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Tariff Authority for Major Ports

GNo. 81

New Delhi,

01 March 2017

NOTIFICATION

In exercise of the powers conferred by Section 48 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby approves upfront tariff for Stevedoring and Shore Handling Operations on an ad hoc basis as an interim arrangement at the New Mangalore Port Trust, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports
Case No. TAMP/69/2016-NMPT

New Mangalore Port Trust

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Applicant

QUORUM

- (i). Shri. T.S. Balasubramanian, Member (Finance)
- (ii). Shri. Rajat Sachar, Member (Economic)

ORDER

(Passed on this 8th day of February 2017)

This case relates to a proposal received from the New Mangalore Port Trust (NMPT) under cover of its letter dated 15 November 2016 for fixation of upfront tariff for Stevedoring and Shore Handling Operations at NMPT.

2.1. The Ministry of Shipping (MOS) vide its letter No.PD-11033/73/2013-PT (pt) dated 14 June 2016 has forwarded a copy of Stevedoring and Shore Handling Policy for Major Ports, 2016. Subsequently, the MOS vide its letter No.PD-11033/73/2013-PT (pt) dated 7 October 2016 and 17 October 2016 has, under Section 111 of the Major Port Trusts Act, 1963, issued the Guidelines for determination of Upfront Tariff for Stevedoring and Shore Handling Operations authorized by Major Ports under Section 42(3) of the Major Port Trusts Act 1963. The MOS has issued the guidelines as policy direction to this Authority advising to treat it as most immediate.

2.2. In compliance with the direction issued by the MOS, this Authority has notified the Guidelines for Determination of Upfront Tariff for Stevedoring and Shore Handling Operations on 15 November 2016 vide Gazette No.407 and intimated to all the Major Port Trusts on 21 November 2016.

3. In this backdrop, the NMPT has, vide its letter dated 15 November 2016 filed a proposal for fixation of upfront tariff for Stevedoring and Shore Handling Operations at NMPT.

4. In accordance with the consultative procedure prescribed, a copy of the NMPT proposal dated 15 November 2016 was forwarded to the concerned users/ user organisations / Stevedores Association vide our letter dated 21 November 2016 seeking their comments. We have, however, not received any response from users/ user organisations/ Stevedores Association till date. A joint hearing on the case in reference is scheduled on 19 January 2017. The case is under scrutiny. That being so, it will take some more time for this case to mature for final consideration of this Authority.

5. Therefore, and keeping in view that the MOS has directed this Authority for immediate action, this Authority decides to approve upfront tariff for stevedoring and shore handling operation and Performance Standards as proposed by the port as interim rate on ad hoc basis pending the final rates to be approved by this Authority. The final rates to be approved by this Authority will have prospective effect. The interim rate adopted in an ad hoc basis will be recognized as such. There will not be any question of refund/ recovery, if any, in case of variation in the ad hoc rate and final rate.

6.1. In the result, and for the reasons explained above, and based on collective application of the mind, this Authority approves upfront tariff for Stevedoring and Shore Handling Charges alongwith the Performance Standards for the NMPT attached as **Annex - I** and **Annex - II** respectively purely on ad hoc basis pending fixation of final rates. The final rates to be approved by this Authority will have prospective effect. The interim rate adopted in an adhoc basis will be recognized as such. There will not be any question of refund / recovery, if any, in case of variation in the adhoc rate and the final rate.

6.2. Clause 2.11. of the Stevedoring and Shore Handling Guidelines states that before commencement of the stevedoring and or the shore handling operations, the operator will approach this Authority for notification of the Scale of Rates containing the ceiling rates of the stevedoring and

or the shore handling charges and performance standards as required under Section 48 of the Major Port Trust Act, 1963. As per Clause 2.3 of the Stevedoring and Shore Handling Guidelines once the upfront tariff caps are set out for stevedoring and shore handling operations of various commodities for a port, it will be applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.

6.3. In this regard, it is relevant to state that this Authority in consultation with all the Major Port Trusts had already with reference to regulation of rates for provision of services by person authorised under Section 42 of the Major Port Trusts Act, 1963, decided that regulation of tariff can be done for the port as a whole without reference to individual service providers. Accordingly, this Authority had decided that ceiling tariff will be prescribed for a particular port and the port trust concerned will ensure their application to authorised service provider by making it a condition of authorisation in terms of Section 42 ((3) of the Major Port Trust Act, 1963 while issuing the license. The said decision of this Authority was communicated to all the Major Ports and Ministry of Shipping (MOS) vide letter No TAMP/47/2000-MBPT dated 6 May 2002. In view of the above position and keeping in view Clause 2.3. of the Stevedoring and Shore Handling Guidelines, this Authority advises the port to apply the ceiling rates to the authorised individual stevedoring and shore handling operator by making it as a condition of authorisation while issuing licenses.

6.4. The port is requested to take necessary action for implementation of the ad hoc upfront tariff for Stevedoring and Shore Handling operations along with Performance Standards.

(T.S. Balasubramanian)
Member (Finance)

**NEW MANGALORE PORT TRUST
AD HOC UPFRONT TARIFF FOR STEVEDORING AND SHORE HANDLING SERVICES
SCALE OF RATES**

CHAPTER I

Definitions and General conditions

(I). Definitions:

- (i). "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Directorate General of Shipping/ Competent Authority.
- (ii). "Foreign-going vessel" shall mean any vessel other than coastal vessel.
- (iii). 'Stevedoring' includes loading and unloading and stowage of cargo in any form on board the vessels in Port.
- (iv). 'Shore handling' includes arranging and receiving the cargo to/from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/to wagons /trucks.
- (v). 'Stevedore' is an authorized agent for loading and unloading and anchorage of cargo in any form on board the vessels in ports and to whom the licence has been given under regulations.
- (vi). 'Shore handling agent' is an authorized agent for arranging the receiving the cargo to/ from the hook point, intermodal transport from wharf to stock yard and vice-versa and also receiving and delivering of cargo from/ to wagons/ trucks.

(II). General conditions:

- (i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii). System of classification of vessel for levy of Vessel Related Charges (VRC)
 - (a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
 - (b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.
- (iii). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate
 - (a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

- (c). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (iv). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
 - (a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
 - (i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
 - (ii). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.
 - (b). In case of a Foreign flag vessel converted to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
- (v). This tariff is not applicable for BOT/ BOOT operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2005, 2008 and 2013.
- (vi). This tariff is applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.
- (vii).
 - (a). The tariff notified is ceiling level.
 - (b). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The authorized agent may, if he so desires, charge lower rates and/or allow higher rebates and discounts.
 - (c). The authorized agent may also, if he so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
 - (d). The authorized agent should, however, notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (viii). The authorized agent shall charge only for services provided by him. No notional booking of labour and other similar notional charges would be permitted.
- (ix). If any new cargo is to be handled which is not notified/ not included in the list, then the port may categorise that cargo under any one of the cargo category based on the nature, physical characteristics and the method of handling that cargo.

- (x). Services for other miscellaneous activities and also the handling charges for specific cargoes when Port takes custody of cargo as per Section 42 of MPT Act shall continue to be levied by Port as per TAMP notified SOR.
- (xi). Tariff caps are indexed to inflation but only to an extent of 60% of the variation in the Wholesale Price Index (WPI) occurring between 1st January and 31st December of the relevant year. Such automatic adjustment of the tariff cap will be made every year and the adjusted tariff cap will come into effect from 1st April of the relevant year till 31st March of the following year.
- (xii).
 - (a). From the date of Commercial Operation (CoD) till 31st March of the same financial year, the tariff would be limited to the indexed upfront tariff relevant to that year, which would be the ceiling. The aforesaid tariff shall be automatically revised every year based on an indexation as provided in para 2.10. of the normative tariff guidelines, 2016 which will be applicable for the entire License period.
 - (b). The operator, however, is entitled to 100% WPI indexation instead of 60% WPI indexation, from the second year of operation on achievement of performance standards as prescribed in the Berthing Policy vide letter No.PD-11033/73/2013-PT(pt) dated 16 June 2016 for dry bulk cargo as stipulated in clause 7.1. of the guidelines issued by the Ministry of Shipping for fixation of upfront tariff for stevedoring and shore handling operations. For break bulk cargo, the Performance Standards as notified along with the Scale of Rates will be applicable.
 - (c). For this purpose, the Operator shall approach the concerned Major Port Trust within 30 days of completion of financial year of operation along with details of cargo wise average Performance standard achieved for each cargo for both stevedoring and shore handling operations.
 - (d). The Major Port Trust shall ascertain the achievement of performance standards claimed to have been achieved by the operator by engaging Consultant if required in one month's time.
 - (e). The operator can apply 100% indexation instead of 60% on written confirmation by the Major Port Trust to the operator that it has achieved the Performance Standards notified along with the upfront tariff.
 - (f). In the event the Major Port Trust confirms that the operator has not achieved the Performance Standards as notified by TAMP in previous 12 months, the operator will not be entitled for 100% WPI indexation. The operator will continue to levy the tariff with 60% indexation as prescribed at clause 2.9. above of the normative tariff guidelines, 2016.
- (xiii). All the operators shall furnish to the Major Port Trust and TAMP annual reports on cargo traffic, ship berth day output, per shift output within a month following the end of financial year in respect of stevedoring/ shore handling operations licensed by the port. Any other information which may be required by TAMP shall also be furnished to them from time to time.
- (xiv). TAMP shall publish on its website all such information received from operators and Major Port Trusts. However, TAMP shall consider a request from any operator or Major Port Trust about not publishing certain data/ information furnished which may be commercially sensitive. Such requests should be accompanied by detailed justification regarding the commercial sensitiveness of the data/ information in question and the likely adverse impact on their revenue/ operation of upon publication. TAMP's decision in this regard would be final.
- (xv). The performance norms prescribed for various commodities shall be the minimum that should be achieved by the operator. These performance norms shall be incorporated in the bid documents.

- (xvi). The performance actually achieved by the operator shall be monitored by both the Port and the TAMP on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port will initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port.
- (xvii). In the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by the TAMP, he may prefer a representation to TAMP which, thereafter, shall conduct an inquiry into the representation and give its finding to the concerned Major Port Trust. The Major Port Trust will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.
- (xviii). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.50 shall be taken as 0.50 unit and fractions of 0.50 and above shall be treated as one unit, except where otherwise specified.
- (xix). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.
- (xx). As per coastal policy direction issued by the MOS and notified by this Authority vide Order No.TAMP/4/2004-Genl. dated 7 January 2005 and 15 March 2005.
- (a). The cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL (including crude oil), iron ore and iron ore pellets, should not exceed 60% of the corresponding charges for normal cargo/container related charges.
- (b). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship shore transfer and transfer from/to quay to/from storage yard including wharfage.
- (c). In case of container related charges, the concession is applicable on composite box rate. Where itemised charges are levied, the concession will be on all the relevant charges for ship shore transfer and transfer from/to quay to/from storage yard as well as wharfage on cargo and containers.

(As and when there is a change in the policy direction issued by the MOS on the coastal concession policy, the same will be communicated to the port.)

CHAPTER II

STEVEDORING CHARGES

2.1 Dry Bulk Cargo

Sl. No.	Cargo	Stevedoring charges per ton in ₹		
		Ship crane	64 ton HMC	100 ton HMC
1	All Fertilizer that can be directly used without processing-MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate	127	97	98
2	Fertilizer Raw Material which are used for production of Finished Fertilizer-Sulphur, Rock Phosphate	134	106	107
3	Food grains-Rice, Wheat, Maize, other Food grains, Cereals, Pulses Bran of all kinds, Peas, Bulgur wheat, Corn Soya blend, Seeds of all kinds, Oilseeds, Sugar; candy or cube in bulk, Cattle Feed/Animal Feed, Bone and Bone Meal, Oil Cakes, Fodder, Copra cake, all types of Oil Extractions	141	97	98

4	Non coking coal- Thermal coal	96	94	95
5	Coking coal All types of Coal other than Thermal Coal such as: Calcined petroleum coke, Coke/Charcoal, Metallurgical Coke, Coking Coal, coke of all kinds and charcoal of all kinds.	114	96	97
6	Iron Ore; Fines & Lumps, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore	87	94	95
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo such as: River sand, stone dust, Fly Ash, Blast furnace slag, Dolomite chips, Ilmenite sand, Mill Scale, Other fluxing materials, Chalk, Rock sand	101	95	95

2.2 Break Bulk Cargo

Sl. No.	Cargo	Stevedoring charges per ton (in ₹ per tonne)
1	All cargo in bags of various weights (25, 50, 60 kg, etc.) that are manually handled such as: Cashew Nuts, Cashew Kernels, Tamarind Seed, Cement, Rice, Wheat and other food grains, Salt, Sugar, Candy or cube, Soda Ash	43
2	Iron and steel coils and slabs	127
3	Iron and steel pipes, tubes plates	163
4	Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.	118
5	Granite Blocks of all dimensions normally in the range of 3.0 to 40.0 MT per block and Marbles of varying weight such as: Granite, Granite Blocks & Marbles, Stones-Sculptural, engraved slabs, dressed, etc.	81
6	Empty Containers of 20' and 40' in length and other odd sizes weighing normally 2.5 MT for 20' and 4.0 MT for 40' (Per TEU)	574
7	Laden Containers of 20' and 40' in length and other odd sizes weighing up to 30.5 MT for 20' and 32.5 MT for 40' (Per TEU)	2787
8	All types of Machinery and machinery products that are of varying weights and dimensions such as: Machinery and Spares, Machinery parts, Military Goods, Arms, Ammunition, Explosives and Defense Stores, Tank and Tank parts, Arms, Ammunitions, Explosives, Defense Stores and Defense equipment / machinery.	135

Notes for schedule 2.1 and 2.2:

- The Stevedoring charges given above are for the transfer of the cargo from the ship hold to the wharf or vice versa using ship board cranes/equipments and to be charged by the Stevedoring and Shore handling Operators to the shipping company or its agent for carrying out the stevedoring operation.
- The Stevedoring and Shore Handling Operator has to engage the Port composite labour gang for the stevedoring operation and pay to the port the per ton levy as per the prevailing Scale of Rate for the supply of the cargo handling worker.
- Any incentives to be paid to the workers as per the statutory agreement are to be paid to the Port or the worker as the case may be by the Stevedoring and Shore Handling Operator.
- The charges specified is a composite rate and includes all activities required to be performed for the stevedoring operation including the deployment of equipment inside the ship hatches for cargo handling such as sweeping, leveling etc. And no other charges can be levied.

CHAPTER III

SHORE HANDLING CHARGES

3.1 Dry Bulk Cargo

Sl. No	Cargo	Shore Handling charges per in ₹ tonne		
		ship crane	64 ton HMC	100 ton HMC
1	All Fertilizer that can be directly used without processing- MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate	186	106	101
2	Fertilizer Raw Material which are used for production of Finished Fertilizer- Sulphur, Rock Phosphate	197	104	99
3	Food grains- Rice, Wheat, Maize, other Food grains, Cereals, Pulses Bran of all kinds, Peas, Bulgur wheat, Corn Soya blend, Seeds of all kinds, Oilseeds, Sugar; candy or cube in bulk, Cattle Feed/Animal Feed, Bone and Bone Meal, Oil Cakes, Fodder, Copra cake, all types of Oil Extractions	232	112	107
4	Non coking coal- Thermal coal	158	89	83
5	Coking coal All types of Coal other than Thermal Coal such as: Calcined petroleum coke, Coke/Charcoal, Metallurgical Coke, Coking Coal, coke of all kinds and charcoal of all kinds,	180	100	95
6	Iron Ore; Fines & Lumps, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	140	101	96
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo such as: River sand, stone dust, Fly Ash, Blast furnace slag, Dolomite chips, Ilmenite sand, Mill Scale, Other fluxing materials, Chalk, Rock sand	161	99	93

3.2 Break Bulk Cargo

Sl. No	Cargo	Shore Handling charges per ton in ₹
1	All cargo in bags of various weights (25, 50, 60 kg, etc.) that are manually handled such as: Cashew Nuts, Cashew Kernels, Tamarind Seed, Cement, Rice, Wheat and other food grains, Salt, Sugar, Candy or cube, Soda Ash	136
2	Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.	280
3	Granite Blocks of all dimensions normally in the range of 3.0 to 40.0 MT per block and Marbles of varying weight such as: Granite, Granite Blocks & Marbles, Stones-Sculptural, engraved slabs, dressed, etc.	207
4	Containers of 20' and 40' in length and other odd sizes weighing normally 2.5 MT for 20' and 4.0 MT for 40' (Per TEU)	1441
5	Containers of 20' and 40' in length and other odd sizes weighing up to 30.5 MT for 20' and 32.5 MT for 40' (Per TEU)	1565

6	All types of Machinery and machinery products that are of varying weights and dimensions such as: Machinery and Spares, Machinery parts, Military Goods, Arms, Ammunition, Explosives and Defense Stores, Tank and Tank parts, Arms, Ammunitions, Explosives, Defense Stores and Defense equipment / machinery.	463
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Notes for schedule 3.1 and 3.2:

1. The charges prescribed are for the entire shore handling activities consisting of the receipt of the cargo at the hook point, handling on the wharf, transportation to the storage point, storage, delivery of the cargo to the consignee for the import cargo. The reverse cycle will be for the export cargo.
2. The Stevedoring and Shore Handling Operator has to engage the Port composite labour gang for the Shore handling operation and pay to the port the per ton levy as per the prevailing Scale of Rate for the supply of the cargo handling worker.
3. Any incentives to be paid to the workers as per the statutory agreement are to be paid to the Port or the worker as the case may be by the Stevedoring and Shore Handling Operator.
4. The charges specified is a composite rate and no other charges can be levied.

Performance Standard**A. For Dry Bulk Cargo:**

The Performance Standards for dry bulk cargo will be as prescribed in the Berthing Policy vide letter No.PD-11033/73/2013-PT(pt) dated 16 June 2016 for dry bulk cargo as stipulated in clause 7.1. of the guidelines issued by the Ministry of Shipping for fixation of upfront tariff for stevedoring and shore handling operations.

B. For Break Bulk Cargo:

Cargo group no.	Cargo	Performance Standards in tons per hook per shift
1	Bagged cargo	330
2	Jumbo bags	560
3	Iron and steel-coils and slabs	1360
4	Iron and steel-pipes, tubes, plates	280
5	Timber soft	320
6	Timber hard	480
7	Granites and marbles	500
8	Containers empty	200
9	Containers laden	1050
10	Project cargo	The cargoes are non-homogeneous and they come in different size, shape and weight. Productivity will be achieved the best productivity by any of the port in handling such cargo.
11	Motor vehicles other than RORO	
12	Machinery and machinery parts	

Note: The norms specified is applicable for both the stevedoring and shore handling.
