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Tariff Authority for Major Ports

G.No. 344

New Delhi,

24 November 2014

NOTIFICATION

In exercise of the powers conferred by Sections 48, 49 and 50 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby disposes of the proposal received from the New Mangalore Port Trust for fixation of Reference Tariff for the project "Deployment of Harbor Mobile cranes at berth nos. 6, 7 and 14 through Public Private Participation (PPP) mode on Build, Own and Operate (BOO) basis for a period of 5 years under the Revised Guidelines for Determination of Tariff at Major Ports, 2013, which were notified vide Notification No.TAMP/18/2013-Misc. dated 30 September 2013 in the Gazette of India vide Gazette No. 254 as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports
Case No. TAMP/50/2014-NMPT

New Mangalore Port Trust

Applicant

QUORUM:

- (i). T. S. Balasubramanian, Member (Finance)
- (ii). C. B. Singh, Member (Economic)

ORDER

(Passed on 24th day of October 2014)

This case relates to the proposal received from the New Mangalore Port Trust (NMPT) for fixation of Reference Tariff for the project "Deployment of Harbor Mobile cranes at berth nos. 6, 7 and 14 through Public Private Participation (PPP) mode on Build, Own and Operate (BOO) basis for a period of 5 years.

2.1. The Ministry of Shipping (MOS) vide its letter No.PR-14019/16/2012-PG dated 9 September 2013 and 12 September 2013 had issued 'Revised Guidelines for Determination of Tariff for Projects at Major Ports, 2013' under Section 111 of the Major Port Trusts (MPT) Act, 1963. In compliance of the policy directives issued by the MOS under Section 111 of the MPT Act, 1963, the said Guidelines were notified vide Notification No.TAMP/18/2013-Misc., in the Gazette of India on 30 September 2013, vide Gazette no.254. The said Guidelines are effective from 9 September 2013.

2.2. Clause 2.2 of the said Revised Tariff Guidelines of 2013, which is relevant in the present case, is reproduced below:

"The Reference Tariff ("the Reference Tariff") for each commodity/category of commodities and each service/category of service or combination of service or services, as the case may be, shall be determined by this Authority for each Port based on a proposal from the concerned major Port. Such proposal shall contain the proposed Reference Tariff and "Performance Standards". The Reference Tariff will be the highest tariff fixed for that commodity in the concerned Major Port Trust under the 2008 Tariff Guidelines. In case no tariff has been fixed for that commodity at that Major Port Trust or if the highest tariff fixed for a particular commodity in the concerned major Port Trust does not represent the project proposed to be developed, then concerned Major Port Trust can propose to this Authority any other tariff fixed under 2008 Tariff guidelines in any other major Port Trust which is representative enough for that commodity giving detailed and sufficient justification. While adopting the Reference tariff, the tariff set under the Tariff Guidelines, 2008 shall be escalated to the extent of 60% of WPI per annum, as provided in the said guidelines for the period between 1st January of the year as prescribed in the relevant tariff order of this Authority under 2008 guidelines and 1st January of the subsequent relevant year when the Reference Tariff for the particular project in question is being notified. On receipt of the proposal, this Authority shall notify the Reference Tariff and Performance Standards within 15 days of receipt."

3. The NMPT had earlier, vide its letter dated 16 September 2014, filed a proposal for fixation of Reference Tariff following the principles of 2008 guidelines. Subsequently, the NMPT, vide its email dated 26 September 2014, requested to allow it to withdraw its earlier proposal dated 16 September 2014 since it proposed to file a new proposal for notifying the Reference Tariff adopting the reference tariff approved for Chennai Port Trust (CHPT) vide Order No.TAMP/20/2014-CHPT dated 30 June 2014.

4.1. The NMPT undercover of its email dated 7 October 2014 furnished its letter, feasibility report and list of users/stakeholders/shortlisted bidders. Later, the NMPT undercover of its email dated 9 October 2014 furnished its tariff proposal, proposed reference tariff schedule and the proposed performance standards for the project "Deployment of Harbor Mobile cranes at berth nos. 6, 7 & 14 through PPP mode on Build, Own and Operate (BOO) basis. Accordingly, the fresh proposal submitted vide its email dated 7 October 2014 and 9 October 2014 is taken up for processing.

4.2. The main points made by the NMPT in its letter dated 7 October 2014 are summarised below:

- (i). Owing to the growth of traffic, NMPT has decided to go in for privatization of the cargo handling service. The private operator is expected to supply, maintain and operate the two 100 tonne HMCs with Grab as per the requirement of the port.
- (ii). The port is proposing to award this project through PPP mode on Build, Own and Operate (BOO) basis for a period of 5 years including 3 months mobilization period. Since the project is for a period of 5 years only, two numbers of HMC of 100 ton capacity will meet the requirements. Considering the project period of 5 years, it is decided to allow the operator to provide cranes of not more than 5 years old, considering the life of the crane as 10 years. The project is expected to be awarded by the end of March 2015.
- (iii). The operator is expected to mobilise the equipment and commence the commercial operations from the second quarter of 2015-16. The operator is expected to unload and load the cargo from ship to shore and shore to ship only. The operator is not expected to render any service for shore handling operations for movement of cargo from shore to yard or vice versa.
- (iv). The Private operator will handle the dry bulk cargo and Break bulk cargo at the berth nos. 6, 7 and 14. The operator shall provide two HMCs of 100 T capacity for the ship to shore and vice versa for cargo handling operations of handling cargo at berth nos. 14, 6 and 7 only. The entire requirement of Berth No. 14 will be met by the proposed two HMCs. The two HMCs then could supplement the requirement of Berths 6 and 7. The requirement of other berths will be met by port's own arrangement. The operator will charge the tariff notified by TAMP as per the guidelines.
- (v). The NMPT has requested to notify the Reference Tariff in pursuance of the guidelines for determination of tariff at Major Ports, 2013 notified vide Notification No.TAMP/18/2013-Misc. dated 30 September 2013.
- (vi). Referring to Clause 2.2 of the Reference Tariff guidelines, 2013 the port has submitted that no Reference Tariff has been fixed in the NMPT under 2008 guidelines, which is representative / identical to the proposed Project. Hence, reference is drawn to the Notification no.TAMP/20/2014-CHPT dated 30 June 2014 passed by this Authority fixing Reference Tariff fixed for the Chennai Port Trust (CHPT) for handling dry bulk and other break bulk cargoes by HMC of 100 tonnes capacity. The main reason submitted by the NMPT for adopting the Reference Tariff notified by this Authority in CHPT, in its case, are as below:
 - (a). No Reference Tariff has been fixed for the NMPT under 2008 guidelines which is representative/identical to the proposed project.
 - (b). The operations and specifications of the cranes at the CHPT and NMPT are identical.
 - (c). The performance standards proposed at the NMPT and that approved at the CHPT are similar except that the NMPT is not contemplating to handle steel and bagged cargo.
- (vii). Further, the NMPT has stated that although the Reference Tariff proposal made by Chennai Port was with reference to the 2013 guidelines, they have adopted the 2008 guidelines in formulating their proposal.
- (viii). Since the Reference Tariff notified for CHPT vide the above mentioned notification for the dry bulk and other break bulk cargoes represents the proposed project and also the services to be provided at the NMPT, the NMPT has requested to approve the said Reference Tariff and notify the same to be applicable to NMPT.

4.3. Accordingly, the NMPT has proposed the following tariff and the performance standards:

I. Proposed Tariff:

1. Handling charges for use of 100 tonne Harbour Mobile Cranes:

(Rate in ₹ per tonne)

Sr. No.	Type of Cargo	Foreign	Coastal
(i).	Dry Bulk Cargo (including Fertilizers)	46.84	28.10
(ii).	Other Break Bulk Cargo	156.12	93.67

2. Miscellaneous charges for use of 100 tonne Harbour Mobile Cranes:

(Rate in ₹ per tonne)

Sr. No.	Type of Cargo	Foreign	Coastal
(i).	Dry Bulk Cargo (including Fertilizers)	0.96	0.57
(ii).	Other Break Bulk Cargo	3.19	1.91

Miscellaneous charges are for shifting of cargo within the vessel.

II. Performance Standards:

Concessionaire shall endeavour to handle cargo per day (24 Hrs of actual working) per Harbour Mobile Crane (HMC) or tonnage of proportionate hours of actual working as detailed below:

(a). For Dry Bulk Cargo

12500 Metric tonnes (average)/per day per MHC or equivalent crane.

(b). For Break bulk Cargo

Others - 3750 Metric tonnes (average)/per day per HMC
Weightage assigned for efficiency – 100%.

5. With reference to the totality of information furnished by the NMPT in its proposal, the following position emerges:

- (i). The New Mangalore Port Trust (NMPT) has filed the proposal for fixation of the reference tariff for deployment of 100 tonne HMC through PPP mode on Build, Own and Operate (BOO) basis for a period of 5 years under the Revised Guidelines for Determination of Tariff for Projects at Major Ports, 2013 by adopting of the Reference Tariff fixed by this Authority for the deployment of the 100 tonne HMC at the CHPT.
- (ii). Clause 2.2. of the Revised Tariff Guidelines of 2013 provides, inter alia, that in case no tariff has been fixed for a commodity at a major port trust or if the highest tariff fixed for a particular commodity in the concerned major port trust does not represent the project proposed to be developed, then concerned major port trust can propose to this Authority any other tariff fixed under 2008 tariff guidelines in any other major port trust, which is representative enough for that commodity giving detailed and sufficient justification.
- (iii). As rightly stated by the NMPT, no upfront tariff has been fixed under the 2008 Upfront tariff guidelines by this Authority for comparable / identical facility so far at NMPT. As per clause 2.2. of the Revised Reference Tariff guidelines of 2013 a Major Port Trust can propose to this Authority any other tariff fixed under 2008 Tariff guidelines in any other major Port Trust which is representative enough for that commodity giving detailed and sufficient justification. The NMPT has proposed to adopt the reference tariff fixed for 100 tonne Harbour Mobile Cranes (HMC) at the Chennai Port Trust (CHPT) vide Order No.TAMP/20/2014-CHPT dated 30 June 2014.

- (iv). As mentioned above, no tariff under 2008 Upfront tariff guidelines has so far been approved at NMPT. The NMPT has, therefore, proposed to adopt the reference tariff fixed at the CHPT vide Order dated 30 June 2014. The reference tariff for use of the 100 tonne HMC fixed at the CHPT envisages handling of dry bulk cargo (including fertilizer), steel & bagged cargo and other break bulk cargo. The NMPT has envisaged handling of dry bulk and other break bulk cargo only. Further, the NMPT has categorically stated that the 100 tonne HMCs proposed to be deployed has identical specifications and are for identical operations as that at CHPT. In view of the above it is noted that the NMPT has proposed to adopt the Reference Tariff fixed at the CHPT.
- (v). It is noteworthy that the Reference Tariff guidelines of 2013 states that the concerned major port trust can adopt the highest upfront tariff fixed under 2008 guidelines at its own port or any other major port trust which is representative enough for that commodity giving detailed and sufficient justification. The NMPT has, however, proposed to adopt the reference tariff fixed under 2013 guidelines. Although the Reference Tariff proposal formulated by Chennai Port Trust was with reference to the 2013 guidelines, the said tariff has been fixed following the principles of 2008 guidelines. The reference tariff fixed for CHPT is not by way of adoption of upfront tariff fixed for some other port. That being so, the reference tariff fixed for CHPT under 2013 tariff guidelines is treated as if the tariff was fixed under 2008 guidelines since the Reference tariff at CHPT has emerged out of following the principles of 2008 Guidelines. As justified by the NMPT, the operations and specifications of the 100 tonne HMC at the CHPT and NMPT are identical and that the performance standards of the crane envisaged by NMPT are same as that approved at CHPT. The cargo profile proposed to be handled at the NMPT viz. dry bulk cargo (including fertilizer) and other break bulk cargo is also same as CHPT except for one cargo item i.e. steel and bagged cargo which is not envisaged to be handled by the proposed HMC at the port. In view of the above, this Authority is inclined to accept the proposal of the NMPT for adopting the reference tariff fixed in the CHPT Order No.TAMP/20/2014-CHPT dated 30 June 2014.
- (vi). The fixation of reference tariff at CHPT followed normative approach as stipulated in the upfront tariff fixation guidelines of 2008. Therefore, the question of age of the crane envisaged to be deployed at the NMPT is not relevant and this Authority is not inclined to go into this matter.
- (vii). (a). The Revised Guidelines of 2013 stipulate that while adopting the Reference tariff, the tariff set under the Tariff Guidelines, 2008 shall be escalated to the extent of 60% of WPI per annum, as provided in the said guidelines for the period between 1st January of the year as prescribed in the relevant tariff order of this Authority under 2008 guidelines and 1st January of the subsequent relevant year when the Reference Tariff for the particular project in question is being notified.
- (b). As mentioned above, the Reference Tariff at the CHPT has been fixed based on the 2008 Upfront tariff guidelines in June 2014 with the base WPI for automatic adjustment every year as 1 January 2014. Since the reference tariff adopted by the NMPT pertains to the year 2014, the question of indexing it further does not arise. Thus, the proposal of the NMPT which in toto adopts the reference tariff fixed in CHPT except for excluding one cargo item, viz. steel and bagged cargo, is approved.
- (viii). (a). The NMPT has proposed the Performance Standards in respect of dry bulk cargo (including fertilizer) and other break bulk cargo. The cargo items for which Performance Standards are proposed match with the cargo items for which tariff has been proposed in the Reference tariff schedule of the CHPT. The NMPT has proposed the Performance

Standards by prescribing the norms at 12500 tonnes per day per HMC in case of dry bulk cargo and 3750 tonnes per day per HMC in case of break bulk cargo. These norms are seen to be in line with the performance standards prescribed at the CHPT vide Order No.TAMP/20/2014-CHPT dated 30 June 2014 and hence are approved.

- (b). It is relevant here to mention that Clause 2.5 of the 2013 revised tariff guidelines stipulates that the Reference Tariff and Performance Standards notified by this Authority would be mentioned in the bid document and subsequently in the Concession Agreement in respect of PPP Projects. As per the said guidelines, it is only on the achievement of the Performance Standards as incorporated in the Concession Agreement, that the operator would be eligible for any performance linked tariff. It is relevant to mention that the revised 2013 guidelines only requires prescription of performance standards. It does not stipulate as to what constitutes performance standard. Since the NMPT has expressed its desire to prescribe the performance standards as fixed in the case of CHPT, the same is notified by this Authority.

6.1. In the result, and for the reasons given above, and based on a collective application of mind, this Authority approves the Reference Tariff Schedule and the Performance Standards for supply, maintenance and operation of Harbour Mobile Cranes under PPP mode on Build, Own and Operate (BOO) for handling of dry bulk cargo and break Bulk Cargo.

6.2. Accordingly, the Reference Tariff Schedule is attached as **Annex - I** and the Performance Standards for deployment of the 100 tonne HMCs at the NMPT as proposed by the NMPT is attached as **Annex - II**.

6.3. As per clause 2.5 of the Revised Tariff Guidelines 2013, the Reference Tariff and Performance Standards notified by this Authority shall be mentioned in the bid document and subsequently in the Concession Agreement in respect of PPP Projects. Accordingly, the NMPT is advised to incorporate the Reference Tariff and Performance Standards approved by this Authority, in the bid document and subsequently in the Concession Agreement in respect of PPP Projects.

7.1. From the date of Commercial Operation (CoD) till 31st March of the same financial year, the tariff would be limited to the indexed Reference Tariff relevant to that year, which would be the ceiling. The aforesaid Reference Tariff shall be automatically revised every year based on an indexation as provided in para 2.2 of the revised guidelines of 2013 which will be applicable for the entire concession period.

However, the PPP operator would be free to propose a tariff along with Performance Standards (the "Performance Linked Tariff") from the second year of operation onwards, over and above the indexed Reference Tariff for the relevant financial year, at least 90 days before the 1st April of the ensuing financial year. Such Performance Linked Tariff shall not be higher than 15% over and above the indexed Reference Tariff for that relevant financial year (and this will be the Tariff Cap). The Performance Linked Tariff would come into force from the first day of the following financial year and would be applicable for the entire financial year.

7.2. The proposal shall be submitted to this Authority along with a certificate from the independent engineer appointed under the Concession Agreement of the Project indicating the achievement of Performance Standards in the previous 12 months as incorporated in the Concession Agreement or for the actual number of months of operation in the first year of operation as the case may be.

7.3. On receipt of the proposal, this Authority will seek the views of the Major Port Trust on the achievement of Performance Standards as outlined in para 5 of the Tariff Guidelines of 2013, within 7 days of receipt.

7.4. In the event of Operator not achieving the Performance Standards as incorporated in the Concession Agreement in previous 12 months, this Authority will not consider the proposal for notifying the Performance Linked Tariff for the ensuing financial year and the Operator shall be entitled to only the indexed Reference Tariff applicable for the ensuing financial year.

7.5. After considering the views of the NMPT, if this Authority is satisfied that the Performance Standards as incorporated in the Concession Agreement have been achieved, it shall notify the performance linked tariff by 15th of March to be effective from 1st of April of the ensuing financial year.

7.6. While considering the proposal for Performance Linked Tariff, this Authority will look into the Performance Standards and its adherence by the Operator. This Authority will decide on the acceptance or rejection of the Performance Linked Tariff proposal based on the achievement or otherwise of the Performance Standards by the operator. Determination of indexed Reference Tariff and Performance Linked Tariff will follow the illustration shown in the Appendix attached to the Tariff Guidelines of 2013.

7.7. From the third year of operation, the Performance Linked Tariff proposal from the PPP operator shall be automatically notified by this Authority subject to the achievement of Performance Standards in the previous 12 months period as certified by the Independent Engineer. The PPP operator, for the Performance Linked Tariff from the third year onwards, will submit the Performance Linked Tariff proposal along with the achievement certificate from the independent engineer by 1st March and this Authority shall notify by 20th March, the Performance Linked Tariff to be effective from the ensuing financial year.

7.8. As stipulated in Clause 6.2 of the revised 2013 guidelines, in the event any user has any grievance regarding non-achievement by the PPP operator of the Performance Standards as notified by this Authority, he may prefer a representation to this Authority which, thereafter, shall conduct an inquiry into the representation and give its finding to the NMPT. The NMPT will be bound to take necessary action on the findings as per the provisions of the respective Concession Agreement.

7.9. As stipulated in Clause 6.3.1 of the revised 2013 guidelines, within 15 (fifteen) days of the signing of the Concession Agreement, the concerned operator will forward the Concession Agreement to this Authority which will host it on its website.

7.10. As stipulated in Clause 6.3.2 of the revised 2013 guidelines, PPP operator shall furnish to this Authority quarterly reports on cargo traffic, ship berth day output as well as the tariff realized for each berth. The quarterly reports shall be submitted by the PPP operator within a month following the end of each quarter. Any other information which is required by this Authority shall also be furnished to them from time to time.

7.11. As stipulated in clause 6.3.3 of the revised 2013 guidelines, this Authority shall publish on its website all such information received from PPP operator. However, this Authority shall consider a request from the PPP operator about not publishing certain data/ information furnished which is 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 upon publication. The decision of this Authority in this regard would be final.

(T.S. Balasubramanian)
Member (Finance)

NEW MANGALORE PORT TRUST

**REFERENCE TARIFF SCHEDULE FOR OPERATING MOBILE HARBOUR CRANES AT
BERTHS 6, 7 AND 14 OF NEW MANGALORE PORT TRUST**

1.1. Definitions – General

In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply:

- (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 competent authority.
- (ii). **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- (iii). **“Day”** shall mean the period starting from 6 a.m. of a day and ending at 6 a.m. on the following day.
- (iv). **“HMC”** means Mobile Harbour Crane of supplied by the BOO operator for the project.

1.2. General Terms & Conditions

- (i).
 - (a). The cargo related charges for all coastal cargo other than crude including POL, Iron ore and Iron pellets and thermal coal should not exceed 60% of the normal cargo 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.
 - (c). Cargo from a foreign port which reaches an Indian Port “A” for subsequent transshipment to Indian Port “B” will be levied the concession charges relevant for its coastal voyage. In other words, cargo from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
 - (d). The charges for coastal cargo vessels shall be denominated and collected in Indian rupee.
- (ii). Interest on delayed payments / refunds.
 - (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the HMC operator shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 2% above the prime lending rate of the State Bank of India.
 - (c). The delay on refunds will be counted only 20 days from the day of completion of services or on production of all the documents required from the users, whichever is later.
 - (d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the HMC operator. This provision shall, however, not apply to the cases where payment is to be made before availing the services where payment of charges in advance is prescribed as a condition in the scale of rates.
- (iii). All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.

- (iv). No claims for refund shall be entertained unless the amount refundable is ₹100/- or more. Likewise, the HMC operator shall not raise supplementary bills for short collection, if the amount due to the HMC operator is less than ₹100/-.
- (v). (a). The rates prescribed in the Scale of Rates are ceiling levels: likewise, rebates and discounts are floor levels. The HMC operator may, if he so desires, charge lower rates and / or allow higher rebates and discounts.
- (b). The HMC operator may also, if he so desires, rationalise the prescribed conditionality governing the application of rates prescribed in the Scale of Rates, if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
- (c). Provided that the HMC operator should notify the public such lower rates and / or rationalisation of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates, provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (vi). Users will not be required to pay charges for delays beyond reasonable level attributable to BOO operator. In case a vessel idles due to breakdown or non-availability of the shore based facilities of BOO Operator or any other reasons attributable to HMC Operator, rebate equivalent to berth hire charges payable to the New Mangalore Port Trust (as per the prevailing scale of rates of New Mangalore Port Trust) accrued during the period of idling of vessel shall be allowed by BOO Operator.

2. Handling charges for use of 100 tonne harbour mobile cranes:

(Rate in ₹ per tonne)			
Sl. No.	Type of Cargo	Foreign	Coastal
1	Dry Bulk Cargo (including Fertilizers)	46.84	28.10
2	Other Break Bulk Cargo	156.12	93.67

Note : The per tonne handling charges in respect of Dry Bulk Cargo and other Break Bulk Cargo is towards handling of cargo from ship to shore using grab and vice versa.

3. Miscellaneous charges for use of 100 tonne harbour mobile cranes :

(Rate in ₹ per tonne)			
Sl. No.	Type of Cargo	Foreign	Coastal
1	Dry Bulk Cargo (including Fertilizers)	0.96	0.57
2	Other Break Bulk Cargo	3.19	1.91

Note : The per tonne miscellaneous charges in respect of Dry Bulk Cargo and other Break Bulk Cargo is towards shifting of cargo within the vessel.

4. General note to schedule (2) above:

The tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1st January 2014 and 1st January of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31st March of the following year.

Annex - II

Performance Standards for the project for supply, maintenance and operation of Harbour Mobile Cranes in New Mangalore Port Trust under PPP mode on Build, Own and Operate (BOO) basis for a period of 5 years

Performance Standards

Concessionaire shall endeavour to handle cargo per day (24 Hrs of actual working) per Harbour Mobile Crane (HMC) or tonnage of proportionate hours of actual working as detailed below.

a. For Dry Bulk Cargo

12500 Metric tonnes (average)/per day per MHC or equivalent crane.

b. For Beak bulk Cargo

Others - 3750 Metric tonnes (average)/per day per HMC
