0.02</b>	<b>1.27</b>	<b>8.84</b>	<b>8.06</b>	<b>7.22</b>	<b>58.87</b>	<b>158.43</b>	<b>196.65</b>
B	<b>Additions - WIP Capitalisation</b>								
	Furniture & Fixtures	0.06	0.02	0.01					
	Office Equipment	0.11	0.68	0.03					
	Leasehold improvements (Office premises & Cargo Premises)	0.47	7.00	-		56.63	113.25	56.63	-
	Electrical equipment's & Computers (including software)	0.20	0.23	0.04					
	Plant & Machinery	0.05	0.69	0.22					
	Vehicle		0.08						
	Goodwill		74.45						
	<b>Total Wip Capitalisation (Excl Goodwill)</b>	<b>0.89</b>	<b>8.70</b>	<b>0.29</b>	<b>-</b>	<b>56.63</b>	<b>113.25</b>	<b>56.63</b>	<b>-</b>
C	<b>Disposals /Transfers</b>								
	Furniture & Fixtures			0.01					
	Office Equipment			0.02					
	Leasehold improvements (Office premises & Cargo Premises)			0.06					
	Electrical equipment's & Computers (including software)			0.01					
	Plant & Machinery			-					
	Vehicle			-					
	Goodwill								
	<b>Total Disposals /Transfers (Excl Goodwill)</b>	<b>-</b>	<b>-</b>	<b>0.09</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
D	<b>Depreciation Charge</b>								
	Furniture & Fixtures	0.00	0.03	0.02	0.01	0.01	0.01	0.01	0.01
	Office Equipment	0.01	0.22	0.16	0.09	0.07	0.06	0.05	0.04
	Leasehold improvements (Office premises & Cargo Premises)	0.07	0.57	0.52	0.51	4.69	13.43	18.17	18.18
	Electrical equipment's & Computers (including software)	0.04	0.11	0.09	0.05	0.04	0.03	0.03	0.02
	Plant & Machinery	0.00	0.19	0.16	0.16	0.16	0.16	0.16	0.16
	Vehicle		0.02	0.02	0.01	0.01	0.01	0.01	0.01
	Goodwill		4.38	4.38					
	<b>Total Depreciation Charge (Excl Goodwill)</b>	<b>0.13</b>	<b>1.14</b>	<b>0.98</b>	<b>0.84</b>	<b>4.98</b>	<b>13.69</b>	<b>18.41</b>	<b>18.41</b>
E	<b>Closing Regulatory Asset Base (RAB)</b>								
	Furniture & Fixtures	0.06	0.11	0.09	0.08	0.07	0.06	0.06	0.05
	Office Equipment	0.10	0.60	0.45	0.36	0.29	0.23	0.18	0.15
	Leasehold improvements (Office premises & Cargo Premises)	0.39	6.83	6.24	5.73	57.67	157.50	195.96	177.78
	Electrical equipment's & Computers (including software)	0.18	0.33	0.27	0.21	0.17	0.14	0.11	0.09
	Plant & Machinery	0.04	0.88	0.94	0.78	0.63	0.47	0.31	0.15
	Vehicle	-	0.09	0.07	0.05	0.04	0.03	0.03	0.02
	Goodwill	-	70.07	65.69	65.69	65.69	65.69	65.69	65.69
	<b>Total Closing Rab (Excl Goodwill)</b>	<b>0.78</b>	<b>8.84</b>	<b>8.06</b>	<b>7.22</b>	<b>58.87</b>	<b>158.43</b>	<b>196.65</b>	<b>178.24</b>
F	<b>Average Rab (Excl Goodwill)</b>	<b>0.40</b>	<b>5.05</b>	<b>8.45</b>	<b>7.64</b>	<b>33.05</b>	<b>108.65</b>	<b>177.54</b>	<b>187.44</b>

## Form F11(c): Admin &amp; General Expenses

Rs. In Crs

S.N.	Particulars	2018-19	2019-2020	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
<b>A</b>	<b>Administrative Charges</b>								
	Rates & Taxes	1.03	0.97	1.39	1.11	1.28	1.47	1.69	1.95
	Lease and hire charges	1.38	2.95	2.99	3.39	3.90	4.49	5.16	5.93
	Rent	0.09	2.02	2.15	2.32	2.67	3.07	3.53	4.06
	Travelling and conveyance	0.60	0.89	0.57	1.03	1.18	1.36	1.56	1.80
	Internet charges	0.63	0.76	0.69	0.87	1.01	1.16	1.33	1.53
	Printing and stationery	0.53	0.83	0.70	0.96	1.10	1.26	1.45	1.67
	Housekeeping expenses	0.39	0.32	0.32	0.37	0.43	0.49	0.56	0.65
	Office expenses	0.28	0.28	0.28	0.32	0.37	0.42	0.49	0.56
	Advertisement and business promotion expenses	0.12	0.21	0.12	0.25	0.28	0.32	0.37	0.43
<b>B</b>	<b>Consultancy / Advisory Expenses</b>								
	Audit Fees & Other Professional Charges	0.61	1.55	1.33	1.79	2.05	2.36	2.72	3.12
<b>C</b>	<b>Other Charges</b>								
	Cargo handling charges	60.66	56.30	50.57	64.88	70.80	75.19	79.86	87.15
	Contracted manpower costs	17.80	19.06	18.13	21.92	25.21	28.99	33.34	38.34
	License fees	76.81	86.16	82.57	99.65	107.13	115.16	123.80	133.08
	Security Charges	8.66	9.43	7.42	10.84	12.47	14.34	16.49	18.96
	Insurance Cost	0.33	2.98	1.53	3.43	3.94	4.53	5.21	6.00
	Packing materials	0.60	1.43	1.01	1.65	1.89	2.18	2.50	2.88
	Miscellaneous expenses	2.35	1.61	2.45	1.23	1.41	1.62	1.86	2.14
<b>D</b>	<b>Grand Total</b>	<b>172.87</b>	<b>187.75</b>	<b>174.23</b>	<b>215.99</b>	<b>237.11</b>	<b>258.42</b>	<b>281.93</b>	<b>310.25</b>
<b>E</b>	Administrative & General expenses Capitalised								
<b>F</b>	<b>Net A&amp;G Expenses</b>	<b>172.87</b>	<b>187.75</b>	<b>174.23</b>	<b>215.99</b>	<b>237.11</b>	<b>258.42</b>	<b>281.93</b>	<b>310.25</b>