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Tariff Authority for Major Ports

G.No. 482 **New Delhi,** **21 December, 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 disposes of the proposal received from Chennai Port Trust (CHPT) for fixation of normative tariff for stevedoring and shore handling operations at CHPT, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports
Case No. TAMP/77/2016-CHPT

Chennai Port Trust **…** **Applicant**

QUORUM

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

O R D E R
(Passed on this 14th day of November 2017)

This case relates to a proposal received from Chennai Port Trust (CHPT) for fixation of normative tariff for stevedoring and shore handling operations at CHPT.

2. The Ministry of Shipping (MOS) vide its letter no. PD-11033/73/2013-PT (pt) dated 14 June 2016 has forwarded the Stevedoring and Shore Handling Policy for Major Ports, 2016 to be effective from 01 August 2016. Subsequently, MOS vide its letter no. PD-11033/73/2013-PT dated 7 October 2016 read with 17 October 2016 has issued the Guidelines for determination of upfront tariff for Stevedoring and Shore Handling Operation as a policy direction under Section 111 of the Major Port Trusts Act, 1963. The said guidelines have been notified by this Authority under the letter no. 407 dated 15 November 2016.

3. A workshop was held on 5 November 2016 on the Guidelines for Determination of Upfront Tariff for Stevedoring and Shore Handling Operations authorized by Major Port Trusts under Section 42 (3) of the Major Port Trusts Act, 1963, issued by the MOS. Senior Officials of all the Major Port Trusts including CHPT, participated in the said workshop.

4.1. In this backdrop, CHPT has come up with a proposal for fixation of normative tariff for stevedoring and shore handling operations in December 2016. The CHPT vide its email dated 19 December 2016 has forwarded a proposal duly furnishing draft Scale of Rates (SOR) alongwith conditionalities governing the SOR and proposed Performance Standards.

4.2. The main points made by CHPT in its proposal dated 19 December 2016 are summarized below:

(i). The proposal for fixation of normative tariff for carrying out Stevedoring and Shore handling operations by private licensed agencies at CHPT is formulated based on the Guidelines for determination of Upfront Tariff for Stevedoring and Shore handling operations issued by Ministry of Shipping and also taking into account the port specific conditions prevailing at CHPT.

(ii). The approach/ methodology adopted for preparation of the proposal and deviations from the guidelines along with justification, is furnished alongwith the proposal.

(iii). The Cost Statements, proposed draft Normative Tariff Schedule along with Definitions, Performance Standards and Notes are furnished.

(iv). The comments from Chennai Port Stevedores' Association (CPSA) vide its letter dated 28.11.2016 received during the course of preparing the proposal is furnished.

4.3. The highlights of the proposal, approach/ methodology adopted and deviations from the guidelines along with justification as furnished by CHPT in its proposal are as follows:

(i). **Cargo Profile**:

(a). As per the Guidelines, the Dry Bulk cargo and Break Bulk cargo are classified under 12 groups each. The actual cargo handled by the Chennai Port during the last 3 years fall under 9 groups in respect of Dry Bulk cargo and 6 groups in respect of Break Bulk cargo. It was observed that the productivity of individual cargo varies due to various densities of cargo, method of handling, etc.

(b). As per the Guidelines, same norms have been suggested for both import and export of a cargo. But, in reality, the method of handling for import cargo will vary for the same cargo when exported, depending on various factors like aggregation of cargo, type of equipment used for import and export, etc. leading to variation in productivity. Similarly, certain cargoes require various operations like slinging, dragging, unlashing, lifting, etc. during import, which is done before they are landed on the wharf. On the other hand, the same cargo that is exported is directly lifted and stored into an empty hatch. Most of the times the export cargo is pre slung which enables faster stowage leading to higher productivity. Therefore, there will be variation of productivity norms for the same cargo that is imported or exported. Further, in CHPT, some of the cargoes are only exported and some other cargoes are only imported.

(c). For the reasons stated above, the normative tariff for stevedoring and shore handling operations at CHPT has been proposed for individual commodities and for import and export separately. Based on the cargo handled during the last 3 years, tariff has been proposed for 33 individual commodities, viz. 19 commodities under Dry bulk category (13 import and 6 export) and 14 commodities under Break bulk category (8 import and 6 export). If any new cargo is handled in future, the charges for the cargo with similar nature, handling method and productivity norms will be adopted.

(ii) **<u>Handling Method</u>**:

(a). The Guidelines envisage handling of dry bulk cargo using Ship Crane or Shore Crane or Harbour Mobile Crane (HMC) or combination of these. At CHPT, the dry bulk cargo is handled through Ship Crane or HMC or rarely by wharf crane. The HMC is provided by the Private operator for which HMC hire charges are payable based on actual deployment, at TAMP approved rates and Performance standards. The norms for handling cargo using HMC is also incorporated in the Agreement entered with the Private operator. Hence, the tariff for stevedoring operations for dry bulk cargo has been separately worked out for two methods of operations, viz. (i) using Ship Crane and (ii) using HMC.

(b). For break bulk cargo, the guidelines envisage handling with only Ship crane and HMC has not been mentioned. Accordingly, the tariff for stevedoring operations for break bulk cargo has been worked out for handling with Ship crane only.

(c). In respect of Shore handling, the guidelines provide for calculation of tariff for dry bulk cargo under 5 methods and for break bulk cargo under 4 methods. As hoppers are rarely used at CHPT, the two methods of operations involving use of hoppers have not been considered as separate methods. However, charges for using Hopper is separately given as additional tariff.

(d). The guidelines also provide for calculation of shore handling charges for the distance of ‘within 1 km.’ and ‘beyond 1 km.’ separately, under three methods. But as per the geographical profile of CHPT, the average distance for transportation of cargo within the port limits is around 1.5 km., which has been considered for fixing charges for shore handling operations.

(e). The tariff for Shore handling operations for both dry bulk cargo and break bulk cargo have been worked out separately under the three methods of operation, viz. (i) cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery and vice versa, (ii) cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery and vice versa and (iii) cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery and vice versa.

(f). Method 1, i.e. 'cargo unloaded onto trucks and moved to storage yard within port premises' is not considered for handling dry bulk cargo with HMC as the grab capacity is more than the Truck capacity. Likewise, on the export side, direct loading of dry bulk cargo from truck onto vessel is not feasible either with Ship Crane or HMC. Hence, Method 1 is not considered for export of dry bulk cargo.

(g). The guidelines do not prescribe norms for railway operations. However, in CHPT some cargo are received/ dispatched through rail mode. Hence, separate charges applicable for rail loading/ unloading operations have been calculated, which will be payable in addition to the shore handling tariff wherever rail loading / unloading activity is involved.

(iii) **Optimal capacity**:

(a). The optimal capacity per shift for handling with Ship crane in respect of 33 individual commodities have been considered based on last 3 years' average actual productivity with minor adjustments to take care of the change in cargo profile and volume of cargo handled during the last 3 years. Since norms proposed by CHPT are based on the performance of the Port during the last 3 years under port specific conditions, the same is considered in terms of clause 1.8 of the guidelines.

(b). For handling the dry bulk cargo using HMC, TAMP approved Performance Standards and incorporated in the Agreement entered with the HMC operator has been considered. The No. of HMCs has been considered as two per vessel for arriving at the optimal capacity per shift.

(iv). **Equipment Norms**:

(a). **Stevedoring**:

(i). The guidelines stipulate a norm of one Dozer per hatch for handling dry bulk cargo. However, considering the nature of cargo, Dozer / Pay loader / Poclain has been considered for on-board operations. No. of equipment has been increased/ decreased for some cargo depending on nature of cargo and operational requirements. Special type Lotus / Orange Peel grab has been taken for HMS and shredded scrap. For HMC operation, two nos. Dozer / Payloader / Poclain has been taken for each HMC.

(ii). The guidelines stipulate a norm of 1 DFLT per hatch for handling break bulk cargo. However, considering the nature of cargo, lower / higher capacity equipment has been considered for on-board operations. No. of equipment has been increased / decreased for some cargo depending on nature of cargo and operational requirements. Spreader has been considered for Excavator and Project cargo.

(b). **Shore handling**:

(i). The norms prescribed in the guidelines towards equipment requirement for shore handling operations when Ship Cranes are used for loading / discharge of cargo has been modified taking into account the nature of cargo and operational requirement. Type of equipment, capacity have been modified based on handling requirement and wherever necessary no. of equipment has been increased / decreased based on nature of cargo. No. of Trucks for transportation has been considered based on the average distance of 1.5 km. and the nature & density of the cargo.

(ii). However, when HMCs are used for loading / discharge of cargo, the cargo has to be evacuated from the wharf quickly for achieving the full productivity of HMC. Hence, more number of equipment has been considered for shore handling operations to match the higher productivity of HMC.

(iii). The handling equipment considered for all the cargoes are for landing the cargo from the vessel and movement to the Stack yard or transit area and vice versa only. Subsequent movement of the cargo for wagon loading or loading onto the trucks for delivery or vice versa is not included. Equipment requirement for wagon loading / unloading at common railway siding has been considered separately.

(v) **Equipment Hire Charges**:

(a). The equipment hire charges for various equipment has been considered based on the feedback received from the trade on the existing market rates, in line with clause 3.5.6 and 4.5.6 of the guidelines. [A statement showing equipment hire charges considered for various equipment is furnished by CHPT].

(b). The hire charges in respect of HMC has been considered at the rates approved by TAMP for the existing HMC operator at CHPT, viz. M/s.Global Port Solutions with annual escalation applicable for the year 2016-17.

(c). As per the norms prescribed in the guidelines, the equipment hire charges are to be considered on per shift basis. However, taking into account the feedback from the trade and practice followed, the hire charges for Grabs, Trucks 40 T, Hopper and Taurpalin have been considered on 'per M.T.' basis.

(vi). **Labour Cost**:

(a). As per the guidelines, the labour deployment for stevedoring operations shall be as per the norms prescribed by the National Industrial Tribunal Award. At CHPT, the NIT Award has been implemented in toto with effect from 21.9.2015 as per the orders of the High Court. Accordingly, the manpower requirement for stevedoring operations has been considered as per the existing deployment norms followed by the Port.

(b). For handling dry bulk cargo with Ship crane, the no. of hooks has been considered as per the guidelines. For handling dry bulk cargo with HMC, the no. of hooks has been considered as 2 at par with the no. of HMCs. For handling break bulk cargo with Ship crane, the no. of hooks has been considered as 3 for all commodities.

(c). The charges for deployment of labour for stevedoring operations has been considered at the rates approved by TAMP in the revised Scale of Rates (SoR) effective from 9.11.2016. An increase of 15% on the SoR rate has been considered towards Wage Revision for Class-I to IV employees of all Major Ports due from 1.1.2017.

(d). As per the SoR of CHPT, the piece rate incentive shall be paid by the stevedores at actuals. The piece-rate incentive per shift per worker has been considered based on the actual piece-rate incentive paid from 15.10.2015 to 30.9.2016 and included in the estimated labour cost. [The detailed working for Piece Rate Incentive is furnished by CHPT].

(e). The labour cost for shore handling operations in this proposal has been considered as per the norms, i.e. 5% and 10% of the equipment hire charges for dry bulk cargo and break bulk cargo respectively to meet the labour requirement at wharf and stack yard.

(f). As per Section-4, Sl. No. 4.2 of the revised SoR of CHPT implemented from 9.11.2016, a piece-rate incentive of ₹.4/- per M.T. is payable for receipt/ delivery/ inter-carting, except in the case of direct delivery/ shipment. Accordingly, ₹.4/- per M.T. has been added to the labour cost for shore handling operations under Methods 2 & 3 of Shore handling operations.

(g). As per Section-4, Sl. No. 4.3 of the revised SoR of CHPT implemented from 9.11.2016, a special levy of ₹.1/- per M.T. is payable towards wage revision arrears on all cargo involving deployment of cargo handling workers and collected through Import/ Export Applications. Accordingly, ₹.1/- per M.T. has been added to the labour cost for shore handling operations under all the 3 methods.

(vii) **Revenue Requirement & Tariff**:

(a). The operational overheads, administrative overheads and margin have been considered as per the norms prescribed in the guidelines to arrive at the Revenue Requirement on per shift basis for various commodities.

(b). The normative tariff for individual commodities has been calculated on per M.T. basis by dividing the Revenue Requirement per shift with the optimal capacity per shift.

(viii). **Proposed draft Normative tariff schedule**:

(a). The proposed draft normative tariff schedule has been framed based on the rates arrived for Stevedoring and Shore handling operations under different methods of handling.

(b). Definitions and Notes have been proposed based on Stevedoring and Shore Handling Policy 2016, Guidelines for determination of Normative tariff for Stevedoring and Shore handling operations 2016, Terms & Conditions in the SoR of CHPT and methodology followed for arriving at normative tariff.

(c). As per the Guidelines (clause 7.1), the Licensed Agents would be entitled to 100% WPI indexation on achievement of Performance standards as prescribed in the Berthing Policy issued by the MoS vide letter dated 16.6.2016. However, in order to give minimum inconvenience to the Trade and based on the discussions held in the TAMP workshop, the optimal capacity arrived based on average performance for the last three years has been taken as the Performance Standards in the proposed draft Normative tariff schedule for 100% WPI indexation.

(d). The charges for use of Hopper and charges for wagon loading/ unloading operations at Railway siding have been prescribed as additional tariff items.

(e). The normative tariff does not include cost for deployment of additional / specialized equipments and services like bagging, etc. which the stevedores may render at the request of the importer / exporter. A note in this regard has been included in the proposed draft Normative tariff schedule.

(ix) **General**:

(a). The Guidelines do not prescribe any format for cost statements. Based on the guidelines and inputs obtained, the following cost statements have been prepared and furnished:

(i). Statement showing productivity norms as per Guidelines vis-à-vis norms considered for normative tariff fixation.

(ii). The estimation of equipment hire charges for dry bulk cargo and break bulk cargo for stevedoring operation.

(iii). The estimation of equipment hire charges for dry bulk cargo and break bulk cargo for shore handling operation.

(iv). The estimation of labour charges for dry bulk cargo and break bulk cargo for stevedoring operation.

(v). The estimation of labour charges for dry bulk cargo and break bulk cargo for shore handling operation.

(vi). Determination of normative tariff for dry bulk cargo and break bulk cargo for stevedoring operation.

(vii). Determination of normative tariff for shore handling operation for dry bulk cargo and break bulk cargo handled with ship crane.

(viii). Determination of normative tariff for shore handling operation for dry bulk cargo and break bulk cargo handled with HMC.

(ix). Determination of normative tariff for wagon loading / unloading at common railway siding

(x). Consolidated Normative Tariff Schedule for Stevedoring and Shore handling operations under different handling methods.

(b). The Guidelines do not cover norms for handling automobiles and other break bulk cargo in RoRo vessels with own wheels or using MAFI. Hence, the present proposal does not cover these operations, for which a separate proposal will be submitted in due course.

(c). At CHPT, the containers are handled by the private terminal operators on BOT basis. However, the Port is handling small quantum of containers, around 2000 containers per annum, mostly coastal containers. The normative tariff for the containers will be worked and a separate proposal will be submitted in due course.

4.4. The CHPT has also furnished the ‘Performance Standards’ and ‘Tariff Schedule for Dry Bulk Cargo (by using Ship Crane, Harbour Mobile Crane), additional charges and Break Bulk Cargo’ along with its proposal. The details of Performance Standards and Tariff Schedule for Dry Bulk Cargo and Break Bulk Cargo are given below:

A. Performance Standards

(i). Dry Bulk Cargo

Sl. No.	Commodity	Productivity per shift (in M.T.)	
		Using Ship Crane	Using Harbour Mobile Crane
A	**Import**		
1	Ammonium Sulphate	2000	8333
2	Muriate of Potash	2000	8333
3	Rock Phosphate	2000	8333
4	Sulphur	1800	8333
5	Urea	1400	8333
6	Silica sand	1400	8333
7	Dolomite	4200	8333
8	Limestone	3400	8333
9	Iron Ore Pellet	3300	8333
10	Gypsum	3000	8333
11	Food grains	1400	8333
12	Shredded Scrap	1800	8333
13	Heavy Melting Scrap	750	8333
B	**Export**		
14	Food grains (Maize, Raw sugar, etc.)	700	8333
15	Barytes	3400	8333
16	Cobble Stones	2400	8333
17	Mil Scale	3500	8333
18	Cement clinkers	3700	8333
19	Ferro slag	3500	8333

(ii). Break Bulk Cargo

Sl. No.	Commodity	Productivity per shift (in M.T.)
A	**Import**	
1	Steel bar/tubes/ pipes	850
2	Steel CR Coil	1700
3	Steel Plate	1400
4	Steel Billet	850
5	HR Coil	2300
6	Excavator	450
7	Project cargo (including Machinery)	450
8	Logs	700
B	**Export**	
9	Steel Billet/bar/ tubes/ pipes	1000
10	Steel CR Coil	1200
11	Granite Block	1000
12	HR Coil	2300
13	Barytes - J. Bags	1200
14	Project cargo (including Machinery, Windmill & Excavator)	250

B. Proposed Scale of Rates:

(i) Dry Bulk Cargo

(a) <u>Using Ship Crane</u>

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations	Shore handling operations		
			Method 1	Method 2	Method 3
A	**Import**		Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery	Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery	Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery
1	Ammonium Sulphate	107	78	110	34
2	Muriate of Potash	107	78	110	34
3	Rock Phosphate	107	78	110	34
4	Sulphur	150	103	142	41
5	Urea	114	82	113	32
6	Silica sand	130	152	230	80
7	Dolomite	77	52	82	32
8	Limestone	83	63	100	38
9	Iron Ore Pellet	110	82	119	39
10	Gypsum	88	53	76	25
11	Food grains	131	111	153	44
12	Shredded Scrap	199	109	196	89
13	Heavy Melting Scrap	285	133	179	47
B	**Export**		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks	Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel	Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel
14	Food grains (Maize, Raw sugar, etc.)	212	Direct loading from Trucks to the vessels using Crane grab is not practically feasible.	298	80
15	Barytes	94		147	51
16	Cobble Stones	97		138	50
17	Mil Scale	92		97	37
18	Cement clinkers	90		92	36
19	Ferro slag	92		97	37

(b) <u>Using Harbour Mobile Crane</u>

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations	Shore handling operations		
			Method 1	Method 2	Method 3
A	**Import**		Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery	Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery	Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery
1	Ammonium Sulphate	92	Direct unloading on to Trucks is not feasible since Grab capacity of HMC is more than Truck capacity.	127	20
2	Muriate of Potash	92		127	20
3	Rock Phosphate	92		127	20
4	Sulphur	97		130	22
5	Urea	90		127	20

6	Silica sand	92		127	20
7	Dolomite	92		127	20
8	Limestone	92		127	20
9	Iron Ore Pellet	97		127	20
10	Gypsum	92		127	20
11	Food grains	92		127	20
12	Shredded Scrap	112		139	32
13	Heavy Melting Scrap	101		111	13
B	**Export**		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks	Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel	Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel
14	Food grains (Maize, Raw sugar, etc.)	92	Direct loading from Trucks to the vessels using HMC grab is not practically feasible.	116	16
15	Barytes	97		116	16
16	Cobble Stones	92		116	16
17	Mil Scale	97		116	16
18	Cement clinkers	97		116	16
19	Ferro slag	97		116	16

(c) <u>Additional charges</u>

Sl. No.	Particulars	Rate per M.T. (in ₹.)
1.	Use of Hopper for unloading of cargo	45
2.	Wagon Loading at Railway siding	36
3.	Wagon Unloading at Railway siding	59

(ii) Break Bulk Cargo

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations	Shore handling operations		
			Method 1	**Method 2**	**Method 3**
A	**Import**		Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery	Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery	Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery
1	Steel bar/tubes/ pipes	169	155	279	126
2	Steel CR Coil	139	143	257	116
3	Steel Plate	169	124	202	80
4	Steel Billet	169	155	279	126
5	HR Coil	127	150	210	61
6	Excavator	389	96	103	29

7	Project cargo (including Machinery)	427	244	427	185
8	Logs	341	NA	367	212
B	**Export**		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks	Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel	Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel
9	Steel Billet/bar/ tubes/ pipes	178	143	250	108
10	Steel CR Coil	197	171	279	110
11	Granite Block	175	275	NA	NA
12	HR Coil	127	150	210	61
13	Barytes - J. Bags	255	102	NA	NA
14	Project cargo (including Machinery, Windmill & Excavator)	768	379	703	326

4.5. The comments of Chennai Port Stevedores' Association (CPSA) vide its letter dated 28 November 2016 as forwarded by the port alongwith its proposal are as follows:

(i). Neither TAMP nor CHPT have the legal standing to fix stevedoring and Shore handling tariff nor do they have requisite knowledge to accurately determine various cost elements in the complicated process of establishing a commodity wise tariff for onbroad stevedoring. Broadly, we are not against the New Stevedoring Policy objectives and welcome the move of the Ministry to streamline stevedoring and shore handling operations.

(ii). On the issue of a Combined license for both shore and on board operations, it is pointed out that traditional stevedoring operations are upto hook point while discharging and from the hook point while loading. All other activities come under shore handling. Compelling stevedores to mandatorily perform shore operations would be unfair and illegal and the conditions of the license must allow licensees to either perform on board or on shore operations or both, only as required.

(iii). In the case of General cargo stevedoring for Liner Cargo where Port Trusts are the legal bailees of the cargo, it is legally impossible to insist that the on board stevedore also undertake the on shore logistics. This is relevant whenever there are multiple receivers of shippers, each having individual contracts with different companies.

(iv). With regard to fixing of a normative tariff, each cargo operation is unique and could have a number of different ways of handling. Taking a weighted average will lead to unrealistically high or low rates, which may not serve any useful purpose.

(v). It is our considered opinion that TAMP does not have the wherewithal to fix Normative Tariff for Stevedores cum Handling License holders.

(vi). With respect to the Guidelines for determination of Upfront Tariff, the following parameters have not been considered.

(a). In 3.3 optimal capacity is to be calculated on per shift basis for each cargo to be handled. It is well known and documented fact that in all Ports, in a shift of 8 hours only 5 hours of work takes place with the gangs arriving late, taking extended breaks and leaving early. How does the tariff account for this?

(b). In 3.4, how can Capital Cost not be accounted for? Many stevedores have spent crores of Rupees building assets for smooth and efficient handling. Hire rates in various Ports will not be reflective of TAMP's own formula of ROCE + 16 %, how will the Tariff account for this?

(c). In 3.4.1 and 3.4.2, no allowance has been made for different vessel sizes, speed of cranes (depending on number of generators operating as per charter party terms), speed of luffing and slewing of the cranes, hatch opening sizes, tween deck sizes, tween deck openings based on coamings or if flush tween, length of hatch, position of frames affecting the stow or removal, position of Australian ladders affecting the handling, multiple stows and restows, shifting etc., How will the tariff account for this?

(d). In 3.4.2, Annexure 6 is totally inadequate. Each break bulk cargo has unique cargo handling equipment requirements. For example, Chennai Port's number one client, Hyundai Motors will not allow wire rope slings to be used to discharge CR Steel Coils in order to prevent the slightest of chafing damage. Expensive cored, web slings, imported from Korea are used. This normative Tariff does not cover such expensive equipment. Silica sand used by St.Gobain Glass and imported in Jumbo bags, cannot be handled by hooks. Expensive webbed, net slings need to be manufactured for this handling. Steel slabs have to be handled by heavy chain slings, these are very expensive. Also long steel plates (12+ meters) need 2 forklifts to lift and place. Project cargoes need spreader bars of varying capacities and lengths to prevent chafing and compression damage. Annexure 7 does not cover use of magnets for Steel scrap cargoes or expensive orange peel, claw grabs. Size of grabs and use of payloaders inside the hatch, for handling bulk cargo depends on the capacity of the cranes and size of hatches apart from nature of cargo (hygroscopic or free flowing or hardened etc). This list of inadequacies is endless!!!!

(e). In 3.5, no allowance has been made for use of private labour for lashing and unlashing activities which the Trust supplied labour will not perform. No allowance has been made for dunnage debris clearance or hatch sweeping and cleaning costs which are to be done by the stevedore. Each stevedore has his own allowance for administration and operational overheads. Contracts demand extensive insurance cover, which is expensive and such costs are included in the stevedoring rates. One room, fly by night stevedores cannot be clubbed with large organizations having a large number of staff. 20 % may be acceptable for PPP projects, under the MCA calculation but is incorrect for ongoing stevedoring operations.

(f). In 4.5, it has been written that per shift productivity per 4.3 is to be achieved. It is pertinent to point out that the cost of paying incentive or "speed money" to the Port labour has not been factored. Without the payment of this money, the Port labour will only perform to the DATUM requirements. As an example, at Chennai Port, OFFICIAL DATUM for Granites is 221 MT per 7.5 hours whereas TAMP guidelines have stated 500 MT per shift per hook. For Steel Coils at Chennai, Datum is 394 MT whereas TAMP norms are 1360 MT. The actual average productivity at Chennai for Coils is 900 MT's!!! Such a dichotomy, cannot exist. The DATUM levels must be changed, to reflect current requirements and must be done in consultation with the Labour Unions before embarking on such an exercise, otherwise your efforts will only serve to increase illegal demands by the labour leading to increased costs which will not covered by your tariff calculation.

(g). In 4.5.7, it is written that 5 % and 10 % of equipment hire for bulk and break bulk respectively is sufficient for estimating labour cost. We have no idea how TAMP opines that such a broad normative fixing is appropriate? Each cargo demands a specified number of labour to work with and no percentage allowance can suffice.

(h). In 5, TAMP has allowed 20 % as Allowable margin. It is for each individual stevedore to decide what margin he wants to work at, as enshrined in our Fundamental Rights.

(i) In 7 there is mention of Performance Linked Tariff and achieving Performance standards. Majors Ports are custodians of the land and accesses, there are huge downstream issues such as last mile connectivity which are not in the control of the stevedore. All these are factored in by the stevedore while quoting a rate. Port Trusts have to be held accountable for their own failures, which are numerous. All liability and blame cannot be fixed on the stevedore and this cannot be left to the Port Trusts, which are liable to misuse this authority.

(j). For ease of understanding, attached is a graphic detailing the complexity of granite and steel cargo operations at Chennai Port and thus the futility of Chennai Port in attempting to fix the normative tariff.

(k). These are but a few inconsistencies in the guideline document and we urge you NOT to undertake this futile exercise of fixing normative tariffs for stevedoring.

(l). For a historical perspective of our efforts thus far, we the stevedores are signatories to the 12(3) settlement at the time of the merger of the DLB with Chennai Port to form the Cargo Handling Division (CHD). No operational changes, including Tariff fixation can be made without the involvement of the Unions and the Stevedores especially in changing the DATUM levels.

(m). We are, therefore, unable to agree to any tariff fixation, at this time, based on the submissions above, which are a few of the issues that need to be dealt with. Furthermore, unless datum changes are made, any exercise undertaken will be futile.

5.1. While acknowledging the proposal to CHPT vide our letter dated 21 December 2016**,** the CHPT was requested to furnish the copy of the Minutes of the Board meeting approving the proposal in reference. The CHPT was informed about the list of users / user organisations to whom the proposal is being circulated and was also requested to furnish the list of any other major users/ organizations/ stevedores who may have to be consulted in this case.

5.2. In response, the CHPT vide its e-mail dated 29 December 2016 has furnished the list of additional users/ organisation bodies/ stevedores to be consulted in the case in reference.

5.3. With regard to the approval of the Board, the CHPT vide its letter dated 11 April 2017 has forwarded the extract from the Minutes of the Board Meeting held on 20 February 2017. As seen from the document, the Board has resolved to approve the proposal for normative ceiling tariff for fixation of Stevedoring and Shore Handling charges, comprising of methodology, cost statements and draft ceiling tariff schedule with definitions, performance standards and notes to tariff schedule and also to ratify the submission of proposal to TAMP. Further, the Board has also resolved that any changes/ modification required in the proposal as per directions of MOS/ TAMP or based on the comments from users may also be carried out and sent to TAMP and a proposal for ratification be submitted to the Board in the next Board Meeting.

5.4 Subsequently, the CHPT vide its letter dated 19 June 2017 has furnished the Board resolution ratifying the revised proposal furnished by CHPT to TAMP in April 2017.

6. In accordance with the consultative process prescribed, a copy of the CHPT proposal dated 19 December 2016 was forwarded to the concerned users/ user organizations including the users/ user organizations as suggested by CHPT vide our letters dated 21 December 2016 and 03 January 2017 seeking their comments. Some of the users / user organisations have

furnished their comments which was forwarded to CHPT as feedback information. After reminders dated 24 February 2017 and 4 April 2017**,** the CHPT has responded vide its letter dated 11 April 2017.

7.1. In the meantime, considering that the proposal is under consultation and as it may take some more time to dispose of the case and keeping in view that the MOS has directed this Authority for immediate action, this Authority vide its Order dated 8 February 2017 has granted ad-hoc approval to the upfront tariff for stevedoring and shore handling operations and Performance Standards as proposed by the port as an interim arrangement, pending fixation of final rates by this Authority after completion of the consultation process. This Authority has also directed that the final rates to be approved by this Authority will have a prospective effect and that the interim rate adopted in an ad-hoc basis will be recognised as such and further that there will not be any question of refund / recovery, if any, in case of variation between ad-hoc rates and final rates.

7.2. The Notification and Order has been communicated to the CHPT and the concerned users / user organisation vide our letter dated 24 February 2017. The said Order has been notified in the Gazette of India Extraordinary (Part III Section 4) on 21 February 2017 vide Gazette No. 64.

8.1. The joint hearing on the case in reference was held on 17 February 2017 at the CHPT premises. At the joint hearing, the CHPT made a brief power point presentation on the proposal. At the joint hearing, the users/ user organisations and the CHPT have made their submissions.

8.2. As agreed at the joint hearing, the CHPT was requested vide our letter dated 24 February 2017 to consider revising its proposal based on the submissions made by the Stevedores/ users during the joint hearing.

9.1. After a reminder dated 3 April 2017**,** the CHPT vide its letter No.A.O.(SoR)/10611/ 2015/FR dated 11 April 2017 has furnished its revised proposal based on the comments received from the CPSA. A comparative position of the original proposal dated 17 December 2016 vis-à-vis revised proposal dated 11 April 2017 in reference is detailed below.

(i). **<u>Productivity Norms</u>**

The optimal capacity per shift has been reviewed in respect of some of the cargoes for handling with ship's crane. A comparative details are given below :

Sl. No.	Commodity	Norms per shift as per proposal dated 17.12.16 (in M.T.)	Revised norms per shift as per proposal sated 11.04.2017 (in M.T.)
I	**Dry bulk cargo**		
A	**Import**		
1	Ammonium Sulphate	2000	1500
2	Sulphur	1800	1200
3	Urea	1400	1200
4	Shredded Scrap	1800	1350
5	Heavy Melting Scrap	750	525
II	**Break Bulk**		
A	**Import**		
1	Steel bar/Tubes/Pipes	850	560
2	Steel plate	1400	1000
3	HR Coil	2300	2125
4	Excavator	450	250
5	Project Cargo	450	250
B	**Export**		
1	HR Coil	2300	2000
2	Project Cargo	250	100

(ii). <u>Equipment Norms:</u>

One no. 10 T Pay loader has been included as additional equipment for Heavy Melting Scrap in respect of stevedoring operations for handling with ship's crane. A comparative statement in respect of heavy melting scrap as per the proposal dated 17 December 2016 vis-à-vis revised proposal is given below:

Commodity / Commodity Group	**As per Guidelines**	**Handling with ship's crane**	
		Equipment as per proposal dated 17.12.16	**Equipment as per Revised Proposal**
Heavy Melting Scrap	3 Nos. Excavators	1 No. - 5T Dozers 3 Nos. Excavators	1 No. - 5T Dozers 3 Nos. Excavators 1 No.–10T Payloader

(iii). <u>Scale of Rates.</u>

With the above effect in change in performance norms and equipment, the Cost Statements and the draft Normative Tariff Schedule has been revised accordingly. A Comparative statement of draft normative tariff as per the original proposal dated 17 December 2016 vis-à-vis revised proposal dated 11 April 2017 is as under :

(i) Dry Bulk Cargo

<u>Using Ship Crane</u>

(Rate per M.T. in ₹)

Sl. No.	**Commodity**	**Stevedoring Operations**		**Shore handling operations**					
				Method 1		**Method 2**		**Method 3**	
A	**Import**	**As per proposal dated 17.12.16**	**As per Revised proposal**	Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery	
				As per proposal dated 17.12.16	**As per Revised proposal**	**As per proposal dated 17.12.16**	**As per Revised proposal**	**As per proposal dated 17.12.16**	**As per Revised proposal**
1	Ammonium Sulphate	**107**	**126**	78	103	110	144	34	42
2	Muriate of Potash	107	107	78	78	110	110	34	34
3	Rock Phosphate	107	107	78	78	110	110	34	34
4	**Sulphur**	**150**	**199**	**103**	**153**	**142**	**208**	**41**	**57**
5	**Urea**	**114**	**125**	**82**	**96**	**113**	**130**	**32**	**36**
6	Silica sand	130	130	152	152	230	230	80	80
7	Dolomite	77	77	52	52	82	82	32	32
8	Limestone	83	83	63	63	100	100	38	38
9	Iron Ore Pellet	110	110	82	82	119	119	39	39
10	Gypsum	88	88	53	53	76	76	25	25
11	Food grains	131	131	111	111	153	153	44	44
12	**Shredded Scrap**	**199**	**243**	**109**	**144**	**196**	**259**	**89**	**116**
13	**Heavy Melting Scrap**	**285**	**408**	**133**	**190**	**179**	**252**	**47**	**64**
B	**Export**			Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel		Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel	

14	Food grains (Maize, Raw sugar, etc.)	212	212	Direct loading from Trucks to the vessels using Crane grab is not practically feasible.	298	298	80	80
15	Barytes	94	94		147	147	51	51
16	Cobble Stones	97	97		138	138	50	50
17	Mil Scale	92	92		97	97	37	37
18	Cement clinkers	90	90		92	92	36	36
19	Ferro slag	92	92		97	97	37	37

The draft normative tariff with regard to using HMC charge has not undergone any change as compared to the proposal submitted by CHPT dated 17 December 2016.

9.2. Further, CHPT has informed that the revised proposal has been placed before the Board of Trustees in the meeting held on 20 February 2017 and the Board vide B.R. No.152 approved the proposal and ratified the submission of proposal to TAMP. The Board has also approved to carry out changes / modifications in the proposal, if required, based on directions of TAMP and user comments and send the proposal to TAMP subject to ratification of the Board. A copy of the Extract of the minutes of the Board Meeting along with Board Resolution has been furnished along with proposal dated 11 April 2017.

10. Based on the preliminary scrutiny of the revised proposal dated 11 April 2017, it was observed that there are considerable information gaps / deviation in the productivity norms and the proposed normative tariff in the proposal of CHPT. The CHPT was, therefore, vide our letter dated 05 June 2017 requested to furnish requisite information/ clarification. After reminders dated 29 June 2017, 08 August 2017 and 18 August 2017, the CHPT vide its letter dated 28 August 2017 has furnished the additional information/ clarification sought by us. The information/ clarification sought by us and the response of CHPT thereon are tabulated below:

Sl. No.	Information/ Clarification sought by us	Response from CHPT
1.1	As per clause 3.3 of the guidelines for determination of Upfront Tariff for Stevedoring and Shore handling operation, 2016, the optimal capacity is to be calculated on per shift basis for each of the cargo that is to be handled based on the productivity norms set out for both dry bulk and break bulk cargoes as given at Annex-III and IV of the said guidelines. However, the performance norms proposed by CHPT are not as per the norms prescribed in the ibid guidelines. The CHPT has stated that, in reality, the method of handling for import cargo will vary for the same cargo when exported depending on the various factors like aggregation of cargo, type of equipment and other operation issues like slinging, dragging, unlashing, lifting etc. Hence, different productivity norms for Import and Export are proposed separately based on the cargo handling during the last three years. However, the CHPT is requested to note that the Guidelines do not differentiate between export cargo and import cargo. Presumably, the factor cited by CHPT regarding the handling of import cargo	In Chennai Port, wharf back up area of only 24.3 metres is available at each of the JD W berths where dry bulk cargoes are handled. Shore based infrastructure take up vital space on shore, reducing the availability of space for cargo aggregation / dumping. These factors play a significant role in unloading / loading operations of cargoes. The day light traffic restrictions in the city for entry / exit of heavy laden vehicles into / out of the port affect aggregation of export cargo. In view of the aforesaid, separate norms for export and import operations has been proposed based on the cargo profile of the Port, operational requirements and port specific conditions. Further, fixing separate norms for import and export would not affect the interest of the trade. The users also have not objected to the separate norms proposed by ChPT. Hence, TAMP is requested to consider the norms proposed by ChPT for import and export operations separately in terms of Clause 1.8 of the Ministry's Guidelines for determination of upfront tariff.

	and export cargo would have been factored while finalising the productivity norms by the Government common for import and export. Therefore, the CHPT to propose productivity norms without classifying the cargo into Import and export cargo.	
1.2	The Nineteen Commodities proposed by CHPT in the dry bulk cargo to be grouped in to 12 dry bulk cargo groups as per Annex. III of the guidelines	The tariff for stevedoring and shore handling operations at ChPT has been proposed for 33 individual commodities, viz. 19 commodities under Dry Bulk category (13 Import and 6 export) and 14 commodities under Break Bulk category (8 import and 6 export). Fixing of a common norm for dry bulk cargoes by clubbing of norms for cargoes with varying densities, as provided in the Guidelines for upfront tariff, will lead to fixing higher rates for some cargo and lower rates for some other cargo. Hence, it is felt that grouping should not be insisted when the Port is in a position to prescribe cargo specific norms based on the cargo profile and handling methodology in existence at the Port. Further, the trade / users have not objected to the cargo wise norms proposed by ChPT. Hence, the cargo–wise norms proposed by ChPT may not be considered as deviation from the Guidelines and TAMP is requested to consider the same for fixing upfront tariff for stevedoring and shore handling operations at ChPT.
1.3	Comparing the productivity for dry bulk cargo given in the ChPT's proposal dated 17 December 2016 and the productivity norms considered in the revised proposal of 11 April 2017, it is seen that except for the productivity norms for some items of cargo, the productivity norms for the other items of cargo are maintained at the same level. The variation between the productivity norms given in the guidelines and the productivity norms considered in the April 2017 proposal is in the range of 30% to 60%. Similarly, the productivity norms for Break Bulk is also at vide variance with the norms prescribed in the guidelines. The CHPT to justify the variation for each of the items of Dry Bulk as well as Break Bulk Cargo.	The productivity norms proposed during Dec 2016 was as per the average of last 3 years' cargo handled at ChPT. However, objections were raised by the stevedores against imposing these norms. Hence, based on the request of CPSA and discussions during the joint hearing, the norms of certain cargoes pointed out have been reviewed. During the joint hearing meeting held by TAMP at ChPT, TAMP advised the port to consider the representations of stakeholders; after which the norms and equipment details were modified and revised proposal has been submitted.
1.4	The productivity norms for the other Bulk Cargo have been further reduced, in the April 2017 proposal as compared to December 2016 proposal for the corresponding items of Bulk Cargo. In	

	this regard, it is seen that the CHPT has considered in toto, the productivity norms suggested by Chennai Port Stevedores Association (CPSA). The CHPT to give justification for accepting the productivity norms for each cargo suggested by CPSA. An analysis for accepting the productivity norms suggested by CPSA to be furnished.	
1.5	The (cargo-wise) productivity norms prescribed in the guidelines for dry bulk cargo for stevedoring operations at Annex –II read with Annex-V is common productivity norms with reference to handling cargo by ship crane or shore crane or Harbour Mobile Crane (HMC) (100 tonnes as per the note under the Annex) or combination of these. The guidelines do not prescribe separate productivity norms for each handling equipment. The CHPT has, however, in its proposal, considered separate productivity parameters for handling by ship cranes and by HMC. The upfront tariff sought is also for two different methods of handling viz., ship crane and 100T HMC for stevedoring operations. The guidelines do not permit fixation of equipment-wise rate. The Productivity norms prescribed in the guidelines are based on the normative basis considering the optimal equipment handling (Ship cranes or shore cranes or HMC or combination of equipment). Moreover, the user agency particularly, in the shore handling activity, will get the same service whether the cargo in Stevedoring operations is handled with HMC or Ship crane etc. Hence, the CHPT to propose cargo wise single rate. Other Major Ports have also filed the proposal for fixation of upfront reference tariff following the norms prescribed and not based on individual handling equipment.	In ChPT, one HMC of 100 T capacity is deployed through PPP mode which is operated by a private operator with productivity norms and rates approved by TAMP. Normally, the Ship Cranes and 100 T HMC are not deployed in tandem. All the cargo handled by the Port is not using HMC. The HMC is allotted only to the vessels which are feasible for handling with HMC in view of the port specific constraints like non-availability of back up area, traffic restrictions in the city for entry / exit of heavy laden vehicles into / out of the port, etc. Further, there is vast difference in the productivity norms approved by TAMP for HMC operation and norms prescribed in the Guidelines. Hence, adopting common norms for handling with HMC / ship crane is not feasible and would result in deviation of the performance norms prescribed in TAMP order for HMC operation. It is not feasible to have two different set of norms for the same vessel / cargo for different agencies, viz. HMC operator and Stevedoring Agent as it might invite unnecessary dispute among the HMC operator and agents. Further, loading of HMC hire charges for calculation of upfront tariff for all cargoes is also not appropriate when the cargoes / vessels do not engage the services of HMC. As such, ChPT after taking into consideration the practical issues, handling methods and operational conditions, has proposed separate norms for HMC and Ship Crane. Further, none of the users / trade have objected to the separate norms proposed by ChPT for Ship crane and HMC. For the reasons stated above, TAMP is requested to consider the productivity norms proposed by ChPT separately for Ship Crane and HMC which is realistic and acceptable to users / trade.
1.6	As far as the shore handling activity is concerned, the guidelines prescribe 5 methods for movement of cargo at	The overall objective of the shore handling operations is to handle the cargo on shore to match the ship operations. As per clause 4.3

	shore at Clause 4.4.1 and 4.4.2 of the guidelines. Whereas, port has proposed shore handling rate linked to cargo handled by ship crane and 100T HMC which is not envisaged in the guidelines. Keeping in view the point no.(1.5), CHPT to propose a single tariff for handling cargo instead of linking it to the individual handling equipment so as to be in line with the Stevedoring & Shore handling Guidelines.	of Guidelines, the optimal capacity for shore handling needs to match the optimal capacity of the stevedoring operations. In line with the above, separate rates for shore handling operations for using ship crane and HMC has been proposed under different methods of shore handling operations prescribed in the guidelines. The Port is of the view that there is no deviation from guidelines in this regard.
1.7	The average productivity achieved during the last 3 years for each of the commodity group.	A statement giving the average productivity achieved during last three years along with the commodity wise norms proposed by ChPT during Dec 2016 and April 2017 furnished by Port is as follows:

S No.	Commodity	Productivity per shift (in MT) using Ship Crane		
		80% of avg. productivity for three years	Proposed to TAMP in Dec 2016	Proposed to TAMP in April 2017
I	**DRY BULK**			
A	**Import**			
1	Ammonium Sulphate	1433	2000	1500
2	Muriate of Potash	1367	2000	2000
3	Rock Phosphate	1367	2000	2000
4	Sulphur *	1500	1800	1200
5	Urea	1033	1400	1200
6	Silica Sand *	1500	1400	1400
7	Dolomite	3800	4200	4200
8	Limestone	3333	3400	3400
9	Iron Ore Pellet	2667	3300	3300
10	Gypsum	2400	3000	3000
11	Food grains	533	1400	1400
12	Shredded Scrap *	1944	1800	1350
13	H M Scrap	194	750	525
B	**Export**			
14	Foodgrains (Maize, Raw Sugar etc.,)	533	700	700
15	Barytes	2733	3400	3400
16	Cobble Stone	1767	2400	2400
17	Mil Scale *	3667	3500	3500
18	Cement Clinkers	2567	3700	3700
19	Ferro Slag *	3833	3500	3500
II	**BREAK BULK**			
A	**Import**			
1	Steel Bar/Tubes/Pipes *	600	850	560
2	Steel CR Coil	1200	1700	1700

3	Steel Plate	867	1400	1000
4	Steel Billet	567	850	850
5	HR Coil	1567	2300	2125
6	Excavator *	667	450	250
7	Project Cargo (including machinery) *	333	450	250
8	Logs	633	700	700
B	**Export**			
9	Steel Billets/ Bars / Tubes/Pipes	1033	1000	1000
10	Steel CR Coil	1133	1200	1200
11	Granite Block	733	1000	1000
12	HR Coil	2200	2300	2000
13	Barytes - Jbags	1100	1200	1200
14	Project Cargo (including machinery, Windmill and Excavator)	233	250	100

*Reason for reduced norm proposed in April 2017 when compared with average of three year norms.
For certain commodities, it was suggested by Users that fixing of a norm based on the average tonnage achieved during the previous three years could not be achievied and suggested norm for certain commodities considering the practical issues involved. The revised norms for certain commodities were proposed also by considering the user suggestions.

2.1	The CHPT has stated that hoppers are rarely involved in the cargo operations, hence the remaining two methods i.e. method 1 and 3 where hoppers are involved are not considered. However, the charges for using the Hoppers has been proposed separately. The basis for arriving such rate for using hoppers with detailed calculations to be furnished by ChPT.	The hopper at ChPT is rarely used. However, private hopper is generally preferred by cargo handling agents as additional equipment and charges are collected by private operators as per their tariff on per M.T. basis irrespective of nature of cargo. Hence the prevailing rates ascertained from market were proposed as an additional / optional tariff.
2.2	ChPT to furnish the reason for not considering Method 1 i.e., '*cargo unloaded onto truck for direct delivery to consignee's premises or vice versa' has not been considered for the shore handling tariff.*	The guidelines prescribe equipment / manpower norms for direct delivery only with the use of hoppers and no norms are prescribed for direct delivery without the use of hoppers. The use of hopper is very rare at ChPT for which separate tariff has been proposed. Further, the consignee themselves arrange the transport for Direct Delivery and no cranes, equipment or man power is involved in this operation. In view of the above, this method has not been considered for fixing tariff for shore handling.
3.1 & 3.2	ChPT to justify the deviation in number of equipment for each commodity with reference to equipment prescribed in the guidelines.	The fixation of tariff for stevedoring and shore handling operations as per the Guidelines were discussed with the users/ agents and suggestions were offered by the handlers on the Guideline norms for equipments. The

		handlers accepted the equipment suggested for certain cargo group. However, for certain cargoes, depending on the method of handling considering the practical issues involved in Chennai port, suggested equipment more than what has been given in the Guidelines and for other commodity groups suggested equipment less than what has been recommended in the Guidelines. ChPT considered the suggestion made by the users / agents regarding the equipment requirement and has proposed accordingly.
3.3	Budgetary quotations or relevant extracts / information in support of Hire charges of the equipment may be furnished.	Some of the stevedores are deploying their own equipment and the equipment suppliers were also not willing to share the details with ChPT and hence ChPT has collected the details from CPSA. Copy of details obtained from CPSA towards equipment hire charges is furnished.
3.4	The CHPT has considered an element of Batta at various rates apart from hire charges of equipment. In this connection, it is to mention that the Guidelines provides 20% towards operation overheads and administrative overheads each to cover such overheads. Therefore, the ChPT to examine the inclusion of Batta in the equipment charges in light of the observation.	Batta is payable to the Drivers deployed by the equipment supplier along with wages and forms part of the equipment hire charges. Hence it is included in the equipment hire charges and shown separately. The 20% overheads towards operation and administration relates to the overhead cost incurred by the stevedoring / shore handling agent in the supervision and administration of their own operations / establishment. Hence, it is not felt appropriate to consider batta payable to the drivers under the overheads of the stevedoring / shore handling agents.
4.1	In case of Timber logs, no. of hooks is considered as 3, against norm of 4 prescribed in the guidelines (Annex – VIII), thereby the total nos. of manpower required is reduced to 13 against the norm of 16. ChPT to give reason for such reduction in number of hooks	The Guidelines (Annex VII) which contain the norms for estimation of equipment hire cost for Stevedoring operations prescribe number of hooks worked per shift as 2.5 for Timber Logs. Whereas Annex VIII prescribing norms for manpower / labour cost prescribe 4 hooks per shift for Timber Logs. However, taking cognizance of Guidelines, only a maximum of 3 hook working has been considered. Therefore, manpower norm has also been considered only for three hook operations.
4.2.1	While arriving at the Labour cost of Shore Handling, CHPT has considered ₹.4 per tonne towards Piece rate incentive for receipt/delivey and ₹. 1 per tonne per towards Special levy as per SOR in additional to 5% and 10% of the equipment hire cost for dry bulk and break bulk respectively prescribed in the guidelines. The guidelines do not prescribe such additional cost. ChPT to confirm that the operator has to incur such additional cost and pay to the Port Trust and does not form part of the 5% and 10% of equipment hire cost for dry bulk and break bulk respectively.	The piece rate incentive of ₹.4/- per M.T. and Special levy of ₹.1/- per M.T. is as per the Scale of Rates approved by TAMP (Schedule No.4.2 and 4.3 of existing SoR) and collected from the agents. The C&F levy of ₹.56.80 and ₹.5.35 per MT for break bulk and dry bulk cargo respectively has been dispensed with effect from 9.11.2016 as per revised SoR, based on the representation from the trade. Hence, the amount collected from the cargo handling agents is only Piece Rate Incentive and Special Levy and not labour charges. Hence, 5% and 10% of equipment hire charges has been separately considered towards labour cost as per norms.

4.2.2	The piece rate incentive for C&F works approved in the Scale of Rates (SOR) is not applicable in case of direct delivery / Shipment. Therefore the ChPT to confirm and clarify as to how the piece rate incentive is applicable for the direct delivery to consignee premises.(Method 4 of Annex IX of Guidelines.)	Method 4 of Annex IX to Guidelines prescribe the following handling method: *'Cargo unloaded onto wharf and loaded onto trucks and going to consignee's premises'* This method of handling involves landing and delivery which involves C&F operations. Hence, piece-rate incentive in respect of C&F labour is applicable.
4.2.3	The port to examine, whether the piece rate incentive of ₹.4/ton is applicable in case of Method 2 given in the Annex IX of guidelines (Method I as per CHPT proposal).	Method 2 of Annex IX to Guidelines prescribe the following handling method: '*Cargo unloaded onto truck (without hopper) and moved to storage yard within the port premises'* This method of handling involves loading and unloading at storage yard within port premises. Since C&F operations are involved, piece rate incentive in respect of C&F labour is applicable.
4.3	The Stevedoring and Shore handling Guidelines prescribe norms for estimate of labour cost for stevedoring operations. Further, the Norms for estimation of labour Cost for break bulk cargo prescribed 1 number of Tindal (Team Leader) per shift for each commodity. However Tindal (Team Leader) per shift is not prescribed for Dry Bulk Cargo in the guidelines. It is understood that the deployment of Tindal (Team Leader) in the Stevedoring operation of Dry Bulk cargo is mandatory as per the NIT award. Therefore, the CHPT to examine the issue in light of above and make necessary modification in the proposal.	Manning as per Tribunal Award is deployed for cargo handling in ChPT as per the Orders of the High Court. Further, only mechanical handling of dry bulk cargo is envisaged. The category of Tindal is not deployed for dry bulk handling in ChPT. Hence, in estimating the labour cost for Stevedoring dry bulk handling, the category of Tindal has not been considered.
5.1	The guidelines do not prescribe norms for wagon loading / unloading operations. However, CHPT has proposed additional tariff item for Wagon loading / unloading operations at Railway siding. The CHPT to furnish a note on requirement of wagon loading / unloading operations under shore handling and the Agency which will carry out this operation and the basis for arriving for such charges with workings.	There is restriction in the movement of heavy laden cargo vehicles plying during day light hours from / to port. Hence, wherever possible the bulk cargo is moved inward and outward through this mode. Therefore, the cost component of the railway operation is shown separately and becomes applicable as and when the railway mode is used for the cargo moved to and fro the Chennai Port. The agent engaged by the importer / exporter for railway operations will carry out this operation and will fall under shore handling activity. Cost working is already furnished in the proposal.
6.1	As per Clause 7.1 of the stevedoring and Shore handling Guidelines, the operator is entitled for 100% WPI indexation in the tariff instead of 60% WPI indexation on achievement of performance standards as prescribed in the Berthing Policy issues by the Ministry of Shipping vide letter no.PD-11033/73/2013-PT (pt) dated. 06.06.2016 for dry bulk cargo.	In view of the issues/difficulties faced by ChPT and apprehensions from the trade / user agencies in adopting the methodology stipulated in the Berthing Policy, ChPT has not implemented Berthing Policy issued by the Ministry of Shipping vide letter No.PD-11033/73/2013-PT dated 6.6.2016. An e-mail in this regard has been sent to Joint Secretary (Ports) on 20.10.2016 explaining the position, a copy of which is furnished.

6.2	As per the CHPT proposal at clause 7 (c) the draft Scale of rates, it has been proposed that the "the Licensed Agent would be entitled to 100% WPI indexation instead of 60% WPI indexation from the second year of operation on achievement of performance standards for each of the commodities notified along with the normative tariff. For this purpose, Licensed Agent shall approach the Port 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".	In view of the above, the optimal capacity considered by ChPT for fixation of upfront tariff based on the average productivity achieved during the last 3 years has been considered for WPI indexation also. Hence, the proposal of the port may be considered.
6.3	The proposed clause appears to be in contrary to the guidelines of Stevedoring and Shore handling operations, as the proposed norms for dry bulk are worked based on the cargo handling during the last three years. Whereas, the as per the Stevedoring and Shore handling guidelines, the performance norms for 100% indexation in tariff will be available on achievement of performance standards as prescribed in the Berthing Policy issues by the Ministry of Shipping vide letter no. PD-11033/73/2013-PT (pt) dated 06.06.2016 for dry bulk cargo	
6.4	In view of the above, the CHPT to examine the above clause and may consider to propose Performance Standards for the dry bulk cargo as per the guidelines for calculation of performance norms illustrated in the Berthing Policy for dry bulk cargo for Major Ports as provided in clause 7.1 of the Stevedoring and Shore Handling Guidelines.	
6.5	(a) Clause 2.8 of Stevedoring & Shore Handling Guidelines states that Major Port Trusts should comply with the policy direction set out by Government from time to time like coastal cargo/containers etc. One of the policy directions issued by the (then) Ministry of Shipping, Road and Transport and Highways (MSRTH) relates to concessional rate for coastal vessel and coastal cargo. As per para 3 (iii) and 5 (2.2) of Order no.TAMP/4/2004-Genl. Dated 7 January 2005 passed by this Authority based on the said policy direction of the MSRTH, the concessional tariff need to be prescribed for cargo handling charges at 60% of the rate for foreign for all the	As TAMP is aware, the concessional rate for coastal cargo is worked out based on the share of foreign cargo and coastal cargo in the total cargo handled by the Port / BOT operator, by factoring in the revenue reduction on account of the coastal concession, in the revenue earned from handling foreign cargo. This is possible in the case of Major Ports / BoT operators where the tariff so calculated is applicable only to the Major Port / BoT operator concerned. But, in the case of Stevedoring and Shore handling operations, it has to be recognised that the upfront tariff fixed as per Stevedoring and Shore handling guidelines will be applicable to agents. As there are a number of such agents operating in the Port, it is highly impracticable to assume that the foreign-coastal cargo share pattern of the Port is

	relevant handling charges i.e. ship-shore transfer and transfer from quay to storage yard including wharfage. The policy direction issued by the (then) MSRTH is uniformly applied at all the Major Ports and Private Terminal Operators governed under 2005, 2008 and 2013 guidelines while setting their tariff. The CHPT to, therefore, consider proposing separate concessional rate for Coastal cargo as per the policy direction issued by the (then) MSRTH and as per clause 2.8 of the Stevedoring and Shore Handling Guidelines issued by the MOS	uniformly applicable to all the Agents operating in the Port. Some of the agents may handle only foreign cargo while some other agents may handle only coastal cargo or a major share of coastal cargo. For example, the agent who is handling only coastal cargo or major share of coastal cargo may not be in a position to recover his cost of operations if mandated to collect concessional tariff as per Govt. Policy. TAMP may like to take up this matter in the interest of the trade / stakeholders. However, taking into account the observation of TAMP, separate rates for foreign and coastal cargo has been worked out for stevedoring operations based on the share of foreign and coastal cargo in total volume of cargo handled by the Port during the year 2016-17. The share of coastal cargo in respect of dry bulk cargo works out to 3% of the total dry bulk volume while in the case of break bulk cargo it works out to 4% of total break bulk volume, as per details furnished. The cost statements (Form 4A and 4B) and draft SoR has been modified and forwarded along with covering letter.
	(b) The port may suitably adjust the proposed rate (i.e. for foreign cargo) to consider the impact of coastal concession as done in the upfront and reference tariff cases. Furnish details working of the rate proposed indicating the share of foreign and coastal cargo.	
6.6	The Chpt has proposed a note stating that the charges do not include the cost for deployment of additional equipment/labour or port related services like bagging etc, which the stevedore may render at the request of the user. The CHPT has considered the requisite equipment and labour for performance of Stevedoring and Shore handling activity for calculation of rates. That being so, CHPT to examine the desirability of prescription of an open ended clause. If any additional equipment / labour is required for any additional services, the tariff for such additional services if they fall within the scope of Stevedoring and Shore handling policy and as per Stevedoring and Shore handling Guidelines, may be proposed upfront.	This point was deliberated at the Joint hearing wherein the CPSA informed that there are numerous operations performed on shore and on board which cannot be covered in the tariff which need to be explicitly mentioned and CPSA agreed to give the list of such services. However, since the details were not received from CPSA, the provision as per original proposal has been retained in the revised proposal. In view of the above, TAMP may take a final decision in this regard.

11.1. While furnishing the additional information/ clarification, the CHPT under the cover of its letter dated 28 August 2017 has furnished its revised proposal. The revision is to the tune of prescribing the separate Foreign rate and Coastal rate for Stevedoring operations only as per the policy direction issued by the (then) MSRTH and as per clause 2.8 of the Stevedoring and Shore Handling Guidelines issued by the MOS. The share of foreign and coastal cargo in respect of dry bulk cargo works out to 97% and 3% respectively, while for break bulk cargo the share of cargo works out to 96% and 4% respectively.

Tariff Schedule : Stevedoring Operations

A. Dry Bulk cargo.

		As per April 2017 Proposal		As per August 2017 Proposal	
Sl.	**Commodity**	**Using**		**Using Ship Gear**	**Using HMCs**

No.		Ship Gear	Using HMCs	Foreign	Coastal	Foreign	Coastal
A	**Import**						
1	Ammonium Sulphate	126	92	127	76	93	56
2	Muriate of Potash	107	92	108	65	93	56
3	Rock Phosphate	107	92	108	65	93	56
4	Sulphur	199	97	202	121	98	59
5	Urea	125	90	127	76	91	55
6	Silica sand	130	92	132	79	93	56
7	Dolomite	77	92	78	47	93	56
8	Limestone	83	92	84	50	93	56
9	Iron Ore Pellet	110	97	111	67	98	59
10	Gypsum	88	92	89	53	93	56
11	Food grains	131	92	133	80	93	56
12	Shredded Scrap	243	112	246	148	113	68
13	Heavy Melting Scrap	408	101	413	248	102	61
B	**Export**						
14	Food grains (Maize, Raw sugar, etc.)	212	92	215	129	93	56
15	Barytes	94	97	95	57	98	59
16	Cobble Stones	97	92	98	59	93	56
17	Mil Scale	92	97	93	56	98	59
18	Cement clinkers	90	97	91	55	98	59
19	Ferro slag	92	97	93	56	98	59

B. Break Bulk (Using Ship Gear)

Sl. No.	Commodity	As per April 2017 Proposal	As per August 2017 Proposal	
			Foreign	Coastal
A	**Import**			
1	Steel bar/tubes/ pipes	256	261	157
2	Steel CR Coil	139	141	85
3	Steel Plate	236	240	144
4	Steel Billet	169	172	103
5	HR Coil	137	139	83
6	Excavator	701	712	427
7	Project cargo (including Machinery)	768	780	468
8	Logs	341	346	208
B	**Export**			
9	Steel Billet/bar/ tubes/ pipes	178	180	108
10	Steel CR Coil	197	199	119
11	Granite Block	175	177	106
12	HR Coil	146	147	88
13	Barytes - J. Bags	255	258	155
14	Project cargo (including Machinery, Windmill & Excavator)	1920	1943	1166

11.2. The CHPT has not proposed separate Foreign rate and Coastal rate for Shore handling operations. The rates prescribed for the Shore handling operation in the proposal of April 2017 has been retained in August 2017 proposal.

11.3 The CHPT vide its letter dated 28 August 2017 has further stated that though TAMP has requested to revise the proposal, revising the proposal by regrouping the cargo, revising the norms, reviewing the handling methodology, etc. will tantamount to preparing the proposal from scratch, which is not felt desirable at this advance stage of processing the proposal where joint hearing has already been held and users have agreed to the proposal. Accordingly, CHPT has requested this Authority to process and accord approval to the proposal.

12. The proceedings relating to consultation in this case are available on records at the office of this Authority. An excerpt of the comments received and arguments made by the concerned parties will be sent separately to the relevant parties. These details will also be made available at our website http://tariffauthority.gov.in

13. With reference to totality of information collected during the processing of this case, the following points emerges:

(i). The Ministry of Shipping (MOS) in June 2016 has issued Stevedoring and Shore Handling Policy for Major Ports, 2016, to fix normative tariff for carrying out of Stevedoring and Shore Handling operation, separately for mechanised and manual handling of dry bulk and break bulk cargo. Subsequently, the MOS in October 2016 has forwarded the Guidelines for determination of Upfront Tariff for Stevedoring and Shore Handling Operations authorised by Major Ports. Thereafter, a Workshop was conducted in the Office of this Authority in November 2016 with all the Major Port Trusts. In this backdrop, the Chennai Port Trust (CHPT) has come up with a proposal for fixation of normative tariff for stevedoring and shore handling operations at CHPT. The proposal of the Port has the approval of its Board of Trustees.

(ii). Before we move on to analyse the case, it is relevant here to mention that though the Chennai Port Stevedores' Association (CPSA) has welcomed the move of the Government to streamline stevedoring and shore handling operations, it has contended that this Authority has no legal standing to fix stevedoring and Shore handling tariff. In this connection, it is to state that as per the Stevedoring and Shore Handling Policy issued by the Government in the year 2016, the Stevedoring activity includes loading and unloading and stowage of cargo on board the vessels in Port and the Shore handling activity 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. The gamut of activities covered under the stevedoring and Shore handling operations are the activities listed under Section 42 of the Major Port Trusts Act, 1963, for which this Authority is mandated to fix tariff as per Section 48 of the Major Port Trusts Act, 1963. Clause 3 of the Stevedoring and Shore handling Policy for Major Ports, 2016 issued by the Government vide its letter dated 14 June 2016 specifically mentioned that the TAMP shall notify the normative tariff for Stevedoring and Shore handling activities, separately for the Major Port based on a set of guidelines to be issued to TAMP. Thus, it is brought to the notice of CPSA that this Authority is well within its statutory jurisdiction to fix the tariff for the Stevedoring and Shore handling operations at all the Major Port Trusts, including CHPT.

As regards the issuance of combined license for both shore and on-board operations raised by CPSA, issue of license for shore and on-board operations is in the domain of CHPT, following the stevedoring and shore handling policy for Major Ports issued by the Ministry of Shipping.

This Authority determines the tariff based on the proposal filed by the Port Trusts for various port operations, following the relevant guidelines. The inputs of stake holders consulted during the consultation process are considered in the process. This Authority has passed 800 plus tariff orders since its inception which have withstood test of time. In the instance case, the exercise of fixation of normative tariff for stevedoring and shore handling operations, is based on the proposal filed by the CHPT. It may not be unreasonable to assume that the Port Trust which manages various port operations on a large scale will have the knowledge to determine and propose various cost elements, equipment that are necessary for any given port operation. That being so, CPSA's submission that CHPT does not have requisite knowledge to determine various cost elements for Port Operations is devoid of basis and CPSA comment that TAMP does not have wherewithal to fix Normative Tariff for Stevedoring' does not merit consideration.

As regards the comments of CPSA on some parameters not considered in the stevedoring and shore handling guidelines, it is relevant here to note that after issue of the Stevedoring and Shore Handling Policy for Major Port Trusts, the Indian Ports Association, an Apex Body of Ministry of Shipping, was assigned the task of preparation of Guidelines for fixation of normative tariff for Stevedoring and Shore Handling Operations by the MOS. The IPA constituted an expert committee, consisting of senior officers of the Port Trust and TAMP. The Committee had deliberated at length and formulated the Guidelines for fixation of normative tariff for Stevedoring and Shore Handling Operations. Based on the Report of the IPA, the Stevedoring and Shore Handling guidelines were issued by MOS as policy direction under Section 111 of the M.P.T. Act, 1963, after ascertaining the views of this Authority. The Clause 1.8. of the Guidelines authorizes this Authority to accept necessary adjustments in the norms, based on the justification to be furnished by the concerned Port Trust keeping in view the Port specific conditions having impact on the norms prescribed in the Guidelines. Many of the contentions raised by CPSA are individual customer specific requirements of stevedoring and shore handling operations. As can be further seen in this analysis, adjustment in the norms wherever proposed by CHPT in consultation with stakeholders have been considered in determination of the normative tariff, in pursuance of Clause 1.8 of the Guidelines.

The Stevedoring and Shore Handling Guidelines issued by the MOS under Section 111 of the MPT Act, 1963 are binding on this Authority. In view of the narration given above, the request of the CPSA not to fix normative tariff for Stevedoring & Shore Handling Operations at the CHPT deserves to be rejected.

(iii). The CHPT had initially filed a proposal for fixation of normative tariff for stevedoring and shore handling operations in December 2016. Consequent to the joint hearing held on 17 February 2017 and taking into account the submissions made by stakeholders, the CHPT filed its revised proposal in April 2017. Thereafter, taking into consideration the information/ clarification sought by us, the CHPT has proposed separate tariff for foreign and coastal cargo in respect of Stevedoring activity vide its letter dated 28 August 2017. The revised proposal dated 11 April 2017 along with the CHPT letter dated 28 August 2017 and other information/ clarification collected during the proceedings of the case in reference are considered in the analysis.

(iv). As stated earlier, this Authority has vide Order No. TAMP/77/2016- CHPT dated 8 February 2017 approved upfront stevedoring and shore handling operations on adhoc basis as an interim arrangement. The current exercise is for fixation of final upfront tariff for the stevedoring and shore handling operations based on the proposal filed by the CHPT.

(v). (a). The Stevedoring and Shore handling Guidelines prescribe norms for twelve broad Commodity Group under each of dry bulk cargo and break bulk cargo. The Guidelines also give an indicative list of cargo falling under each of the Commodity Group under dry bulk cargo and break bulk cargo respectively.

(b). In respect of the dry bulk cargo, the CHPT has proposed upfront tariff for Stevedoring and Shore handling operations for 19 commodities. Further, the Port has categorized the dry bulk cargo into Import Cargo and Export Cargo. Thus, the upfront tariff has been proposed for the dry bulk cargo under the Import category in respect of Ammonium Sulphate, Murate of Potash, Rock Phosphate, Sulphur, Urea, Silica sand, Dolomite, Limestone, Iron Ore Pellets, Gypsum, Food grains, Shredded Scrap and Heavy Melting Scrap. In respect of the dry bulk cargo under the Export category, the upfront tariff has been proposed by CHPT in respect of Food grains (Maize, Raw sugar, etc.), Barytes, Cobble Stones, Mill Scale, Cement clinkers and Ferro Slag.

(c). Similarly, in respect of the break bulk cargo, the CHPT has proposed upfront tariff for Stevedoring and Shore handling operations for 14 commodities. Further, the Port has categorized the break bulk cargo also into Import Cargo and Export cargo. Thus, the upfront tariff has been proposed for the break bulk cargo under the Import category in respect of Steel bar/ tubes/ pipes, Steel CR Coil, Steel Plate, Steel Billet, HR Coil, Excavator and Project cargo (including Machinery) and Logs. In respect of the break bulk cargo under the Export category, the upfront tariff has been proposed by CHPT in respect of Steel Billet/ bar/ tubes/ pipes, Steel CR Coil, Granite Block, HR Coil, Barytes - J. Bags and Project cargo (including Machinery, Windmill & Excavator).

(d). The cargo items considered by the CHPT under the dry bulk cargo category and break bulk cargo category is seen to be as per the broad list of cargo falling under each of the Commodity Group under dry bulk cargo and break bulk cargo respectively, as prescribed in the Stevedoring and Shore handling Guidelines.

(e). With regard to prescription of upfront tariff for more cargo items under dry bulk and break bulk cargo category in comparison to the commodity group stipulated in the Guidelines, this Authority is inclined to agree with the view of the CHPT that clubbing of cargoes with varying densities should not be insisted, when the Port is in a position to prescribe cargo specific norms based on the cargo profile and handling methodology in existence at the Port.

(f). Further, as stated earlier, the CHPT has proposed the categorization of dry bulk cargo and break bulk cargo into Import Cargo and Export cargo. The port is of the view that in CHPT, factors like reduced availability of space for cargo aggregation/ dumping at the berth, day light traffic restrictions in the city for entry/ exit of heavy laden vehicles into/ out of the port, impact the aggregation of cargo in the export cycle as compared to the import cycle, thereby leading to different productivity of the same cargo in the import cycle and export cycle.

In this regard, it is relevant here to mention that incase of dry bulk cargo, except for the cargo item ‘food grains’ which is handled in both Import and Export cycle, other cargo items are handled either only in the import cycle or export cycle. Thus, except in respect of food grains, the situation of prescribing different productivity norms for handling the same cargo in the import and export cycle does not arise.

In the case of break bulk cargo, there are a few cargo items viz., Steel Billet/ bar/ tubes/ pipes, Steel CR Coils, HR coils and Project Cargo, which are handled in both Import and Export cycle. However, like food grains, the actual productivity of the above listed cargo items in the past three years as furnished by the CHPT for the import and export cycle is seen to be different.

The productivity norm prescribed in the Guidelines has no bearing on the fact, whether the cargo is handled in the import cycle or the export cycle, presumably on the ground that the operations involved and the equipment used for handling of a cargo in the import cycle or export cycle would remain the same. However, considering the port specific constraints as highlighted by the port and since Clause 1.8 of the Stevedoring and Shore handling Guidelines allows this Authority to accept necessary adjustment in norms based on the justification furnished by the port keeping in view of the port specific conditions having impact on the norms prescribed in the guidelines and considering that the users have also not objected to the prescription of different rates for the cargo in the Import and Export Cycle, the proposal of the Port for categorization of break bulk cargo into Import Cargo and Export cargo, is accepted.

(vi). **Productivity norms for Dry Bulk Cargo and Break bulk Cargo:**

(a). The Stevedoring and Shore Handling Guidelines prescribe the productivity norms in respect of the various commodity groups under the dry bulk cargo and break bulk cargo. As stated above, the CHPT has proposed different productivity norms for handling of dry bulk cargo and break bulk cargo as compared to norms. Also, the CHPT has proposed one set of productivity norms for handling of dry bulk cargo and break bulk cargo by ship cranes and another set of productivity norms for handling of Dry Bulk Cargo by Harbour Mobile Cranes (HMCs).

(b). The productivity norms initially proposed by the port in December 2016 was reported to be based on the average of last 3 years' cargo handled at CHPT. The said proposed productivity norms were lower than the productivity norms as prescribed in the Stevedoring and Shore Handling Guidelines. When the joint hearing was held in February 2017, the Stevedores had objected to the productivity norms proposed by CHPT in its December 2016 proposal. On review, the CHPT in April 2017 has further lowered the productivity norms. The CHPT in its April 2017 proposal, has lowered the productivity norms to such an extent that it is even lower than the actual average productivity achieved at CHPT in the past three years. In this regard, it is to state that though the CHPT was advised during the joint hearing to review its proposal based on the submissions made by the Stevedores, it was never intended that the port should bring down the productivity levels even below the past actuals. The port while reviewing the productivity norms in its April 2017 proposal, appears to have adopted the productivity norms as suggested by the Stevedores and appears to have ignored the average actual productivity achieved at CHPT during the past three years. In this backdrop, it is not felt appropriate to ignore the average actual productivity achieved at CHPT during the past three years and take into account the lower productivity proposed by the port as suggested by the Stevedores. In view of this position and since Clause 1.8 of the Stevedoring and Shore handling Guidelines allows this Authority to accept necessary adjustment in norms based on the justification furnished by the port keeping in view of the port specific conditions having impact on the norms prescribed in the guidelines, this Authority decides to prescribe productivity norms for the various cargo under the dry bulk cargo and break bulk cargo at the higher of the average actual productivity achieved at CHPT during the past three years or the productivity norm as proposed by the CHPT in its April 2017 proposal.

(c). Further, it is also relevant here to mention that the CHPT has proposed separate productivity norms for handling of the dry bulk cargo and break bulk cargo by ship cranes and by HMCs. The upfront tariff sought by the port for the stevedoring activity is also for two different methods of handling viz., upfront tariff for handling by ship crane and upfront tariff for handling by 100T HMC. In this regard, the 100 tonne HMCs are deployed through PPP mode which are operated by a private operator with productivity norms and rates approved by this Authority. All the cargo handled by the Port is not using HMC, as the HMC is allotted only to the vessels which are feasible for handling with HMC in view of the port specific constraints like non-availability of back up area, traffic restrictions in the city for entry/ exit of heavy laden vehicles into / out of the port, etc. Slow evacuation of cargo due to these constrains would be in mismatch with the productivity of the HMC. The point made by the CHPT that there is a vast difference in the productivity norms approved by this Authority for handling dry bulk and break bulk cargo by HMCs and the norms prescribed in the Stevedoring and Shore Handling Guidelines for handling dry bulk and break bulk cargo is noteworthy. Hence, the port is of the view that adoption of common norms for handling with HMC/ ship crane would result in adoption of lower level of performance norms for the HMC operation, for which a higher level of performance norm has already been envisaged.

In this connection, it is to state that the cargo-wise productivity norms prescribed in the guidelines for dry bulk cargo and break bulk cargo is a common productivity norm for handling a cargo by ship crane or shore crane or HMCs or a combination of these. The guidelines do not prescribe equipment wise separate productivity norms. The Productivity norms prescribed in the guidelines are based on normative basis considering the optimal equipment handling. Moreover, the user agency particularly, in the shore handling activity, will get the same service whether the cargo in Stevedoring operation has been handled with HMC or Ship crane etc. However, the CHPT has brought to fore the significant issue that, adoption of a common norm for handling with HMC/ ship crane may curb the performance of the HMC, thereby leading to underutilization of the HMC, which is never desirable. Further, prescription of a common norm for handling with HMC/ ship crane would invariably lead to prescription of a common upfront tariff for handling with HMC/ ship crane. This would lead to a position where the higher tariff as prescribed for handling by ship crane will be applicable for handling by HMC also, which may result in unjust enrichment of the Stevedores, if the cargo is handled by HMC. Non stipulation of equipment wise separate productivity norms and in turn separate upfront tariff in the Stevedoring and Shore Handling Guidelines should not act as a deterrent in tackling the issues put forth by the Port. In view of the above position and since Clause 1.8 of the Stevedoring and Shore handling Guidelines allows this Authority to accept necessary adjustment in norms based on the justification furnished by the port keeping in view of the port specific conditions having impact on the norms prescribed in the guidelines, the approach of the port to have separate productivity norms for handling of the dry bulk cargo and break bulk cargo by ship cranes and by HMCs, is accepted.

(d). In this connection, reference is also drawn to the proposal received from V.O Chidambaranar Port Trust for fixation of normative tariff for the stevedoring and the shore handling operations at its port. In its proposal, the VOCPT, on the ground that guidelines prescribe identical cargo handling between Ship and Shore by using a Shore Crane or a HMC or combination of these, has proposed a uniform tariff for handling of coal at the 9th Berth and Conventional Berth, though different performance norms for 9th Berth and Conventional Berth were prescribed. This Authority vide its Order no. TAMP/76/2016-VOCPT dated 15 September 2017 has advised the port to come up with a separate proposal, if the port is of the opinion that the productivity level and equipment profile for stevedoring operations, if involved, for berth no 9, is different from the conventional handling of coal.

(e). A Comparative position of Productivity norms as per the Guidelines vis-à-vis average productivity at CHPT for the past 3 years as furnished by the Port, productivity norms proposed by CHPT initially in its proposal of December 2016, reviewed productivity norms proposed by CHPT in April 2017 and the productivity norms approved by this Authority is attached as **Annex – I.**

(vii). **Rates for the Stevedoring Operations – Dry bulk and Break Bulk:**

(a). As stipulated in Clause 3.5.2 of the Stevedoring and Shore Handling Guidelines, the Operating Cost for the Stevedoring activity are grouped under the following major heads viz. Equipment hire cost, Labour cost, Operational overheads and Administrative Overheads.

(b). Equipment Hire Charges:

(i). Annex – VII to the Stevedoring and Shore handling Guidelines prescribe norms for estimation of equipment hire cost for stevedoring operations for dry bulk cargo and break bulk cargo. As per the said Annex, for ship to shore operations, the normative handling equipment are ship crane, or shore crane or HMC or combination of these handling equipment.

(ii). As stated earlier, the port has considered equipment component separately for Ship Crane operations and HMC operations. The number of equipment proposed by the port in respect of handling each of the cargo item listed under the dry bulk cargo and break bulk cargo is as per the Annex-VII of the Stevedoring and Shore Handling Guidelines, except for the following cargo items as detailed below:

Commodity/ Commodity Group	**As per Guidelines**	**As per CHPT Proposal**
Dry Bulk		
Sulphur	3 Nos. - 5T Dozers 3 Nos. - Grabs	4 Nos. - 5T Dozers 3 Nos. - Grabs
Urea	3 Nos. - 5T Dozers 3 Nos. - Grabs	2 Nos. - 5T Dozers 3 Nos. - Grabs
Shredded Scrap	3 Nos. Excavator 3 Nos. - Grabs	3 Nos. - 5T Dozers 3 Nos.- Excavator 3 Nos. - Grabs
Heavy Melting Scrap	3 Nos. Excavator 3 Nos. - Grabs	2 Nos. - Payloader 3 Nos. Excavator 3 Nos. - Grabs
Break Bulk		
Steel Bar/ tubes/ pipes	2 to 3 Nos.– 30T DFLT	2 Nos. – 5T DFLT
Steel Billet	2 to 3 Nos.– 30T DFLT	2 Nos. – 5T DFLT
Project Cargo	No Equipment	1 No. – Spreader
Granite Blocks	2 Nos. – 30T DFLT	1 No. – 30T DFLT
Barytes – J. Bags	2 to 3 Nos.–5T DFLT	2 Nos.–30T DFLT

(iii). The CPSA has stated that the equipment profile as considered by the CHPT is totally inadequate and has quoted some instances to prove its point. As stated above, the number of equipment proposed by the port in respect of handling each of the cargo item listed under the dry bulk cargo and break bulk cargo is as per the Stevedoring and Shore Handling Guidelines, except for some few cargo items. Even in respect of the variation in the equipment profile, as brought out above, the CHPT has stated that the equipment has been proposed by it depending on the method of handling and also based on the suggestions made by the users. Clause 1.8 of the Stevedoring and Shore handling Guidelines allows TAMP to accept necessary adjustment in norms based on justification furnished by port keeping in view of port specific conditions. In view of the above provision in the guidelines and based on the justification furnished by CHPT and considering the position that the equipment profile proposed by the port is in consultation with the users, this Authority is inclined to consider the equipment profile as proposed by the port for the various cargo items under the dry bulk and break bulk category.

(iv). As per Stevedoring and Shore Handling Guidelines, the hire charges towards deployment of equipment is to be estimated based on the equipment hire cost prevailing at the relevant port locations or prevailing market based hire cost. Some of the Stevedores are deploying their own equipment. The CHPT is not in a postion to obtain the equipment hire charges from the suppliers due to their unwillingness. Therefore, the CHPT has furnished the details of equipment hire charges collected from CPSA in support of the hire cost of each of the equipment, which is relied upon.

However, as per the details of equipment hire charges furnished by CHPT, the hire charge of each of the equipment also indicates additional cost elements forming part of the hire cost viz. Batta, Tea expenses and labour incentives payable to the Drivers of the equipment. The guidelines stipulate considering the hire cost of the equipment. The additional cost elements are beyond the scope of the Guidelines. Nevertheless, the guidelines provide for considering 20% of the equipment hire cost towards operational overheads, which probably would cover the additional cost elements. In view of the above position, the equipment hire charges excluding Batta, Tea expenses and labour incentives are considered to determine the equipment hire cost for the equipment profile proposed by CHPT for handling each of the cargo under the dry bulk and break bulk category.

The hire charge of the HMC has been considered by the CHPT at ₹ 48/- per MT. The said rate appears to have been derived based on the reference tariff for the use of the HMC approved vide tariff Order No. TAMP/20/2014-CHPT dated 30 June 2014. In this connection, it may be recalled that based on the above referred Reference tariff Order, the CHPT has awarded the project of supply, maintenance and operation of HMCs at some Berths at CHPT to Global Port Solutions Pvt. Ltd. (GPSPL). The CHPT has entered into an Agreement with GPSPL on 31 August 2015 for a period of 10 years and the GPSPL has commenced its operations on 22 June 2015. Thus, the rate for the HMC in the year 2017 would work out to ₹48.48 per MT, taking into account the rate of HMC as approved in the year 2014 and after considering the applicable escalation factor during the intervening years. Thus, the hire charges for the HMC is considered at ₹48.48 per MT, instead of ₹ 48/- per MT.

(v). Accordingly, equipment hire cost for the dry bulk cargo and break bulk cargo has been modified suitably for arriving at the upfront stevedoring tariff and attached as **Annex- II (a) and Annex–II (b).**

(c) Labour Cost:

(i). As per clause 3.5.7 of the Guidelines, labour deployment shall be as per the norms prescribed by the National Tribunal Award (NTA) as provided in the Annex-VIII to the Guidelines and the unit rate will be the prevailing actual cost of labour for the quantum of the labour prescribed norms. The Guidelines also state that the prescribed norms and any other norms specifically given for the port shall be followed for calculation of Labour cost.

(ii). At CHPT, the NIT award is reported to have been implemented in toto with effect from 21.9.2015 as per the Order of the Hon'ble High Court. The labour deployment considered for the stevedoring operations is seen to be as per the existing deployment norms followed by the Port, which is in line with the norms prescribed for estimation of labour for Stevedoring operation given at Annex- VIII of the Guidelines. A statement showing estimation of labour cost for dry bulk cargo and break bulk cargo as furnished by CHPT is attached as **Annex - II (c)** and **Annex II (d)**.

(iii). Though the Stevedoring and Shore Handling guidelines do not stipulate any norms towards deployment of one Tindal for dry bulk operations, one Tindal who is the leader of the Gang appears to be a requirement per shift as per NTA. The CHPT has not considered the deployment of Tindal. When clarification was sought on the matter from CHPT, the CHPT has clarified that the category of Tindal has not been considered while estimating the labour cost for Stevedoring dry bulk handling, as the category of Tindal is not deployed for dry bulk handling in CHPT. Therefore, calculation for labour does not include labour charge for Tindal.

(iv). The charges for deployment of various categories of labour for the stevedoring operations is seen to have been considered by the port based on the 'charges for supply of labour for stevedoring operations' as approved in the general revision Order of CHPT in September 2016. The said charges are seen to have been increased by the port by 15% to capture the impact of the impending Wage Revision of Class I to IV employees of all Major Ports which would be due from 1 January 2017. Though the wage revision is due from 01 January 2017, it has not come into effect. The impact of the wage revision on the tariff is not known at this juncture. Considering the impact of the wage revision at this stage in prescription of tariff for the stevedoring and shore handling operations to be rendered by stevedores may lead to a position of stevedores collecting a higher tariff from the users but at the same time not parting with the higher wages to the labour due to non-implementation of the wage revision. In view of this position, it is not felt appropriate to consider the impact of the wage revision to determine the stevedoring rates. Further, non consideration of the impact of the wage revision in the upfront tariff will not put CHPT in a disadvantageous position, as the special levy of ₹1/- per MT, which was approved in the year 2008 to meet the wage revision arrears, will continue to be levied by the CHPT. Incidentally, though the wage revision is reported to be due from 01 January 2017, none of the major port trusts who have approached this Authority for prescription of upfront tariff for the stevedoring and shore handling activity, have proposed to capture the impact of the pending wage revision. The CHPT is, therefore, advised to come up with a separate proposal, if required, for the limited extent of capturing the impact of the increase in labour cost upon finalization of Wage revision, after taking into account the special levy of ₹.1 per MT which is already in force.

(v). In addition to the wages of the labour, the CHPT has also considered the Piece rate incentive per ship per worker based on the piece rate incentive as approved in the general revision Order of CHPT in September 2016. The CHPT is of the view that the piece rate is also payable to the stevedoring labour at CHPT. Clause 3.5.7 of the Stevedoring and Shore Handling Guidelines, *interalia*, states that the unit rate for labour deployment will be the prevailing actual cost of labour for the quantum of labour prescribed in the norms. Since the CHPT has confirmed that the piece rate is payable by the stevedores, the piece rate is captured in the labour cost for the stevedoring activity. Incidentally, based on a similar confirmation made by the V.O Chidambaranar Port Trust (VOCPT), the piece rate was considered in the calculation of labour cost of the stevedoring activity, while fixing the upfront stevedoring and shore handling charges at VOCPT vide Order no. TAMP/67/2016-VOCPT dated 15 September 2017.

(d). Each of the Operational Overheads and Administrative Overheads has been estimated by CHPT at 20% of the equipment hire cost and labour cost, which is as per the stipulation contained in Clause 3.5.8 and 3.5.9 of the Stevedoring and Shore handling guidelines.

(e) As stipulated in Clause 5 of the Stevedoring and Shore Handling Guidelines, a margin at 20% on the total operating cost has been considered by CHPT to arrive at the upfront stevedoring tariff.

(f) The cost statements for the determination of the upfront tariff for Stevedoring operations for dry bulk cargo and break bulk cargo as furnished by CHPT and as modified by us, based on the various parameters discussed above is attached at **Annex-III (a)** and **Annex III (b)** respectively.

(viii). **Rates for Shore Handling Operations:**

(a). As stipulated in the Clause 4.5.2 of the Stevedoring and Shore Handling Guidelines, the Operating cost for the Shore Handling Operations are grouped under following major heads, viz. Equipment hire cost, Labour cost, Operational overheads and Administration Overheads.

(b). Equipment Hire cost:

(i). Clauses 4.4.1 and 4.4.2 of the Stevedoring and Shore Handling Guidelines list down five different handling methods for the shore handling operations of dry bulk cargo and four methods for handling break bulk cargo. Out of the five handling methods prescribed in the Guidelines for dry bulk cargo, the CHPT has considered three methods of handling for all import cargo. In case of export cargo, only two methods of handling have been considered. Since hoppers are rarely used at CHPT, two methods (i.e. Method 1 and Method 3) involving use of hoppers is reported to have not been considered in the proposal. However, the CHPT has proposed separate charges for the use of hoppers.

In respect of break bulk cargo, the CHPT has proposed three methods of handling as against the four methods prescribed in the Stevedoring and Shore handling guidelines. The methods of handling dry bulk and break bulk cargo for shore handling operations as envisaged by CHPT for proposing the rates for shore handling operations is considered.

(ii). Clause 4.5.6 of the Stevedoring and Shore Handling Guidelines stipulates that the hire cost of Equipment to be taken on hire shall be estimated as per norms prescribed in Annex – IX of the Guidelines proposed to be deployed for the shore handling operations (iii). A comparative position of the equipment proposed to be deployed by CHPT for shore handling operations vis-à-vis the norm prescribed in the Stevedoring and Shore handling Guidelines for the method adopted by CHPT is attached as **Annex - IV**.

(iv). With regard to the variation in the equipment profile, as brought out in the above referred Annex, the CHPT has stated that the equipment has been proposed by it depending on the method of handling considering the practical issues encountered in the port and also based on the suggestions made by the users. Clause 1.8 of the Stevedoring and Shore handling Guidelines allows TAMP to accept necessary adjustment in norms based on justification furnished by port keeping in view of port specific conditions. In view of the above provision in the guidelines and based on the justification furnished by CHPT and considering the position that the equipment profile proposed by the port is in consultation with the users, this Authority is inclined to consider the equipment profile as proposed by the port for the various cargo items under the dry bulk and break bulk category.

(v). As per Stevedoring and Shore Handling Guidelines, the hire charges towards deployment of equipment is to be estimated based on the equipment hire cost prevailing at the relevant port locations or prevailing market based hire cost. The CHPT has furnished the details of equipment hire charges collected from CPSA in support of the hire cost of each of the equipment, which is relied upon.

However, as per the details of equipment hire charges furnished by CHPT, the hire charge of each of the equipment also indicates additional cost elements forming part of the hire cost viz. Batta, Tea expenses and labour incentives payable to the Drivers of the equipment. For the reasons as brought out earlier in this regard, the equipment hire charges excluding Batta, Tea expenses and labour incentives is being considered to determine the equipment hire cost for the equipment profile proposed by CHPT for handling each of the cargo under the dry bulk and break bulk category.

(vi). Accordingly, equipment hire cost for the dry bulk cargo and break bulk cargo has been modified suitably for arriving at the upfront shore handling tariff and attached as **Annex- V (a) and Annex– V(b).**

(c). Labour cost:

Clause 4.5.7 of the Stevedoring and Shore Handling Guidelines stipulates that the labour cost for shore handling operations should be estimated at 5% and 10% of the equipment hire cost for dry bulk cargo and break bulk cargo respectively. Accordingly, the CHPT has estimated the labour cost for the dry bulk and break bulk cargo. In addition to this, the CHPT has also considered the Piece Rate Incentive for Receipt / delivery @ ₹.4/- per metric tonne and Special Levy @ ₹. 1/- per metric tonne in the calculation of labour cost. For the reasons stated earlier with regard to consideration of piece rate incentive, the components of Piece Rate Incentive and Special Levy are also considered in the calculation of labour cost for the shore handling operations for the dry bulk and break bulk cargo, as proposed by CHPT.

(d) Each of the Operational Overheads and Administrative Overheads has been estimated at 20% of the equipment hire cost and labour cost, which is as per the stipulation contained in Clause 4.5.8 and 4.5.9 of the Stevedoring and Shore handling guidelines.

(e) As stipulated in Clause 5 of the Stevedoring and Shore Handling Guidelines, margin at 20% on the total operating cost has been considered by CHPT to arrive at the upfront stevedoring tariff.

(ix). Clause 2.8 of Stevedoring & Shore Handling Guidelines states that Major Port Trusts should comply with the policy direction set out by the Government from time to time like coastal cargo/ containers etc. One of the policy directions issued by the (then) MOS, Road and Transport and Highways (MSRTH) relates to concessional rate for coastal vessel and coastal cargo. As per para 3 (iii) and 5(2.2) of Order No.TAMP/4/2004-Genl. dated 07 January 2005 passed by this Authority based on the said policy direction of the MSRTH, the concessional tariff need to be prescribed for cargo handling charges at 60% of the rate for foreign for all the relevant handling charges i.e. ship-shore transfer and transfer from quay to storage yard including wharfage except thermal coal, POL including crude oil, iron ore and iron ore pellets which are not eligible for Coastal Concession. The policy direction issued by the (then) MSRTH is uniformly applied at all the Major Ports and Private Terminal Operators governed under 2005, 2008 and 2013 guidelines while setting their tariff.

In this regard, on being pointed out, the CHPT has in its final revised proposal proposed separate concessional rate for coastal cargo in respect of stevedoring charges at 60% of the tariff for foreign cargo as per coastal concession policy issued by the MOS. The CHPT has stated that the impact of coastal concession has been captured in the proposed foreign rate for stevedoring charges by considering share of foreign cargo and coastal cargo at 97% : 3% and 96% : 4% for dry bulk and break bulk respectively. The CHPT has not proposed concessional rate for coastal cargo for shore handling activities.

It is relevant to state that in view of submission made by MOPT while processing its proposal for fixation of upfront tariff for Stevedoring and Shore handling that coastal concession policy should not be applicable for this exercise and in view similar request from few other Major Port Trust, this Authority has requested the MOS in January 2017 to examine whether the policy direction for prescription of concessional rate for eligible coastal cargo need to be applied while fixing tariff under the stevedoring and shore handling operations. The response of MOS is awaited.

In view of Clause 2.8. of the Stevedoring and shore handling guidelines and also recognising that the Coastal concession policy issued by the Government stipulates grant of coastal concession on all charges prescribed for ship-shore transfer and transfer from quay to yard and since the activities involved under the stevedoring and shore handling operations also include these activities, this Authority is bound to comply with the coastal concession policy while approving upfront tariff for stevedores and shore handling operations. Since the revised proposal of CHPT for prescription of concessional tariff in respect of stevedoring charges for coastal cargo is in line with the coastal policy direction issued by the MOS, the upfront tariff for foreign and coastal cargo as proposed by the CHPT except for modification in stevedoring tariff as brought out earlier is approved. The CHPT has not proposed coastal concessional rate for shore handling charges as per the coastal concession policy of the Government. That being so, the cost statement furnished by CHPT as well as the SOR is corrected by prescription of concessional rate for coastal cargo in respect of shore handling services by considering share of foreign cargo and coastal cargo at 97% : 3% and 96% : 4% for dry bulk and break bulk respectively to comply with the coastal concession policy of the MOS.

If the response of the MOS to be received on the matter referred to the MOS is different from the approval accorded based on proposal of the CHPT, a suitable amendment may be issued at that point of time.

(x). The cost statements for the determination of the upfront tariff for Shore handling operations for dry bulk cargo and break bulk cargo as furnished by CHPT and as modified by us, based on the various parameters discussed above is attached at **Annex- VI (a) and Annex – VI (b).**

(xi). Based on the above analysis and taking into consideration the submission made by the CHPT and recognizing that the proposal is filed by CHPT with the approval of the CHPT Board, the Stevedoring and Shore Handling charges for Dry bulk and Break Bulk cargo is approved as modified by us based on various parameters discussed above.

(xii). **Performance Standards proposed by CHPT for Dry Bulk Cargo for 100% indexation of Ceiling Tariff.**

Clause 7.1 of the Stevedoring and Shore Handling Guidelines stipulates that the operator is entitled for 100% WPI indexation in tariff instead of 60% WPI indexation, on achievement of Performance Standard as prescribed in the Berthing Policy issued by Ministry of Shipping (MOS) vide letter no. PD-11033/73/2013-PT (pt) dated 16.06.2016 for dry bulk cargo. In the proposal filed by the CHPT, the port has proposed a note to the effect of indexing the tariff by 100% of the WPI by the licensed agent from the second year of operation on achievement of performance standards for each of the commodities notified alongwith the normative tariff, on the ground that the CHPT has not implemented the Berthing Policy issued by the MOS, in view of the issues/ difficulties faced by CHPT and on account of the apprehensions from the trade/ user agencies in adopting the methodology stipulated in the Berthing Policy. The CHPT has also reported to have brought this matter to the notice of the Ministry of Shipping.

The Berthing Policy issued by MOS is for implementation by all the Major Port Trusts. The Policy does not have a provision to enable the ports to seek relaxation for non-implementation of the Policy. Since Clause 7.1 of the Stevedoring and shore handling Guidelines stipulates 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 for 100% indexation in tariff, a note is prescribed stating that the performance Standards for dry bulk cargo shall be as per the Berthing Policy issued by the MOS. The note proposed by the CHPT for 100% indexation in tariff is suitably modified to reflect this position. The CHPT is advised to file a separate proposal for performance standards for dry bulk cargo under the Berthing Policy issued by the MOS within one month from the date of notification of the Order in the Gazette of India.

(xiii). **Performance Standards proposed by CHPT for Break Bulk cargo.**

For Break bulk cargo, the Stevedoring and Shore handling guidelines stipulate that the productivity norms considered for arriving at the upfront tariff for stevedoring and shore handling operations will be applicable. Accordingly, CHPT has prescribed the performance standards on par with the productivity norms considered for arriving the upfront tariff for stevedoring and shore handling guidelines. However, as discussed earlier, the productivity norms considered by port have been modified. Thus, the following performance standards for break bulk cargo is prescribed:

Sl. No.	Commodity	Productivity norms per shift (MT)
A	**Import**	
1	Steel bar/tubes/pipes	800
2	Steel CR Coil	1700

3	Steel Plate	1100
4	Steel Billet	850
5	HR Coil	2125
6	Excavator	800
7	Project cargo	400
8	Logs	800
B	**Export**	
9	Steel Billet/bar/tubes/pipes	1300
10	Steel CR Coil	1400
11	Granite Block	1000
12	HR Coil	2800
13	Barytes - J. Bags	1400
14	Project cargo	300

(xiv). (a). While approving the ad-hoc upfront tariff for the stevedoring and shore handling operations across all major port trusts including CHPT, this Authority has prescribed definitions for some common terms viz., Coastal vessel, Foreign-going vessel, Stevedoring, Stevedore, Shore Handling, Shore Handling Agent. The same may continue to be prescribed in the upfront tariff schedule approved for the stevedoring and shore handling operations at CHPT.

(b). In addition to the definitions for the above referred terms, the CHPT has proposed definitions for terms like Day, Demurrage, Month, Port, Port Limit, Shift and Wharfage. The definitions proposed by CHPT for the above referred terms are seen to be in line with the definitions prescribed for the said terms in the existing Scale of Rates of CHPT. Hence, the proposed definitions are approved for incorporation in the upfront tariff schedule for the stevedoring and shore handling operations at CHPT.

(xv). The various general terms and conditions are discussed hereunder:

(a). While approving the ad-hoc upfront tariff for the stevedoring and shore handling operations across all major port trusts including CHPT, the general terms and conditions relating to System of classification of vessel for levy of Vessel Related Charges (VRC), Criteria for levy of VRC and Cargo related charges (CRC) at concessional Coastal rate, non applicability of tariff for BOT/ BOOT operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2005, 2008 and 2013, uniform applicability of tariff to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms, authorized agent to charge only for services provided by him and no permission for notional booking of labour and other similar notional charges, in the event of handling of any new cargo, then the port to categorise that cargo under any one of the cargo categories based on the nature, physical characteristics and the method of handling that cargo, Port to continue to levy charges for 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, as per TAMP notified SOR, automatic annual indexation of Tariff caps 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, all the operators to furnish to the Major Port Trust and TAMP annual reports on cargo traffic, ship berth day output, per shift output, any other information within a month following the end of financial year in respect of stevedoring/ shore handling operations licensed by the port, TAMP to publish on its website all such information received from operators and Major Port Trusts, performance norms prescribed for various commodities to be the minimum that should be achieved by the operator and that the performance norms to be incorporated in the bid documents, quarterly monitoring of actual performance achieved by the operator by both the Port and the TAMP and port to initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port, in the event of any shortfall in achieving the performance prescribed any user to prefer a representation to TAMP in the event a user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by the TAMP, in calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.50 to be taken as 0.50 unit and fractions of 0.50 and above to be treated as one unit, Users to not pay charges for delays beyond reasonable level attributable to the operator, coastal policy direction issued by the MOS, if any question arises requiring clarification or interpretation of the Scale of Rates and Statement of conditions of the operator, the matter to be referred to TAMP and decision of TAMP to be binding on the operator, has been prescribed by this Authority. The same may continue to be prescribed in the upfront tariff schedule approved for the stevedoring and shore handling operations at CHPT, as has been done while notifying the upfront tariff schedule for the stevedoring and shore handling operations at other Major Port Trusts.

(b). The port has, *interalia*, proposed a note to the effect that the charges prescribed in the tariff schedule are ceiling levels. In its place, few notes to the effect that the tariff notified is ceiling level, the rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels and that the authorized agent may, if he so desires, charge lower rates and/or allow higher rebates and discounts, 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 and that 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 is prescribed in the upfront tariff schedule for the stevedoring and shore handling operations at CHPT, in line with similar notes prescribed in the other Major Port Trusts.

(c). The CHPT has proposed a note to the effect that the charges for shore handling operations include arranging and receiving the cargo to / from the hook point, inter modal transport from wharf to stack yard and vice-versa and does not include receiving and delivering of cargo from consignee’s premises to port premises or vice versa. The note further states that additional charges are payable for wagon loading / unloading of dry bulk cargo as prescribed in the Upfront tariff Schedule. Since the proposed note is in line with the definition of shore handling given in the Stevedoring and the Shore Handling Policy, the prescription of the said note is approved.

(d). The CHPT has proposed a note to the effect that the shore handling charges include Piece Rate Incentive of ₹ 4/- per M.T. and Special Levy of ₹ 1/- per M.T. payable to the Port as per the Scale of Rates of the Port. The note further states that it does not include wharfage, demurrage, storage charges, license fee for plot and other miscellaneous charges payable to the Port. The impact of Piece Rate Incentive and Special Levy has been captured in the upfront tariff for the shore handing operations as discussed earlier. Since the said note gives clarity and may avoid ambiguity, the proposed note is approved.

(e). Similarly, the CHPT has proposed a note to the effect that the charges do not include the cost for deployment of additional equipment/ labour or port related services like bagging, etc. which the stevedores may render at the request of the users. In other words, the proposed note would enable the Stevedores to render port related services (which is not covered by the upfront tariff schedule approved) and deploy additional equipment/ labour and since no rates are available for the said services in the upfront tariff schedule approved, the stevedores may end up charging any rate for such services from the users. Port related services like bagging etc. is an incidental to cargo handling activity and is covered under Section 42 of the Major Port Trusts Act, 1963, for which this Authority is mandated to fix tariff as per Section 48 of the Major Port Trusts Act, 1963. Incidentally, this Authority, while dealing with a proposal filed by Visakhapatnam Port Trust (VPT) for handling of fertilisers has approved an upfront tariff for bagging of fertilisers, under upfront tariff guidelines of 2008. Thus, the CHPT is advised to come up with a separate proposal for prescription of charges for various port related services leviable by the Stevedores. The proposed note may, therefore, not be approved.

(f). The note proposed by the port to the effect that all taxes and duties, as is applicable from time to time, including Service Tax / GST shall be paid extra, gives clarity to the levy of charges and hence, is approved.

(g). For the reasons brought out earlier, the note proposed by the CHPT to the effect that the licenced agent would be entitled to 100% WPI indexation instead of 60% WPI indexation from the second year of operation on achievement of performance standards for each of the commodities notified alongwith the normative tariff, is replaced with the note that 'Incase of dry bulk cargo, the licenced agent would be 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. For break bulk cargo, the licenced agent would be entitled to 100% WPI indexation instead of 60% WPI indexation from the second year of operation on achievement of performance standards for each of the commodities notified alongwith the normative tariff.'

(h). The CHPT has proposed a note to the effect that the performance standards will be reviewed as per the Berthing Policy guidelines or any other guidelines of the Ministry of Shipping/ Competent Authority as may be applicable from time to time. Prescription of such a note may lead to confusion amongst the users as the indexation of tariff is dependent on the performance standards. Thus, in order to avoid any ambiguity, the proposed note is not approved.

(i). The CHPT has proposed a note to the effect that before commencement of the stevedoring and or the shore handling operations, the Licensed Agent will approach TAMP 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 Trusts Act, 1963". In this regard, it is to state that 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.

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 Trusts 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, the port is advised to apply the ceiling rates to the authorised individual stevedoring and shore handling operator, by making it as a condition of authorization, while issuing licenses. It is noteworthy that such an advice was given to the port while granting adhoc approval to the stevedoring and shore handling charges vide Order dated 8 February 2017. Therefore, the proposed note is not approved.

(xvi). As per Clause 2.10 of the Stevedoring and Shore Handling Guidelines, tariff caps will be indexed annually to the inflation to the extent of 60% variation in Wholesale Price Indexed (WPI) announced by the Government of India occurring between 1 January and 31 December of the relevant year and the adjusted indexed SOR will come into force from 1 April of the relevant year to 31 March of the following year. Since the estimates are of the year 2017, the base year for WPI escalation is prescribed as 01 January 2017. Accordingly, a suitable note is prescribed in the upfront tariff schedule for Stevedoring and Shore Handling operations.

(xvii). The CHPT has proposed a separate tariff for loading and unloading of dry bulk cargo to/ from wagons considering the equipment hire cost, labour cost @ 10% of equipment hire cost and 20% each of the operational and administration overheads and with a profit margin of 20% of the total cost. The Stevedoring and Shore handling guidelines do not prescribe any guidelines for loading / unloading cargo to/ from wagon. However, considering that the definition of the shore handing includes the delivery/ receipt of cargo for wagon/ trucks and also the receiving and delivering goods is also covered under Section 42 (1) (d) of the MPT Act., 1963 and the calculation made arriving upfront tariff with loading and unloading of dry bulk cargo to/ from wagons are in line with the guiding principles of Stevedoring and Shore Handling guidelines, this Authority is inclined to approve the tariff for the loading and unloading of dry bulk cargo to/ from wagons as proposed by CHPT relying on the calculation made by CHPT in this regard. The charges for loading / unloading of dry bulk cargo at the Common siding to/ from Railway wagons as proposed by the Port and as modified by TAMP is attached as **Annex – VII.**

(xviii). This Authority while approving upfront tariff for Stevedoring and Shore handling operations on adhoc basis vide Order No. TAMP/77/2016-CHPT dated 08 February 2017 has stated that the final rates to be approved by this Authority will have prospective effect. Accordingly, the final rates approved will come into effect prospectively after expiry of 30 days from the date of notification of the Order in the Gazette as per the general approach followed by this Authority. As stated in the interim Order dated 08 February 2017, the interim rates 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 between the adhoc rates and final rates as held by this Authority in the interim Order dated 08 February 2017.

(xix). If any error apparent on the face of record or for any other justifiable reasons, the CHPT may approach this Authority for review giving adequate justification / reasoning within 30 days of notification of the Order in the Gazette of India. If port users / user association have any issue they may approach the port.

14.1. In the result, and for the reasons give above, and based on a collective application of mind, this Authority approves the schedule of Upfront Stevedoring and Shore Handling Charges alongwith the Performance Standards for the CHPT attached as **Annex – VIII.**

14.2. The ceiling rates approved is applied to the authorised individual stevedoring and shore handling operator, by making it as a condition of authorization, while issuing licenses, for a period of 3 years. The approval accorded may automatically lapse thereafter unless specifically extended by this Authority. The port is advised to take necessary action for implementation of the upfront tariff for Stevedoring and Shore Handling operations along with Performance Standards.

14.3. As stipulated in Clause 2.4. of Stevedoring and Shore Handling Guidelines, the upfront tariff and performance standards notified by TAMP will be mentioned in the bid document and subsequently in the agreement in respect of the operator.

14.4. The indexation of upfront Stevedoring and Shore Handling Charges as provided in Clause 2.10 of the Stevedoring and Shore Handling Guidelines is to be read with Clause 7 of the Stevedoring and Shore Handling Guidelines. If the Operator does not achieve the prescribed performance standards as per clause 2 of Annex-VIII in previous 12 months, the operator will not be entitled for 100% WPI indexation and the operator will continue to levy the tariff with 60% indexation as prescribed in Clause 2.10 of the Stevedoring and Shore Handling Guidelines.

14.5. As stipulated in Clause 8.1. of Stevedoring and Shore Handling Guidelines, the operator shall furnish to the CHPT 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 is required by TAMP shall also be furnished to them from time to time.

14.6. As stipulated in Clause 8.2. of Stevedoring and Shore Handling Guidelines, 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.

14.7. (a). As stipulated in Clause 9.1. of Stevedoring and Shore Handling Guidelines, the performance norms prescribed for various commodities shall be the minimum should be achieved by the Operator. These performance norms shall be incorporated in the bid documents.

(b). As stipulated in Clause 9.2. of Stevedoring and Shore Handling Guidelines, the performance actually achieved by the operator shall be monitored by both the CHPT 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.

14.8. As stipulated in Clause 10 of Stevedoring and Shore Handling Guidelines, 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 CHPT. The CHPT will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.

(T.S. Balasubramanian)
Member (Finance)

Annex-I

Comparative Statement of Productivity norms as per the Guidelines vis-à-vis average productivity at CHPT for the past 3 years as furnished by the Port, productivity norms proposed by CHPT initially in its proposal of December 2016, reviewed productivity norms proposed by CHPT in April 2017 and Productivity norms considered by TAMP.

Sl. No.	Commodity	As per Guidelines				Average Productivity Achieved during last 3 years (derived) (in M.T.)	Productivity Norms proposed by CHPT in December 2016		Reviewed Productivity Norms proposed by CHPT in April 2017		Productivity Norms as considered by TAMP	
		Group No. as per Guidelines (Annex-I / II)	Norms per hook per shift (in M.T.)	No. of Hooks per shift	Norms per shift (in M.T.)		Using Ship's crane: Norms per shift (in M.T.)	Using HMC: Norms per shift (in M.T.)	Using Ship's crane: Norms per shift (in M.T.)	Using HMC: Norms per shift (in M.T.)	Using Ship's crane: Norms per shift (in M.T.)	Using HMC: Norms per shift (in M.T.)
(1)	(2)	(3)	(4)	(5)	(6)= 4 x 5	(7)	(8)	(9)	(10)	(11)	(12)	(13)
I	**Dry bulk cargo**											
A	**Import**											
1	Ammonium Sulphate	1	900	3	2700	1800	2000	8333	1500	8333	1800	8333
2	Murate of Potash	1	900	3	2700	1700	2000	8333	2000	8333	2000	8333
3	Rock Phosphate	2	810	3	2430	1700	2000	8333	2000	8333	2000	8333
4	Sulphur	2	810	3	2430	1900	1800	8333	1200	8333	1900	8333
5	Urea	1	900	3	2700	1300	1400	8333	1200	8333	1300	8333
6	Silica sand	10	1080	3	3240	1900	1400	8333	1400	8333	1900	8333
7	Dolomite	10	1080	3	3240	4800	4200	8333	4200	8333	4800	8333
8	Limestone	10	1080	3	3240	4200	3400	8333	3400	8333	4200	8333
9	Iron Ore Pellet	6	1460	4	5840	3300	3300	8333	3300	8333	3300	8333
10	Gypsum	9	870	3	2610	3000	3000	8333	3000	8333	3000	8333
11	Food grains	3	660	3	1980	700	1400	8333	1400	8333	1400	8333
12	Shredded Scrap	7	700	3	2100	2400	1800	8333	1350	8333	2400	8333
13	Heavy Melting Scrap	8	360	3	1080	200	750	8333	525	8333	525	8333
B	**Export**											
14	Food grains (Note 1)	3	660	3	1980	700	700	8333	700	8333	700	8333
15	Barytes	9	870	3	2610	3400	3400	8333	3400	8333	3400	8333
16	Cobble Stones	12	1120	3	3360	2200	2400	8333	2400	8333	2400	8333
17	Mil Scale	10	1080	3	3240	4600	3500	8333	3500	8333	4600	8333
18	Cement clinkers	10	1080	3	3240	3200	3700	8333	3700	8333	3700	8333
19	Ferro slag	12	1120	3	3360	4800	3500	8333	3500	8333	4800	8333
II	**Break bulk cargo**											
A	**Import**											
1	Steel bar/tubes/pipes	4	280	2.5	700	800	850		560		800	
2	Steel CR Coil	3	1360	2.5	3400	1500	1700		1700		1700	
3	Steel Plate	4	280	2.5	700	1100	1400		1000		1100	
4	Steel Billet	4	280	2.5	700	700	850		850		850	
5	HR Coil	3	1360	2.5	3400	2000	2300		2125		2125	
6	Excavator	10	Not given	-	-	800	450		250		800	
7	Project cargo (Note 2)	10	Not given	-	-	400	450		250		400	
8	Logs (Note 4)	6	480	2.5	1200	800	700		700		800	

Sl. No.	Commodity	As per Guidelines				Average Productivity Achieved during last 3 years (derived) (in M.T.)	Productivity Norms proposed by CHPT in December 2016		Reviewed Productivity Norms proposed by CHPT in April 2017		Productivity Norms as considered by TAMP	
							Using Ship's crane	Using HMC	Using Ship's crane	Using HMC	Using Ship's crane	Using HMC
		Group No. as per Guidelines (Annex-I / II)	Norms per hook per shift (in M.T.)	No. of Hooks per shift	Norms per shift (in M.T.)		Norms per shift (in M.T.)	Norms per shift (in M.T.)	Norms per shift (in M.T.)	Norms per shift (in M.T.)	Norms per shift (in M.T.)	Norms per shift (in M.T.)
B	**Export**											
9	Steel Billet/bar/tubes/pipes	4	280	2.5	700	1300	1000		1000		1300	
10	Steel CR Coil	3	1360	2.5	3400	1400	1200		1200		1400	
11	Granite Block	7	500	2	1000	900	1000		1000		1000	
12	HR Coil	3	1360	2.5	3400	2800	2300		2000		2800	
13	Barytes - J. Bags	2	560	2.5	1400	1400	1200		1200		1400	
14	Project cargo (Note 3)	10	Not given	-	-	300	250		100		300	

Note 1: Foodgrains under export include Maize, Raw sugar, etc.

Note 2: Project cargo under import include Machinery

Note 3: Project cargo under export include Machinery, Windmill & Excavator

Annex -II (a)

Estimation of Equipment Hire Cost for Stevedoring Operations - Dry Bulk cargo

Amount in ₹

Sl. No.	Commodity	AS PER CHPT ESTIMATES																
		Using Ship's Crane									Using HMC							
		Norms per shift (M.T.)	No. of hatches / hooks per shift	Dozer 5 T / Poclain / Pay loader		Excavator		Grab		Total Equipment Hire charges per shift	Norms per shift (M.T.)	HMC		Dozer 5 T / Poclain / Pay loader		Excavator		Total Equipment Hire charges per shift
				Nos. per shift	Hire charge per unit per shift (₹)	Nos. per shift	Hire charge per unit per shift (₹)	Nos. per shift	Hire charge per M.T.			Nos. per shift	Hire charges per M.T.	Nos. per shift (Two per HMC)	Hire charges per unit per shift	Nos. per shift	Hire charge per unit per shift	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)= (5x6) + (7x8) + (3x10)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)=(12x14)+(15x16)+(17x18)
A	Import																	
1	Ammonium Sulphate	1500	3	3	11000	0	18000	3	30	78000	8333	2	48	4	11000	0	18000	443984
2	Muriate of Potash	2000	3	3	11000	0	18000	3	30	93000	8333	2	48	4	11000	0	18000	443984
3	Rock Phosphate	2000	3	3	11000	0	18000	3	30	93000	8333	2	48	4	11000	0	18000	443984
4	Sulphur	1200	3	4	18000	0	18000	3	30	108000	8333	2	48	4	18000	0	18000	471984
5	Urea	1200	3	2	9500	0	18000	3	30	55000	8333	2	48	4	9500	0	18000	437984
6	Silica sand	1400	3	3	11000	0	18000	3	30	75000	8333	2	48	4	11000	0	18000	443984
7	Dolomite	4200	3	3	11000	0	18000	3	30	159000	8333	2	48	4	11000	0	18000	443984
8	Limestone	3400	3	3	11000	0	18000	3	30	135000	8333	2	48	4	11000	0	18000	443984
9	Iron Ore Pellet	3300	4	0	11000	4	18000	4	30	171000	8333	2	48	0	11000	4	18000	471984
10	Gypsum	3000	3	3	11000	0	18000	3	30	123000	8333	2	48	4	11000	0	18000	443984
11	Food grains	1400	3	3	11000	0	18000	3	30	75000	8333	2	48	4	11000	0	18000	443984
12	Shredded Scrap	1350	3	3	18000	3	18000	3	40	162000	8333	2	48	4	18000	4	18000	543984
13	*Heavy Melting Scrap*	525	*3*	*2*	*9500*	*3*	18000	*3*	*40*	*94000*	8333	2	48	2	9500	4	18000	490984
B	Export																	
14	Food grains	700	3	3	11000	0	18000	3	30	54000	8333	2	48	4	11000	0	18000	443984
15	Barytes	3400	3	3	18000	0	18000	3	30	156000	8333	2	48	4	18000	0	18000	471984
16	Cobble Stones	2400	3	3	11000	0	18000	3	30	105000	8333	2	48	4	11000	0	18000	443984
17	Mil Scale	3500	3	3	18000	0	18000	3	30	159000	8333	2	48	4	18000	0	18000	471984
18	Cement clinkers	3700	3	3	18000	0	18000	3	30	165000	8333	2	48	4	18000	0	18000	471984
19	Ferro slag	3500	3	3	18000	0	18000	3	30	159000	8333	2	48	4	18000	0	18000	471984

Sl. No.	Commodity	AS PER TAMP ESTIMATES															
		Using Ship's Crane									Using HMC						
		Norms per shift (M.T.)	No. of hatches / hooks per shift	Dozer 5 T / Poclain / Pay loader		Excavator		Grab		Total Equipment Hire charges per shift	Norms per shift (M.T.)	HMC		Dozer 5 T / Poclain / Pay loader		Excavator		Total Equipment Hire charges per shift
				Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per M.T.			Nos. per shift	Hire charges per M.T.	Nos. per shift (Two per HMC)	Hire charges per unit per shift	Nos. per shift	Hire charge per unit per shift	
(1)	(2)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)=(22x23)+(24x25)+(20x27)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)=(29x31)+(32x33)+(34x35)
A	Import																	
1	Ammonium Sulphate	1800	3	3	10000	0	17000	3	30	84000	8333	2	48.48	4	10000	0	17000	443983.84
2	Muriate of Potash	2000	3	3	10000	0	17000	3	30	90000	8333	2	48.48	4	10000	0	17000	443983.84
3	Rock Phosphate	2000	3	3	10000	0	17000	3	30	90000	8333	2	48.48	4	10000	0	17000	443983.84
4	Sulphur	1900	3	4	14000	0	17000	3	30	113000	8333	2	48.48	4	14000	0	17000	459983.84
5	Urea	1300	3	2	8500	0	17000	3	30	56000	8333	2	48.48	4	8500	0	17000	437983.84
6	Silica sand	1900	3	3	10000	0	17000	3	30	87000	8333	2	48.48	4	10000	0	17000	443983.84
7	Dolomite	4800	3	3	10000	0	17000	3	30	174000	8333	2	48.48	4	10000	0	17000	443983.84
8	Limestone	4200	3	3	10000	0	17000	3	30	156000	8333	2	48.48	4	10000	0	17000	443983.84
9	Iron Ore Pellet	3300	4	0	10000	4	17000	4	30	167000	8333	2	48.48	0	10000	4	17000	471983.84
10	Gypsum	3000	3	3	10000	0	17000	3	30	120000	8333	2	48.48	4	10000	0	17000	443983.84
11	Food grains	1400	3	3	10000	0	17000	3	30	72000	8333	2	48.48	4	10000	0	17000	443983.84
12	Shredded Scrap	2400	3	3	14000	3	17000	3	40	189000	8333	2	48.48	4	14000	4	17000	527983.84
13	*Heavy Melting Scrap*	525	3	*2*	*8500*	*3*	*17000*	*3*	*40*	*89000*	8333	2	48.48	2	8500	4	17000	488983.84
B	Export																	
14	Food grains	700	3	3	10000	0	17000	3	30	51000	8333	2	48.48	4	10000	0	17000	443983.84
15	Barytes	3400	3	3	14000	0	17000	3	30	144000	8333	2	48.48	4	14000	0	17000	459983.84
16	Cobble Stones	2400	3	3	10000	0	17000	3	30	102000	8333	2	48.48	4	10000	0	17000	443983.84
17	Mil Scale	4600	3	3	14000	0	17000	3	30	180000	8333	2	48.48	4	14000	0	17000	459983.84
18	Cement clinkers	3700	3	3	14000	0	17000	3	30	153000	8333	2	48.48	4	14000	0	17000	459983.84
19	Ferro slag	4800	3	3	14000	0	17000	3	30	186000	8333	2	48.48	4	14000	0	17000	459983.84

Note: In respect of Sl. No.13, Heavy Melting Scrap, the no. of payloaders has been increased to 2 for handling using ship's crane.

Annex - II (b)

Estimation of Equipment Hire Cost for Stevedoring Operations - Break Bulk cargo

Amount in ₹

Sl. No.	Commodity	No. of hatches per shift	Equipment description & capacity	Nos. per shift	AS PER CHPT ESTIMATES		AS PER TAMP	
					Hire charge per unit per shift (`)	Total Equipment Hire charges per shift (`)	Hire charge per unit per shift (`)	Total Equipment Hire charges per shift (`)
(1)	(2)	(4)	(5)	(6)	(7)	(8)=6x7	(9)	(10)=6x9
A	**Import**							
1	Steel bar/tubes/pipes	2.5	DFLT 5 T	2	5500	11000	5000	10000
2	Steel CR Coil	2.5	DFLT 30 T	2	33000	66000	32000	64000
3	Steel Plate	2.5	DFLT 30 T	2	33000	66000	32000	64000
4	Steel Billet	2.5	DFLT 5 T	2	5500	11000	5000	10000
5	HR Coil	2.5	DFLT 30 T	3	33000	99000	32000	96000
6	Excavator	1	No Equipment	-	-	-	-	-
7	Project cargo	1	Spreader	1	10000	10000	10000	10000
8	Logs	2.5	Log Grabber 10 T	2	15400	30800	15000	30000
B	**Export**							
9	Steel Billet/bar/tubes/pipes	2.5	DFLT 10 T	3	10500	31500	10000	30000
10	Steel CR Coil	2.5	DFLT 30 T	2	33000	66000	32000	64000
11	Granite Block	2	DFLT 30 T	1	33000	33000	32000	32000
12	HR Coil	2.5	DFLT 30 T	3	33000	99000	32000	96000
13	Barytes - J. Bags	2.5	DFLT 30 T	2	33000	66000	32000	64000
14	Project cargo	1	Spreader	1	10000	10000	10000	10000

Annex-II ('c)

Estimation of Labour Cost for Stevedoring Operations - Dry Bulk cargo

Sl. No.	Commodity	Proposed norms per shift (in M.T.)	No. of Hooks per shift (as per norms)	Category & No. of employees per shift				Labour charges per employee per shift (in ₹)				Total Labour charges per shift using Ship's crane (₹)	Total Labour charges per shift with 15% hike for Wage Revision impact (₹)	Total Labour charges per shift using HMC (₹)	Total Labour charges per shift - HMC with 15% hike for Wage Revision impact (₹)
				Ship Crane			HMC	Wages & Levy		Piece Rate Incentive					
				Signal man (1 per hook)	Winch Driver (1 per hatch)	Total	Signal man (1 per HMC)	Signal man	Winch Driver	Ship Crane	HMC				
(1)	(2)	(3)	(4)	(5)	(6)	(7)=5+6	(8)	(9)	(10)	(11)	(12)	(13)=(5x9)+(6x10)+(7x11)	(14)=13+15%	(15)=(8x9)+(8x12)	(16)=15+15%
AS PER CHPT ESTIMATES															
A	Import														
1	Ammonium Sulphate	1500	3	3	3	6	2	4380	4740	419	16	29874	34355	8792	10111
2	Muriate of Potash	2000	3	3	3	6	2	4380	4740	419	16	29874	34355	8792	10111
3	Rock Phosphate	2000	3	3	3	6	2	4380	4740	419	16	29874	34355	8792	10111
4	Sulphur	1200	3	3	3	6	2	4380	4740	419	16	29874	34355	8792	10111
5	Urea	1200	3	3	3	6	2	4380	4740	419	16	29874	34355	8792	10111
6	Silica sand	1400	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111
7	Dolomite	4200	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111
8	Limestone	3400	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111
9	Iron Ore Pellet	3300	4	4	4	8	2	4380	4740	262	16	38576	44362	8792	10111
10	Gypsum	3000	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111
11	Food grains	1400	3	3	3	6	2	4380	4740	419	16	29874	34355	8792	10111
12	Shredded Scrap	1350	3	3	3	6	2	4380	4740	307	16	29202	33582	8792	10111
13	Heavy Melting Scrap	525	3	3	3	6	2	4380	4740	307	16	29202	33582	8792	10111
B	Export														
14	Food grains	700	3	3	3	6	2	4380	4740	419	16	29874	34355	8792	10111
15	Barytes	3400	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111
16	Cobble Stones	2400	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111
17	Mill Scale	3500	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111

Sl. No.	Commodity	Proposed norms per shift (in M.T.)	No. of Hooks per shift (as per norms)	Category & No. of employees per shift				Labour charges per employee per shift (in ₹)				Total Labour charges per shift using Ship's crane (₹)	Total Labour charges per shift with 15% hike for Wage Revision impact (₹)	Total Labour charges per shift using HMC (₹)	Total Labour charges per shift - HMC with 15% hike for Wage Revision impact (₹)
				Ship Crane			HMC	Wages & Levy		Piece Rate Incentive					
				Signal man (1 per hook)	Winch Driver (1 per hatch)	Total	Signal man (1 per HMC)	Signal man	Winch Driver	Ship Crane	HMC				
(1)	(2)	(3)	(4)	(5)	(6)	(7)=5+6	(8)	(9)	(10)	(11)	(12)	(13)=(5x9)+(6x10)+(7x11)	(14)=13+15%	(15)=(8x9)+(8x12)	(16)=15+15%
18	Cement clinkers	3700	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111
19	Ferro slag	3360	3	3	3	6	2	4380	4740	262	16	28932	33272	8792	10111

AS PER TAMP ESTIMATES															
A	**Import**														
1	Ammonium Sulphate	1800	3	3	3	6	2	4380	4740	419	16	29874		8792	
2	Muriate of Potash	2000	3	3	3	6	2	4380	4740	419	16	29874		8792	
3	Rock Phosphate	2000	3	3	3	6	2	4380	4740	419	16	29874		8792	
4	Sulphur	1900	3	3	3	6	2	4380	4740	419	16	29874		8792	
5	Urea	1300	3	3	3	6	2	4380	4740	419	16	29874		8792	
6	Silica sand	1900	3	3	3	6	2	4380	4740	262	16	28932		8792	
7	Dolomite	4800	3	3	3	6	2	4380	4740	262	16	28932		8792	
8	Limestone	4200	3	3	3	6	2	4380	4740	262	16	28932		8792	
9	Iron Ore Pellet	3300	4	4	4	8	2	4380	4740	262	16	38576		8792	
10	Gypsum	3000	3	3	3	6	2	4380	4740	262	16	28932		8792	
11	Food grains	1400	3	3	3	6	2	4380	4740	419	16	29874		8792	
12	Shredded Scrap	2400	3	3	3	6	2	4380	4740	307	16	29202		8792	
13	Heavy Melting Scrap	525	3	3	3	6	2	4380	4740	307	16	29202		8792	
B	**Export**														
14	Food grains	700	3	3	3	6	2	4380	4740	419	16	29874		8792	
15	Barytes	3400	3	3	3	6	2	4380	4740	262	16	28932		8792	
16	Cobble Stones	2400	3	3	3	6	2	4380	4740	262	16	28932		8792	
17	Mill Scale	4600	3	3	3	6	2	4380	4740	262	16	28932		8792	
18	Cement clinkers	3700	3	3	3	6	2	4380	4740	262	16	28932		8792	
19	Ferro slag	4800	3	3	3	6	2	4380	4740	262	16	28932		8792	

Annex- II (d)

Estimation of Labour Cost for Stevedoring Operations - Break Bulk cargo

Sl. No.	Commodity	Proposed norms per shift (in M.T.)	No. of Hooks per shift	Category & No. of employees per shift: Tindal (one per vessel)	Signal man (one per hook)	Winch Driver (one per hatch)	Mazdoor: per hook	Mazdoor: per shift	Total	Labour charges per employee per shift (in ₹): Wages & Levy: Tindal	Signal man	Winch Driver	Mazdoor	Piece Rate Incentive (₹)	Total Labour charges per shift using Ship's Crane (₹)	Total Labour charges per shift with 15% hike for Wage Revision impact (₹)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)=5+6+7+9	(11)	(12)	(13)	(14)	(15)	(16)=(5x11)+(6x12)+(7x13)+(9x14)+(10x15)	(17)=16+15%
AS PER CHPT ESTIMATES																
A	**Import**															
1	Steel bar/tubes/pipes	560	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
2	Steel CR Coil	1700	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
3	Steel Plate	1000	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
4	Steel Billet	850	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
5	HR Coil	2125	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
6	Excavator	250	3	1	3	3	4	12	19	4740	4380	4740	4380	317	90683	104285
7	Project cargo	250	3	1	3	3	4	12	19	4740	4380	4740	4380	317	90683	104285
8	Logs	700	3	1	3	3	2	6	13	4740	4380	4740	4380	2947	96691	111195
B	**Export**															
9	Steel Billet/bar/tubes/pip	1000	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
10	Steel CR Coil	1200	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
11	Granite Block	1000	3	1	3	3	2	6	13	4740	4380	4740	4380	272	61916	71203
12	HR Coil	2000	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	74477
13	Barytes - J. Bags	1200	3	1	3	3	4	12	19	4740	4380	4740	4380	868	101152	116325
14	Project cargo	100	3	1	3	3	4	12	19	4740	4380	4740	4380	317	90683	104285

Sl. No.	Commodity	Proposed norms per shift (in M.T.)	No. of Hooks per shift	Category & No. of employees per shift						Labour charges per employee per shift (in ₹)					Total Labour charges per shift using Ship's Crane (₹)	Total Labour charges per shift with 15% hike for Wage Revision impact (₹)
				Tindal (one per vessel)	Signal man (one per hook)	Winch Driver (one per hatch)	Mazdoor		Total	Wages & Levy				Piece Rate Incentive (₹)		
							per hook	per shift		Tindal	Signal man	Winch Driver	Mazdoor			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)=5+6+7+9	(11)	(12)	(13)	(14)	(15)	(16)=(5x11)+(6x12)+(7x13)+(9x14)+(10x15)	(17)=16+15%

AS PER TAMP ESIMATES

A	**Import**															
1	Steel bar/tubes/pipes	800	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	
2	Steel CR Coil	1700	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	
3	Steel Plate	1100	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	
4	Steel Billet	850	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	
5	HR Coil	2125	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	
6	Excavator	800	3	1	3	3	4	12	19	4740	4380	4740	4380	317	90683	
7	Project cargo	400	3	1	3	3	4	12	19	4740	4380	4740	4380	317	90683	
8	Logs	800	3	1	3	3	2	6	13	4740	4380	4740	4380	307	62371	
B	**Export**															
9	Steel Billet/bar/tubes/pip	1300	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	
10	Steel CR Coil	1400	3	1	3	3	2	6	13	4740	4380	4740	4380	491	64763	
11	Granite Block	1000	3	1	3	3	2	6	13	4740	4380	4740	4380	272	61916	
12	HR Coil	2800	3	1	3	3	2	6	13	4740	4380	4740	4380	0	58380	
13	Barytes - J. Bags	1400	3	1	3	3	4	12	19	4740	4380	4740	4380	868	101152	
14	Project cargo	300	3	1	3	3	4	12	19	4740	4380	4740	4380	317	90683	

ANNEX - III(a)

Determination of Upfront tariff for Stevedoring Operations - Dry Bulk Cargo

Amount in ₹

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment & Labour cost	Administrative overheads @ 20% on Equipment & Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
(1)	(2)	(3)	(4)	(5)	(6)=4+5	(7) = 20% on 6	(8)= 20% on 6	(9)=6+7+8	(10)= 20% on 9	(11)=9+10		
AS PER CHPT ESTIMATES												
I	**Using Ship's Crane**											
A	**Import**											
1	Ammonium Sulphate	1500	78000	34355	112355	22471	22471	157297	31459	188756	**127**	**76**
2	Muriate of Potash	2000	93000	34355	127355	25471	25471	178297	35659	213956	**108**	**65**
3	Rock Phosphate	2000	93000	34355	127355	25471	25471	178297	35659	213956	**108**	**65**
4	Sulphur	1200	108000	34355	142355	28471	28471	199297	39859	239156	**202**	**121**
5	Urea	1200	55000	34355	89355	17871	17871	125097	25019	150116	**127**	**76**
6	Silica sand	1400	75000	33272	108272	21654	21654	151580	30316	181896	**132**	**79**
7	Dolomite	4200	159000	33272	192272	38454	38454	269180	53836	323016	**78**	**47**
8	Limestone	3400	135000	33272	168272	33654	33654	235580	47116	282696	**84**	**50**
9	Iron Ore Pellet	3300	171000	44362	215362	43072	43072	301506	60301	361807	**111**	**67**
10	Gypsum	3000	123000	33272	156272	31254	31254	218780	43756	262536	**89**	**53**
11	Food grains	1400	75000	34355	109355	21871	21871	153097	30619	183716	**133**	**80**
12	Shredded Scrap	1350	162000	33582	195582	39116	39116	273814	54763	328577	**246**	**148**
13	Heavy Melting Scrap	525	94000	33582	127582	25516	25516	178614	35723	214337	**413**	**248**
B	**Export**											
14	Food grains	700	54000	34355	88355	17671	17671	123697	24739	148436	**215**	**129**
15	Barytes	3400	156000	33272	189272	37854	37854	264980	52996	317976	**95**	**57**
16	Cobble Stones	2400	105000	33272	138272	27654	27654	193580	38716	232296	**98**	**59**
17	Mil Scale	3500	159000	33272	192272	38454	38454	269180	53836	323016	**93**	**56**
18	Cement clinkers	3700	165000	33272	198272	39654	39654	277580	55516	333096	**91**	**55**
19	Ferro slag	3500	159000	33272	192272	38454	38454	269180	53836	323016	**93**	**56**
II	**Using HMC**											
A	**Import**											
1	Ammonium Sulphate	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
2	Muriate of Potash	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
3	Rock Phosphate	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
4	Sulphur	8333	459984	10111	470095	94019	94019	658132.84	131627	789759.8	**96**	**58**
5	Urea	8333	437984	10111	448095	89619	89619	627332.84	125467	752799.8	**91**	**55**
6	Silica sand	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
7	Dolomite	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
8	Limestone	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
9	Iron Ore Pellet	8333	471984	10111	482095	96419	96419	674932.84	134987	809919.8	**98**	**59**
10	Gypsum	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
11	Food grains	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
12	Shredded Scrap	8333	527984	10111	538095	107619	107619	753332.84	150667	903999.8	**110**	**66**
13	Heavy Melting Scrap	8333	488984	10111	499095	99819	99819	698732.84	139747	838479.8	**102**	**61**
B	**Export**											
14	Food grains	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
15	Barytes	8333	459984	10111	470095	94019	94019	658132.84	131627	789759.8	**96**	**58**
16	Cobble Stones	8333	443984	10111	454095	90819	90819	635732.84	127147	762879.8	**93**	**56**
17	Mil Scale	8333	459984	10111	470095	94019	94019	658132.84	131627	789759.8	**96**	**58**
18	Cement clinkers	8333	459984	10111	470095	94019	94019	658132.84	131627	789759.8	**96**	**58**
19	Ferro slag	8333	459984	10111	470095	94019	94019	658132.84	131627	789759.8	**96**	**58**

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment & Labour cost	Administrative overheads @ 20% on Equipment & Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
(1)	(2)	(3)	(4)	(5)	(6)=4+5	(7) = 20% on 6	(8)= 20% on 6	(9)=6+7+8	(10)= 20% on 9	(11)=9+10		
AS PER TAMP ESTIMATES												
A	**Import**											
1	Ammonium Sulphate	1800	84000	29874	113874	22775	22775	159424	31885	191309	**108**	**65**
2	Muriate of Potash	2000	90000	29874	119874	23975	23975	167824	33565	201389	**102**	**61**
3	Rock Phosphate	2000	90000	29874	119874	23975	23975	167824	33565	201389	**102**	**61**
4	Sulphur	1900	113000	29874	142874	28575	28575	200024	40005	240029	**128**	**77**
5	Urea	1300	56000	29874	85874	17175	17175	120224	24045	144269	**112**	**67**
6	Silica sand	1900	87000	28932	115932	23186	23186	162304	32461	194765	**104**	**62**
7	Dolomite	4800	174000	28932	202932	40586	40586	284104	56821	340925	**72**	**43**
8	Limestone	4200	156000	28932	184932	36986	36986	258904	51781	310685	**75**	**45**
9	Iron Ore Pellet	3300	167000	38576	205576	41115	41115	287806	57561	345367	**106**	**64**
10	Gypsum	3000	120000	28932	148932	29786	29786	208504	41701	250205	**84**	**50**
11	Food grains	1400	72000	29874	101874	20375	20375	142624	28525	171149	**124**	**74**
12	Shredded Scrap	2400	189000	29202	218202	43640	43640	305482	61096	366578	**155**	**93**
13	Heavy Melting Scrap	525	89000	29202	118202	23640	23640	165482	33096	198578	**383**	**230**
B	**Export**											
14	Food grains	700	51000	29874	80874	16175	16175	113224	22645	135869	**196**	**118**
15	Barytes	3400	144000	28932	172932	34586	34586	242104	48421	290525	**86**	**52**
16	Cobble Stones	2400	102000	28932	130932	26186	26186	183304	36661	219965	**93**	**56**
17	Mil Scale	4600	180000	28932	208932	41786	41786	292504	58501	351005	**77**	**46**
18	Cement clinkers	3700	153000	28932	181932	36386	36386	254704	50941	305645	**84**	**50**
19	Ferro slag	4800	186000	28932	214932	42986	42986	300904	60181	361085	**76**	**46**
II	**Using HMC**											
A	**Import**											
1	Ammonium Sulphate	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
2	Muriate of Potash	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
3	Rock Phosphate	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
4	Sulphur	8333	459984	8792	468776	93755	93755	656285.84	131257	787542.8	**96**	**58**
5	Urea	8333	437984	8792	446776	89355	89355	625485.84	125097	750582.8	**91**	**55**
6	Silica sand	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
7	Dolomite	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
8	Limestone	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
9	Iron Ore Pellet	8333	471984	8792	480776	96155	96155	673085.84	134617	807702.8	**98**	**59**
10	Gypsum	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
11	Food grains	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
12	Shredded Scrap	8333	527984	8792	536776	107355	107355	751485.84	150297	901782.8	**110**	**66**
13	Heavy Melting Scrap	8333	488984	8792	497776	99555	99555	696885.84	139377	836262.8	**102**	**61**
B	**Export**											
14	Food grains	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
15	Barytes	8333	459984	8792	468776	93755	93755	656285.84	131257	787542.8	**96**	**58**
16	Cobble Stones	8333	443984	8792	452776	90555	90555	633885.84	126777	760662.8	**92**	**55**
17	Mil Scale	8333	459984	8792	468776	93755	93755	656285.84	131257	787542.8	**96**	**58**
18	Cement clinkers	8333	459984	8792	468776	93755	93755	656285.84	131257	787542.8	**96**	**58**
19	Ferro slag	8333	459984	8792	468776	93755	93755	656285.84	131257	787542.8	**96**	**58**

Annex-III (b)

Determination of Upfront tariff for Stevedoring Operations - Break Bulk Cargo

Amount in ₹

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment and Labour cost	Administrative overheads @ 20% on Equipment and Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Require-ment per shift	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
(1)	(2)	(3)	(4)	(5)	(6)=4+5	(7) = 20% on 6	(8)= 20% on 6	(9)=6+7+8	(10)= 20% on 9	(11)=9+10		
	AS PER CHPT ESTIMATES											
A	**Import**											
1	Steel bar/tubes/pipes	560	11000	74477	85477	17095	17095	119667	23933	143600	**261**	**157**
2	Steel CR Coil	1700	66000	74477	140477	28095	28095	196667	39333	236000	**141**	**85**
3	Steel Plate	1000	66000	74477	140477	28095	28095	196667	39333	236000	**240**	**144**
4	Steel Billet	850	11000	74477	85477	17095	17095	119667	23933	143600	**172**	**103**
5	HR Coil	2125	99000	74477	173477	34695	34695	242867	48573	291440	**139**	**83**
6	Excavator	250	-	104285	104285	20857	20857	145999	29200	175199	**712**	**427**
7	Project cargo	250	10000	104285	114285	22857	22857	159999	32000	191999	**780**	**468**
8	Logs	700	30800	111195	141995	28399	28399	198793	39759	238552	**346**	**208**
B	**Export**											
9	Steel Billet/bar/tubes/pipes	1000	31500	74477	105977	21195	21195	148367	29673	178040	**180**	**108**
10	Steel CR Coil	1200	66000	74477	140477	28095	28095	196667	39333	236000	**199**	**119**
11	Granite Block	1000	33000	71203	104203	20841	20841	145885	29177	175062	**177**	**106**
12	HR Coil	2000	99000	74477	173477	34695	34695	242867	48573	291440	**147**	**88**
13	Barytes - J. Bags	1200	66000	116325	182325	36465	36465	255255	51051	306306	**258**	**155**
14	Project cargo	100	10000	104285	114285	22857	22857	159999	32000	191999	**1943**	**1166**
	AS PER TAMP ESTIMATES											
A	**Import**											
1	Steel bar/tubes/pipes	800	10000	64763	74763	14953	14953	104669	20934	125603	**160**	**96**
2	Steel CR Coil	1700	64000	64763	128763	25753	25753	180269	36054	216323	**129**	**77**
3	Steel Plate	1100	64000	64763	128763	25753	25753	180269	36054	216323	**200**	**120**
4	Steel Billet	850	10000	64763	74763	14953	14953	104669	20934	125603	**150**	**90**
5	HR Coil	2125	96000	64763	160763	32153	32153	225069	45014	270083	**129**	**77**
6	Excavator	800	0	90683	90683	18137	18137	126957	25391	152348	**194**	**116**
7	Project cargo	400	10000	90683	100683	20137	20137	140957	28191	169148	**430**	**258**
8	Logs	800	30000	62371	92371	18474	18474	129319	25864	155183	**197**	**118**
B	**Export**											
9	Steel Billet/bar/tubes/pipes	1300	30000	64763	94763	18953	18953	132669	26534	159203	**124**	**74**
10	Steel CR Coil	1400	64000	64763	128763	25753	25753	180269	36054	216323	**156**	**94**
11	Granite Block	1000	32000	61916	93916	18783	18783	131482	26296	157778	**160**	**96**
12	HR Coil	2800	96000	58380	154380	30876	30876	216132	43226	259358	**94**	**56**
13	Barytes - J. Bags	1400	64000	101152	165152	33030	33030	231212	46242	277454	**201**	**121**
14	Project cargo	300	10000	90683	100683	20137	20137	140957	28191	169148	**571**	**343**

Annex - IV

Comparative position of the equipment proposed to be deployed by CHPT for shore handling operations vis-à-vis the norm prescribed in the Stevedoring and Shore handling Guidelines for the method adopted by CHPT

Commodity / Commodity Group	Method	As per Guidelines	As proposed by the Port with Ship cranes
A. Dry Bulk Cargo			
Ammonium Sulphate, MOP	2	20 Nos. – 15T trucks 02 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** 02 Nos. – 10T Payloaders
	4	03 Nos. – 10T Payloaders	03 Nos. – 10T Payloaders
	5	20 Nos. – 15T trucks 05 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** 05 Nos. – 10T Payloaders
Rock Phosphate	2	20 Nos. – 15T trucks 02 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** 02 Nos. – 10T Payloaders
	4	03 Nos. – 10T Payloaders	03 Nos. – 10T Payloaders
	5	20 Nos. – 15T trucks 05 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** 05 Nos. – 10T Payloaders
Sulphur	2	20 Nos. – 15T trucks 02 Nos. – 10T Payloaders	**18 Nos. – 15T trucks** 02 Nos. – 10T Payloaders
	4	03 Nos. – 10T Payloaders	03 Nos. – 10T Payloaders
	5	20 Nos. – 15T trucks 05 Nos. – 10T Payloaders	**18 Nos. – 15T trucks** 05 Nos. – 10T Payloaders
Urea	2	20 Nos. – 15T trucks 02 Nos. – 10T Payloaders	**10 Nos. – 15T trucks** 02 Nos. – 10T Payloaders
	4	03 Nos. – 10T Payloaders	**02 Nos. – 10T Payloaders**
	5	20 Nos. – 15T trucks 05 Nos. – 10T Payloaders	**10 Nos. – 15T trucks** **04 Nos.– 10T Payloaders**
Silica sand, Dolomite & Lime Stone	2	25 Nos. – 15T trucks 04 Nos. – 10T Payloaders	**18 Nos. – 15T trucks** 04 Nos. – 10T Payloaders
	4	06 Nos. – 10T Payloaders	06 Nos. – 10T Payloaders
	5	25 Nos. – 15T trucks 10 Nos. – 10T Payloaders	**18 Nos. – 15T trucks** 10 Nos. – 10T Payloaders
Iron ore pellets	2	34 Nos. – 15T trucks 04 Nos. – 10T Payloaders	**25 Nos. – 15T trucks** 04 Nos. – 10T Payloaders
	4	06 Nos. – 10T Payloaders	06 Nos. – 10T Payloaders
	5	34 Nos. – 15T trucks 10 Nos. – 10T Payloaders	**25 Nos. – 15T trucks** 10 Nos. – 10T Payloaders
Gypsum	2	25 Nos. – 15T trucks 04 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** **02 Nos. – 10T Payloaders**
	4	06 Nos. – 10T Payloaders	**03 Nos. – 10T Payloaders**
	5	25 Nos. – 15T trucks 10 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** **05 Nos. – 10T Payloaders**
Food Grains	2	20 Nos. – 15T trucks 02 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** 02 Nos. – 10T Payloaders
	4	03 Nos. – 10T Payloaders	03 Nos. – 10T Payloaders
	5	20 Nos. – 15T trucks 05 Nos. – 10T Payloaders	**15 Nos. – 15T trucks** 05 Nos. – 10T Payloaders
	2	15 Nos. – 15T trucks 02 Nos. – 10T Payloaders	**12 Nos. – 15T trucks** 02 Nos. – 10T Payloaders

Commodity / Commodity Group	Method	As per Guidelines	As proposed by the Port with Ship cranes
		02 Nos. – Excavators	02 Nos. – Excavator
Shredded Scrap	4	15 Nos. – 15T trucks 03 Nos. – 10T Payloaders 03 Nos. – Excavators	03 Nos. – 10T Payloaders 03 Nos. – Excavator
	5	15 Nos. – 15T trucks 05 Nos. – 10T Payloaders 05 Nos. – Excavators	**12 Nos. – 15T trucks** 05 Nos. – 10T Payloaders 05 Nos. – Excavator
Heavy Melting Scrap	2	15 Nos. – 15T trucks 02 Nos. –15T Mobile Cranes	**10 Nos. – 15T trucks** 02 Nos. – 15T Mobile Cranes
	4	15 Nos. – 15T trucks 03 Nos. – 15T Mobile Cranes	03 Nos. – 15T Mobile Cranes
	5	15 Nos. – 15T trucks 05 Nos. – 15T Mobile Cranes	**10 Nos. – 15T trucks** 05 Nos. – 15T Mobile Cranes
B. Break Bulk			
Steel bar/tube/pipes, Steel Plates & Steel billets.	2	01 Nos. – 10T FLT	02 Nos. – 10T FLT **01 Nos. – 30T FLT**
	3	2 Nos.–10T Mobile Crane 09 Nos. – 40T Tractor Trailers	**1 Nos.–10T Mobile Crane** 09 Nos. – 40T Tractor Trailers **01 Nos. – 30T Mobile Crane**
	4	02 Nos. – 10T Mobile Crane 09 Nos. – 40T Tractor Trailers 01 Nos. – 10T FLT	**01 Nos.–10T Mobile Crane** 09 Nos. – 40T Tractor Trailers **02 Nos. – 30T FLT** **02 Nos. – 10T FLT**
HR coils	2	01 Nos. – 30T FLT	3 nos. – 30T FLT
	3	02 Nos. – 30T Mobile Crane 09 Nos. – 40T Tractor Trailers	02 Nos. – 30T Mobile Crane 09 Nos. – 40T Tractor Trailers
	4	09 Nos. – 40T Tractor Trailers 03 Nos. – 30T FLT	09 Nos. – 40T Tractor Trailers **05 Nos. – 30T FLT**
Granite Blocks	2	Not Applicable	Not Applicable
	3	02 Nos. – 30T Mobile Cranes 12 Nos. – 40T Trucks	**03 Nos. – 30T Mobile Cranes** 12 Nos. – 40T Trucks
	4	Not Applicable	Not Applicable
Barytes – J. Bags	2	Not Applicable	Not Applicable
	3	09 Nos. – 15T Trucks	**02 Nos. – 10T Mobile Cranes** **12 Nos. – 15T Trucks**
	4	Not Applicable	Not Applicable

ANNEX - V(a)

Estimation of Equipment Hire Cost for Shore Handling Operations - Dry Bulk cargo

Amount in ₹

Sl. No.	Commodity	Proposed norms per shift (in M.T.)	Method 1 - Cargo unloaded onto truck and moved to storage yard within port premises (Method 2 in Annex-IX of Guidelines)									Method 2 - Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises (Method 5 in Annex-IX of Guidelines)									Method 3 - Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises (Method 4 in Annex-IX of Guidelines)						
			Payloader 10T / Dozer		Excavator		Mobile Crane 15 T		Truck 15 T		Total Eqpmt. Hire charges per shift	Payloader 10T / Dozer		Excavator / Poclain		Mobile Crane 15 T		Truck 15 T		Total Eqpmt. Hire charges per shift	Payloader 10T / Dozer		Excavator		Mobile Crane 15 T		Total Eqpmt. Hire charges per shift
			Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift		Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift		Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(11) = (4x5)+(6x7)+(8x9)+(10x11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)=(12x13)+(14x15)+(16x17)+(18x19)	(21)	(22)	(23)	(24)	(25)	(26)	(27)=(21x22)+(23x24)+(25x26)
AS PER CHPT ESTIMATES																											
I	**Using Ship's Crane**																										
A	**Import**																										
1	Ammonium Sulphate	1500	2	9500	0	18000	0	10500	15	4500	86500	5	9500	0	18000	0	10500	15	4500	115000	3	9500	0	18000	0	10500	28500
2	Muriate of Potash	2000	2	9500	0	18000	0	10500	15	4500	86500	5	9500	0	18000	0	10500	15	4500	115000	3	9500	0	18000	0	10500	28500
3	Rock Phosphate	2000	2	9500	0	18000	0	10500	15	4500	86500	5	9500	0	18000	0	10500	15	4500	115000	3	9500	0	18000	0	10500	28500
4	Sulphur	1200	2	11000	0	18000	0	10500	18	4500	103000	5	11000	0	18000	0	10500	18	4500	136000	3	11000	0	18000	0	10500	33000
5	Urea	1200	2	9500	0	18000	0	10500	10	4500	64000	4	9500	0	18000	0	10500	10	4500	83000	2	9500	0	18000	0	10500	19000
6	Silica sand	1400	4	9500	0	18000	0	10500	18	4500	119000	10	9500	0	18000	0	10500	18	4500	176000	6	9500	0	18000	0	10500	57000
7	Dolomite	4200	4	9500	0	18000	0	10500	18	4500	119000	10	9500	0	18000	0	10500	18	4500	176000	6	9500	0	18000	0	10500	57000
8	Limestone	3400	4	9500	0	18000	0	10500	18	4500	119000	10	9500	0	18000	0	10500	18	4500	176000	6	9500	0	18000	0	10500	57000
9	Iron Ore Pellet	3300	4	9500	0	18000	0	10500	25	4500	150500	10	9500	0	18000	0	10500	25	4500	207500	6	9500	0	18000	0	10500	57000
10	Gypsum	3000	2	9500	0	18000	0	10500	15	4500	86500	5	9500	0	18000	0	10500	15	4500	115000	3	9500	0	18000	0	10500	28500
11	Food grains	1400	2	9500	0	18000	0	10500	15	4500	86500	5	9500	0	18000	0	10500	15	4500	115000	3	9500	0	18000	0	10500	28500
12	Shredded Scrap	1350	2	9500	2	18000	0	10500	12	4500	109000	5	9500	5	18000	0	10500	12	4500	191500	3	9500	3	18000	0	10500	82500
13	Heavy Melting Scrap	525	0	9500	0	18000	2	5500	10	4500	56000	0	9500	0	18000	5	5500	10	4500	72500	0	9500	0	18000	3	5500	16500
B	**Export**																										
14	Food grains	700	Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method is not considered for export cargo.									5	9500	0	18000	0	10500	15	4500	115000	3	9500	0	18000	0	10500	28500
15	Barytes	3400										5	9500	6	18000	0	10500	25	4500	268000	3	9500	3	18000	0	10500	82500
16	Cobble Stones	2400										10	9500	0	18000	0	10500	18	4500	176000	6	9500	0	18000	0	10500	57000
17	Mil Scale	3500										10	9500	0	18000	0	10500	18	4500	176000	6	9500	0	18000	0	10500	57000
18	Cement clinkers	3700										10	9500	0	18000	0	10500	18	4500	176000	6	9500	0	18000	0	10500	57000
19	Ferro slag	3500										10	9500	0	18000	0	10500	18	4500	176000	6	9500	0	18000	0	10500	57000
II	**Using HMC**																										
A	**Import**																										
1	Ammonium Sulphate	8333	Grab capacity is more than Truck capacity. Hence, this method of operation is not considered under HMC.									8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
2	Muriate of Potash	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
3	Rock Phosphate	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
4	Sulphur	8333										8	11000	2	18000	0	10500	100	4500	574000	6	11000	0	18000	0	10500	66000
5	Urea	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
6	Silica sand	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
7	Dolomite	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
8	Limestone	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
9	Iron Ore Pellet	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
10	Gypsum	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
11	Food grains	8333										8	9500	2	18000	0	10500	100	4500	562000	6	9500	0	18000	0	10500	57000
12	Shredded Scrap	8333										8	9500	5	18000	0	10500	100	4500	616000	6	9500	3	18000	0	10500	111000
13	Heavy Melting Scrap	8333										0	9500	0	18000	6	5500	100	4500	483000	0	9500	0	18000	4	5500	22000
B	**Export**																										
14	Food grains	8333	Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method is not considered for export cargo.									6	9500	0	18000	0	10500	100	4500	507000	4	9500	0	18000	0	10500	38000
15	Barytes	8333										6	9500	0	18000	0	10500	100	4500	507000	4	9500	0	18000	0	10500	38000
16	Cobble Stones	8333										6	9500	0	18000	0	10500	100	4500	507000	4	9500	0	18000	0	10500	38000
17	Mil Scale	8333										6	9500	0	18000	0	10500	100	4500	507000	4	9500	0	18000	0	10500	38000
18	Cement clinkers	8333										6	9500	0	18000	0	10500	100	4500	507000	4	9500	0	18000	0	10500	38000
19	Ferro slag	8333										6	9500	0	18000	0	10500	100	4500	507000	4	9500	0	18000	0	10500	38000

Sl. No.	Commodity	Proposed norms per shift (in M.T.)	Method 1 - Cargo unloaded onto truck and moved to storage yard within port premises (Method 2 in Annex-IX of Guidelines)									Method 2 - Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises (Method 5 in Annex-IX of Guidelines)									Method 3 - Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises (Method 4 in Annex-IX of Guidelines)						
			Payloader 10T / Dozer		Excavator		Mobile Crane 15 T		Truck 15 T		Total Eqpmt. Hire charges per shift	Payloader 10T / Dozer		Excavator / Poclain		Mobile Crane 15 T		Truck 15 T		Total Eqpmt. Hire charges per shift	Payloader 10T / Dozer		Excavator		Mobile Crane 15 T		Total Eqpmt. Hire charges per shift
			Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift		Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift		Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(11) = (4x5)+(6x7)+(8x9)+(10x11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)=(12x13)+(14x15)+(16x17)+(18x19)	(21)	(22)	(23)	(24)	(25)	(26)	(27)=(21x22)+(23x24)+(25x26)

AS PER TAMP ESTIMATES

A	**Import**																										
1	Ammonium Sulphate	1800	2	8500	0	17000	0	10000	15	4500	84500	5	8500	0	17000	0	10000	15	4500	110000	3	8500	0	17000	0	10000	25500
2	Muriate of Potash	2000	2	8500	0	17000	0	10000	15	4500	84500	5	8500	0	17000	0	10000	15	4500	110000	3	8500	0	17000	0	10000	25500
3	Rock Phosphate	2000	2	8500	0	17000	0	10000	15	4500	84500	5	8500	0	17000	0	10000	15	4500	110000	3	8500	0	17000	0	10000	25500
4	Sulphur	1900	2	10000	0	17000	0	10000	18	4500	101000	5	10000	0	17000	0	10000	18	4500	131000	3	10000	0	17000	0	10000	30000
5	Urea	1300	2	8500	0	17000	0	10000	10	4500	62000	4	8500	0	17000	0	10000	10	4500	79000	2	8500	0	17000	0	10000	17000
6	Silica sand	1900	4	8500	0	17000	0	10000	18	4500	115000	10	8500	0	17000	0	10000	18	4500	166000	6	8500	0	17000	0	10000	51000
7	Dolomite	4800	4	8500	0	17000	0	10000	18	4500	115000	10	8500	0	17000	0	10000	18	4500	166000	6	8500	0	17000	0	10000	51000
8	Limestone	4200	4	8500	0	17000	0	10000	18	4500	115000	10	8500	0	17000	0	10000	18	4500	166000	6	8500	0	17000	0	10000	51000
9	Iron Ore Pellet	3300	4	8500	0	17000	0	10000	25	4500	146500	10	8500	0	17000	0	10000	25	4500	197500	6	8500	0	17000	0	10000	51000
10	Gypsum	3000	2	8500	0	17000	0	10000	15	4500	84500	5	8500	0	17000	0	10000	15	4500	110000	3	8500	0	17000	0	10000	25500
11	Food grains	1400	2	8500	0	17000	0	10000	15	4500	84500	5	8500	0	17000	0	10000	15	4500	110000	3	8500	0	17000	0	10000	25500
12	Shredded Scrap	2400	2	8500	2	17000	0	10000	12	4500	105000	5	8500	5	17000	0	10000	12	4500	181500	3	8500	3	17000	0	10000	76500
13	Heavy Melting Scrap	525	0	8500	0	17000	2	5000	10	4500	55000	0	8500	0	17000	5	5000	10	4500	70000	0	8500	0	17000	3	5000	15000
B	**Export**																										
14	Food grains	700	Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method is not considered for export cargo.									5	8500	0	17000	0	10000	15	4500	110000	3	8500	0	17000	0	10000	25500
15	Barytes	3400										5	8500	6	17000	0	10000	25	4500	257000	3	8500	3	17000	0	10000	76500
16	Cobble Stones	2400										10	8500	0	17000	0	10000	18	4500	166000	6	8500	0	17000	0	10000	51000
17	Mil Scale	4600										10	8500	0	17000	0	10000	18	4500	166000	6	8500	0	17000	0	10000	51000
18	Cement clinkers	3700										10	8500	0	17000	0	10000	18	4500	166000	6	8500	0	17000	0	10000	51000
19	Ferro slag	4800										10	8500	0	17000	0	10000	18	4500	166000	6	8500	0	17000	0	10000	51000
II	**Using HMC**																										
A	**Import**																										
1	Ammonium Sulphate	8333	Grab capacity is more than Truck capacity. Hence, this method of operation is not considered under HMC.									8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
2	Muriate of Potash	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
3	Rock Phosphate	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
4	Sulphur	8333										8	10000	2	17000	0	10000	100	4500	564000	6	10000	0	17000	0	10000	60000
5	Urea	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
6	Silica sand	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
7	Dolomite	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
8	Limestone	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
9	Iron Ore Pellet	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
10	Gypsum	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
11	Food grains	8333										8	8500	2	17000	0	10000	100	4500	552000	6	8500	0	17000	0	10000	51000
12	Shredded Scrap	8333										8	8500	5	17000	0	10000	100	4500	603000	6	8500	3	17000	0	10000	102000
13	Heavy Melting Scrap	8333										0	8500	0	17000	6	5000	100	4500	480000	0	8500	0	17000	4	5000	20000
B	**Export**																										
14	Food grains	8333	Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method is not considered for export cargo.									6	8500	0	17000	0	10000	100	4500	501000	4	8500	0	17000	0	10000	34000
15	Barytes	8333										6	8500	0	17000	0	10000	100	4500	501000	4	8500	0	17000	0	10000	34000
16	Cobble Stones	8333										6	8500	0	17000	0	10000	100	4500	501000	4	8500	0	17000	0	10000	34000
17	Mil Scale	8333										6	8500	0	17000	0	10000	100	4500	501000	4	8500	0	17000	0	10000	34000
18	Cement clinkers	8333										6	8500	0	17000	0	10000	100	4500	501000	4	8500	0	17000	0	10000	34000
19	Ferro slag	8333										6	8500	0	17000	0	10000	100	4500	501000	4	8500	0	17000	0	10000	34000

ANNEX-V(b)

Estimation of Equipment Hire Cost for Shore Handling Operations - Break Bulk cargo

Amount in ₹

Sl. No.	Commodity	Proposed norms per shift (in M.T.)	Method 1 - Cargo unloaded onto truck and moved to storage yard within port premises (Method 3 in Annex-X of Guidelines)								Method 2 - Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises (Method 4 in Annex-X of Guidelines)											Method 3 - Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises (Method 2 in Annex-X of Guidelines)						
			Mobile Crane 10T		Mobile Crane 30T		Trucks 15T		Trucks 40T		Total Eqpmt. Hire charges per shift	Mobile Crane 10T		Log Grabber 10T		Forklift Truck 10T		Forklift Truck 30T		Trucks 40T		Total Eqpmt. Hire charges per shift	Log Grabber 10T / Spreader		Forklift Truck 10T		Forklift Truck 30T		Total Eqpmt. Hire charges per shift
			Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per M.T.		Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per M.T.		Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	Nos. per shift	Hire charge per unit per shift	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(11)=(4x5)+(6x7)+(8x9)+(3x11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)=(12x13)+(14x15)+(16x17)+(18x19)+(3x21)	(23)	(24)	(25)	(26)	(27)	(28)	(29)=(23x24)+(25x26)+(27x28)
AS PER CHPT ESTIMATES																												
A	**Import**																											
1	Steel bar/tubes/pipes	560	1	5500	1	31000	0	4500	9	40	58900	1	5500	0	15400	2	10500	2	32000	9	40	112900	0	15400	2	10500	1	33000	54000
2	Steel CR Coil	1700	0	5500	2	31000	0	4500	9	40	130000	0	5500	0	15400	0	10500	5	32200	9	40	229000	0	15400	0	10500	3	33000	99000
3	Steel Plate	1000	1	5500	1	31000	0	4500	9	40	76500	1	5500	0	15400	2	10500	2	32000	9	40	130500	0	15400	2	10500	1	33000	54000
4	Steel Billet	850	1	5500	1	31000	0	4500	9	40	70500	1	5500	0	15400	2	10500	2	32000	9	40	124500	0	15400	2	10500	1	33000	54000
5	HR Coil	2125	0	5500	3	31000	0	4500	9	40	178000	0	5500	0	15400	0	10500	5	31800	9	40	244000	0	15400	0	10500	2	33000	66000
6	Excavator	250	1	5000	0	31000	0	4500	9	40	15000	1	5000	0		0		0		9	40	15000	1	5000	0		0		5000
7	Project cargo	250	1	10000	1	31000	0	4500	9	40	51000	2	10000	0	15400	0	10500	2	32000	9	40	94000	1	10000	0	10500	1	33000	43000
8	Logs	700	NA								0	0	5500	7	15400	0	10500	0	33000	12	40	135800	5	15400	0	10500	0	33000	77000
B	**Export**																											
9	Steel Billet/bar/tubes/pip	1000	1	5500	1	31000	0	4500	9	40	76500	1	5500	0	15400	2	10500	2	32000	9	40	130500	0	15400	2	10500	1	33000	54000
10	Steel CR Coil	1200	0	5500	2	31000	0	4500	9	40	110000	0	5500	0	15400	0	10500	4	32000	9	40	176000	0	15400	0	10500	2	33000	66000
11	Granite Block	1000	0	5500	3	31000	0	4500	12	55	148000	NA										0	NA						0
12	HR Coil	2000	0	5500	3	31000	0	4500	9	40	173000	0	5500	0	15400	0	10500	5	31800	9	40	239000	0	15400	0	10500	2	33000	66000
13	Barytes - J. Bags	1200	2	5500	0	31000	12	4500	0	40	65000	NA										0	NA						0
14	Project cargo	100	1	10000	1	31000	0	4500	9	40	45000	2	10000		15400		10500	2	32000	9	40	88000	1	10000	0	10500	1	33000	43000
AS PER TAMP MODIFICATION																												
A	**Import**																											
1	Steel bar/tubes/pipes	800	1	5000	1	30000	0	4500	9	40	67000	1	5000	0	15000	2	10000	2	31000	9	40	119000	0	15000	2	10000	1	32000	52000
2	Steel CR Coil	1700	0	5000	2	30000	0	4500	9	40	128000	0	5000	0	15000	0	10000	5	32200	9	40	229000	0	15000	0	10000	3	32000	96000
3	Steel Plate	1100	1	5000	1	30000	0	4500	9	40	79000	1	5000	0	15000	2	10000	2	31000	9	40	131000	0	15000	2	10000	1	32000	52000
4	Steel Billet	850	1	5000	1	30000	0	4500	9	40	69000	1	5000	0	15000	2	10000	2	31000	9	40	121000	0	15000	2	10000	1	32000	52000
5	HR Coil	2125	0	5000	3	30000	0	4500	9	40	175000	0	5000	0	15000	0	10000	5	31800	9	40	244000	0	15000	0	10000	2	32000	64000
6	Excavator	800	1	5000	0	30000	0	4500	9	40	37000	1	5000	0		0		0		9	40	37000	1	5000	0		0		5000
7	Project cargo	400	1	10000	1	30000	0	4500	9	40	56000	2	10000	0	15000	0	10000	2	31000	9	40	98000	1	10000	0	10000	1	32000	42000
8	Logs	800	NA								0	0	5000	7	15000	0	10000	0	32000	12	40	137000	5	15000	0	10000	0	32000	75000
B	**Export**																											
9	Steel Billet/bar/tubes/pip	1300	1	5000	1	30000	0	4500	9	40	87000	1	5000	0	15000	2	10000	2	31000	9	40	139000	0	15000	2	10000	1	32000	52000
10	Steel CR Coil	1400	0	5000	2	30000	0	4500	9	40	116000	0	5000	0	15000	0	10000	4	32000	9	40	184000	0	15000	0	10000	2	32000	64000
11	Granite Block	1000	0	5000	3	30000	0	4500	12	55	145000	NA										0	NA						0
12	HR Coil	2800	0	5000	3	30000	0	4500	9	40	202000	0	5000	0	15000	0	10000	5	31800	9	40	271000	0	15000	0	10000	2	32000	64000
13	Barytes - J. Bags	1400	2	5000	0	30000	12	4500	0	40	64000	NA										0	NA						0
14	Project cargo	300	1	10000	1	30000	0	4500	9	40	52000	2	10000		15000		10000	2	31000	9	40	94000	1	10000	0	10000	1	32000	42000

ANNEX - VI (a)

Determination of Upfront tariff for Shore Handling Operations - Dry Bulk Cargo

Amount in ₹

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment and Labour cost	Administrative overheads @ 20% on Equipment and Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
	AS PER CHPT ESTIMATES - USINGSHIP'S CRANE												
I	**Method 1**												
A	**Import (Cargo unloaded onto truck and moved to storage yard within port premises)**												
1	Ammonium Sulphate	1500	86500	5825	92325	18465	18465	129255	25851	155106	**103**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
2	Muriate of Potash	2000	86500	6325	92825	18565	18565	129955	25991	155946	**78**		
3	Rock Phosphate	2000	86500	6325	92825	18565	18565	129955	25991	155946	**78**		
4	Sulphur	1200	103000	6350	109350	21870	21870	153090	30618	183708	**153**		
5	Urea	1200	64000	4400	68400	13680	13680	95760	19152	114912	**96**		
6	Silica sand	1400	119000	7350	126350	25270	25270	176890	35378	212268	**152**		
7	Dolomite	4200	119000	10150	129150	25830	25830	180810	36162	216972	**52**		
8	Limestone	3400	119000	9350	128350	25670	25670	179690	35938	215628	**63**		
9	Iron Ore Pellet	3300	150500	10825	161325	32265	32265	225855	45171	271026	**82**		
10	Gypsum	3000	86500	7325	93825	18765	18765	131355	26271	157626	**53**		
11	Food grains	1400	86500	5725	92225	18445	18445	129115	25823	154938	**111**		
12	Shredded Scrap	1350	109000	6800	115800	23160	23160	162120	32424	194544	**144**		
13	Heavy Melting Scrap	525	56000	3325	59325	11865	11865	83055	16611	99666	**190**		
B	**Export (Cargo loaded onto trucks from storage yard, moved to wharf and loaded onto vessel directly from the trucks) :** Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method-1 is not considered for export cargo.												
II	**Method 2**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises)**												
1	Ammonium Sulphate	1500	115000	13250	128250	25650	25650	179550	35910	215460	**144**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
2	Muriate of Potash	2000	115000	15750	130750	26150	26150	183050	36610	219660	**110**		
3	Rock Phosphate	2000	115000	15750	130750	26150	26150	183050	36610	219660	**110**		
4	Sulphur	1200	136000	12800	148800	29760	29760	208320	41664	249984	**208**		
5	Urea	1200	83000	10150	93150	18630	18630	130410	26082	156492	**130**		
6	Silica sand	1400	176000	15800	191800	38360	38360	268520	53704	322224	**230**		
7	Dolomite	4200	176000	29800	205800	41160	41160	288120	57624	345744	**82**		
8	Limestone	3400	176000	25800	201800	40360	40360	282520	56504	339024	**100**		
9	Iron Ore Pellet	3300	207500	26875	234375	46875	46875	328125	65625	393750	**119**		
10	Gypsum	3000	115000	20750	135750	27150	27150	190050	38010	228060	**76**		
11	Food grains	1400	115000	12750	127750	25550	25550	178850	35770	214620	**153**		
12	Shredded Scrap	1350	191500	16325	207825	41565	41565	290955	58191	349146	**259**		
13	Heavy Melting Scrap	525	72500	6250	78750	15750	15750	110250	22050	132300	**252**		
B	**Export (Cargo loaded onto trucks from storage yard, moved and unloaded at wharf and loaded onto vessel)**												
14	Food grains	700	115000	9250	124250	24850	24850	173950	34790	208740	**298**	**CHPT has**	**CHPT has**

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment and Labour cost	Administrative overheads @ 20% on Equipment and Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
15	Barytes	3400	268000	30400	298400	59680	59680	417760	83552	501312	**147**	**not proposed the Foreign rate**	**not proposed the Coastal rate**
16	Cobble Stones	2400	176000	20800	196800	39360	39360	275520	55104	330624	**138**		
17	Mil Scale	3500	176000	26300	202300	40460	40460	283220	56644	339864	**97**		
18	Cement clinkers	3700	176000	27300	203300	40660	40660	284620	56924	341544	**92**		
19	Ferro slag	3500	176000	26300	202300	40460	40460	283220	56644	339864	**97**		
III	**Method 3**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises)**												
1	Ammonium Sulphate	1500	28500	8925	37425	7485	7485	52395	10479	62874	**42**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
2	Muriate of Potash	2000	28500	11425	39925	7985	7985	55895	11179	67074	**34**		
3	Rock Phosphate	2000	28500	11425	39925	7985	7985	55895	11179	67074	**34**		
4	Sulphur	1200	33000	7650	40650	8130	8130	56910	11382	68292	**57**		
5	Urea	1200	19000	6950	25950	5190	5190	36330	7266	43596	**36**		
6	Silica sand	1400	57000	9850	66850	13370	13370	93590	18718	112308	**80**		
7	Dolomite	4200	57000	23850	80850	16170	16170	113190	22638	135828	**32**		
8	Limestone	3400	57000	19850	76850	15370	15370	107590	21518	129108	**38**		
9	Iron Ore Pellet	3300	57000	19350	76350	15270	15270	106890	21378	128268	**39**		
10	Gypsum	3000	28500	16425	44925	8985	8985	62895	12579	75474	**25**		
11	Food grains	1400	28500	8425	36925	7385	7385	51695	10339	62034	**44**		
12	Shredded Scrap	1350	82500	10875	93375	18675	18675	130725	26145	156870	**116**		
13	Heavy Melting Scrap	525	16500	3450	19950	3990	3990	27930	5586	33516	**64**		
B	**Export (Cargo brought from outside port, unloaded at wharf and loaded onto vessel)**												
14	Food grains	700	28500	4925	33425	6685	6685	46795	9359	56154	**80**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
15	Barytes	3400	82500	21125	103625	20725	20725	145075	29015	174090	**51**		
16	Cobble Stones	2400	57000	14850	71850	14370	14370	100590	20118	120708	**50**		
17	Mil Scale	3500	57000	20350	77350	15470	15470	108290	21658	129948	**37**		
18	Cement clinkers	3700	57000	21350	78350	15670	15670	109690	21938	131628	**36**		
19	Ferro slag	3500	57000	20350	77350	15470	15470	108290	21658	129948	**37**		
	AS PER CHPT ESTIMATES - USING HMC												
I	**Method 1**												
A	**Import (Cargo unloaded onto truck and moved to storage yard within port premises) :** Grab capacity is more than Truck capacity. Hence, this method-1 of operation is not considered under HMC.												
B	**Export (Cargo loaded onto trucks from storage yard, moved to wharf and loaded onto vessel directly from the trucks)** Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method is not considered for export cargo.												
II	**Method 2**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises)**												
1	Ammonium Sulphate	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
2	Muriate of Potash	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment and Labour cost	Administrative overheads @ 20% on Equipment and Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
3	Rock Phosphate	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**	CHPT has not proposed the Foreign rate	CHPT has not proposed the Coastal rate
4	Sulphur	8333	574000	70365	644365	128873	128873	902111	180422	1082533	**130**		
5	Urea	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
6	Silica sand	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
7	Dolomite	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
8	Limestone	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
9	Iron Ore Pellet	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
10	Gypsum	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
11	Food grains	8333	562000	69765	631765	126353	126353	884471	176894	1061365	**127**		
12	Shredded Scrap	8333	616000	72465	688465	137693	137693	963851	192770	1156621	**139**		
13	Heavy Melting Scrap	8333	483000	65815	548815	109763	109763	768341	153668	922009	**111**		
B	**Export (Cargo loaded onto trucks from storage yard, moved and unloaded at wharf and loaded onto vessel)**												
14	Food grains	8333	507000	67015	574015	114803	114803	803621	160724	964345	**116**	CHPT has not proposed the Foreign rate	CHPT has not proposed the Coastal rate
15	Barytes	8333	507000	67015	574015	114803	114803	803621	160724	964345	**116**		
16	Cobble Stones	8333	507000	67015	574015	114803	114803	803621	160724	964345	**116**		
17	Mil Scale	8333	507000	67015	574015	114803	114803	803621	160724	964345	**116**		
18	Cement clinkers	8333	507000	67015	574015	114803	114803	803621	160724	964345	**116**		
19	Ferro slag	8333	507000	67015	574015	114803	114803	803621	160724	964345	**116**		
III	**Method 3**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises)**												
1	Ammonium Sulphate	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**	CHPT has not proposed the Foreign rate	CHPT has not proposed the Coastal rate
2	Muriate of Potash	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
3	Rock Phosphate	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
4	Sulphur	8333	66000	44965	110965	22193	22193	155351	31070	186421	**22**		
5	Urea	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
6	Silica sand	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
7	Dolomite	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
8	Limestone	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
9	Iron Ore Pellet	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
10	Gypsum	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
11	Food grains	8333	57000	44515	101515	20303	20303	142121	28424	170545	**20**		
12	Shredded Scrap	8333	111000	47215	158215	31643	31643	221501	44300	265801	**32**		
13	Heavy Melting Scrap	8333	22000	42765	64765	12953	12953	90671	18134	108805	**13**		
B	**Export (Cargo brought from outside port, unloaded at wharf and loaded onto vessel)**												
14	Food grains	8333	38000	43565	81565	16313	16313	114191	22838	137029	**16**	CHPT has not proposed the Foreign rate	CHPT has not proposed the Coastal rate
15	Barytes	8333	38000	43565	81565	16313	16313	114191	22838	137029	**16**		
16	Cobble Stones	8333	38000	43565	81565	16313	16313	114191	22838	137029	**16**		
17	Mil Scale	8333	38000	43565	81565	16313	16313	114191	22838	137029	**16**		
18	Cement clinkers	8333	38000	43565	81565	16313	16313	114191	22838	137029	**16**		
19	Ferro slag	8333	38000	43565	81565	16313	16313	114191	22838	137029	**16**		

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment and Labour cost	Administrative overheads @ 20% on Equipment and Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
	AS PER TAMP MODIFICATION												
I	**Method 1**												
A	**Import (Cargo unloaded onto truck and moved to storage yard within port premises)**												
1	Ammonium Sulphate	1800	84500	6025	90525	18105	18105	126735	25347	152082	**84**	**85.52**	**51.31**
2	Muriate of Potash	2000	84500	6225	90725	18145	18145	127015	25403	152418	**76**	**77.13**	**46.28**
3	Rock Phosphate	2000	84500	6225	90725	18145	18145	127015	25403	152418	**76**	**77.13**	**46.28**
4	Sulphur	1900	101000	6950	107950	21590	21590	151130	30226	181356	**95**	**96.61**	**57.97**
5	Urea	1300	62000	4400	66400	13280	13280	92960	18592	111552	**86**	**86.85**	**52.11**
6	Silica sand	1900	115000	7650	122650	24530	24530	171710	34342	206052	**108**	**109.77**	**65.86**
7	Dolomite	4800	115000	10550	125550	25110	25110	175770	35154	210924	**44**	**44.48**	**26.69**
8	Limestone	4200	115000	9950	124950	24990	24990	174930	34986	209916	**50**	**50.59**	**30.35**
9	Iron Ore Pellet	3300	146500	10625	157125	31425	31425	219975	43995	263970	**80**	**80.96**	**48.58**
10	Gypsum	3000	84500	7225	91725	18345	18345	128415	25683	154098	**51**	**51.99**	**31.19**
11	Food grains	1400	84500	5625	90125	18025	18025	126175	25235	151410	**108**	**109.46**	**65.68**
12	Shredded Scrap	2400	105000	7650	112650	22530	22530	157710	31542	189252	**79**	**79.81**	**47.89**
13	Heavy Melting Scrap	525	55000	3275	58275	11655	11655	81585	16317	97902	**186**	**188.74**	**113.24**
B	**Export (Cargo loaded onto trucks from storage yard, moved to wharf and loaded onto vessel directly from the trucks) :** Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method-1 is not considered for export cargo.												
II	**Method 2**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises)**												
1	Ammonium Sulphate	1800	110000	14500	124500	24900	24900	174300	34860	209160	**116**	**117.61**	**70.57**
2	Muriate of Potash	2000	110000	15500	125500	25100	25100	175700	35140	210840	**105**	**106.70**	**64.02**
3	Rock Phosphate	2000	110000	15500	125500	25100	25100	175700	35140	210840	**105**	**106.70**	**64.02**
4	Sulphur	1900	131000	16050	147050	29410	29410	205870	41174	247044	**130**	**131.60**	**78.96**
5	Urea	1300	79000	10450	89450	17890	17890	125230	25046	150276	**116**	**117.00**	**70.20**
6	Silica sand	1900	166000	17800	183800	36760	36760	257320	51464	308784	**163**	**164.49**	**98.69**
7	Dolomite	4800	166000	32300	198300	39660	39660	277620	55524	333144	**69**	**70.25**	**42.15**
8	Limestone	4200	166000	29300	195300	39060	39060	273420	54684	328104	**78**	**79.07**	**47.44**
9	Iron Ore Pellet	3300	197500	26375	223875	44775	44775	313425	62685	376110	**114**	**115.36**	**69.22**
10	Gypsum	3000	110000	20500	130500	26100	26100	182700	36540	219240	**73**	**73.97**	**44.38**
11	Food grains	1400	110000	12500	122500	24500	24500	171500	34300	205800	**147**	**148.79**	**89.27**
12	Shredded Scrap	2400	181500	21075	202575	40515	40515	283605	56721	340326	**142**	**143.52**	**86.11**
13	Heavy Melting Scrap	525	70000	6125	76125	15225	15225	106575	21315	127890	**244**	**246.56**	**147.94**
B	**Export (Cargo loaded onto trucks from storage yard, moved and unloaded at wharf and loaded onto vessel)**												
14	Food grains	700	110000	9000	119000	23800	23800	166600	33320	199920	**286**	**289.07**	**173.44**
15	Barytes	3400	257000	29850	286850	57370	57370	401590	80318	481908	**142**	**143.46**	**86.08**
16	Cobble Stones	2400	166000	20300	186300	37260	37260	260820	52164	312984	**130**	**131.99**	**79.19**
17	Mil Scale	4600	166000	31300	197300	39460	39460	276220	55244	331464	**72**	**72.93**	**43.76**
18	Cement clinkers	3700	166000	26800	192800	38560	38560	269920	53984	323904	**88**	**88.60**	**53.16**
19	Ferro slag	4800	166000	32300	198300	39660	39660	277620	55524	333144	**69**	**70.25**	**42.15**

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment and Labour cost	Administrative overheads @ 20% on Equipment and Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
III	**Method 3**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises)**												
1	Ammonium Sulphate	1800	25500	10275	35775	7155	7155	50085	10017	60102	**33**	**33.80**	**20.28**
2	Muriate of Potash	2000	25500	11275	36775	7355	7355	51485	10297	61782	**31**	**31.27**	**18.76**
3	Rock Phosphate	2000	25500	11275	36775	7355	7355	51485	10297	61782	**31**	**31.27**	**18.76**
4	Sulphur	1900	30000	11000	41000	8200	8200	57400	11480	68880	**36**	**36.69**	**22.01**
5	Urea	1300	17000	7350	24350	4870	4870	34090	6818	40908	**31**	**31.85**	**19.11**
6	Silica sand	1900	51000	12050	63050	12610	12610	88270	17654	105924	**56**	**56.43**	**33.86**
7	Dolomite	4800	51000	26550	77550	15510	15510	108570	21714	130284	**27**	**27.47**	**16.48**
8	Limestone	4200	51000	23550	74550	14910	14910	104370	20874	125244	**30**	**30.18**	**18.11**
9	Iron Ore Pellet	3300	51000	19050	70050	14010	14010	98070	19614	117684	**36**	**36.09**	**21.65**
10	Gypsum	3000	25500	16275	41775	8355	8355	58485	11697	70182	**23**	**23.68**	**14.21**
11	Food grains	1400	25500	8275	33775	6755	6755	47285	9457	56742	**41**	**41.02**	**24.61**
12	Shredded Scrap	2400	76500	15825	92325	18465	18465	129255	25851	155106	**65**	**65.41**	**39.25**
13	Heavy Melting Scrap	525	15000	3375	18375	3675	3675	25725	5145	30870	**59**	**59.51**	**35.71**
B	**Export (Cargo brought from outside port, unloaded at wharf and loaded onto vessel)**												
14	Food grains	700	25500	4775	30275	6055	6055	42385	8477	50862	**73**	**73.54**	**44.12**
15	Barytes	3400	76500	20825	97325	19465	19465	136255	27251	163506	**48**	**48.67**	**29.20**
16	Cobble Stones	2400	51000	14550	65550	13110	13110	91770	18354	110124	**46**	**46.44**	**27.86**
17	Mil Scale	4600	51000	25550	76550	15310	15310	107170	21434	128604	**28**	**28.30**	**16.98**
18	Cement clinkers	3700	51000	21050	72050	14410	14410	100870	20174	121044	**33**	**33.11**	**19.87**
19	Ferro slag	4800	51000	26550	77550	15510	15510	108570	21714	130284	**27**	**27.47**	**16.48**

	AS PER TAMP ESTIMATES - USING HMC												
I	**Method 1**												
A	**Import (Cargo unloaded onto truck and moved to storage yard within port premises) :**Grab capacity is more than Truck capacity. Hence, this method-1 of operation is not considered under HMC.												
B	**Export (Cargo loaded onto trucks from storage yard, moved to wharf and loaded onto vessel directly from the trucks)** Direct loading from Trucks to the vessels using Crane grab is not practically feasible. Hence, this method is not considered for export cargo.												
II	**Method 2**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises)**												
1	Ammonium Sulphate	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
2	Muriate of Potash	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
3	Rock Phosphate	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
4	Sulphur	8333	564000	69865	633865	126773	126773	887411	177482	1064893	**128**	**129.34**	**77.60**
5	Urea	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
6	Silica sand	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
7	Dolomite	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
8	Limestone	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment and Labour cost	Administrative overheads @ 20% on Equipment and Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
9	Iron Ore Pellet	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
10	Gypsum	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
11	Food grains	8333	552000	69265	621265	124253	124253	869771	173954	1043725	**125**	**126.77**	**76.06**
12	Shredded Scrap	8333	603000	71815	674815	134963	134963	944741	188948	1133689	**136**	**137.70**	**82.62**
13	Heavy Melting Scrap	8333	480000	65665	545665	109133	109133	763931	152786	916717	**110**	**111.35**	**66.81**
B	**Export (Cargo loaded onto trucks from storage yard, moved and unloaded at wharf and loaded onto vessel)**												
14	Food grains	8333	501000	66715	567715	113543	113543	794801	158960	953761	**114**	**115.85**	**69.51**
15	Barytes	8333	501000	66715	567715	113543	113543	794801	158960	953761	**114**	**115.85**	**69.51**
16	Cobble Stones	8333	501000	66715	567715	113543	113543	794801	158960	953761	**114**	**115.85**	**69.51**
17	Mil Scale	8333	501000	66715	567715	113543	113543	794801	158960	953761	**114**	**115.85**	**69.51**
18	Cement clinkers	8333	501000	66715	567715	113543	113543	794801	158960	953761	**114**	**115.85**	**69.51**
19	Ferro slag	8333	501000	66715	567715	113543	113543	794801	158960	953761	**114**	**115.85**	**69.51**
III	**Method 3**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises)**												
1	Ammonium Sulphate	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
2	Muriate of Potash	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
3	Rock Phosphate	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
4	Sulphur	8333	60000	44665	104665	20933	20933	146531	29306	175837	**21**	**21.36**	**12.82**
5	Urea	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
6	Silica sand	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
7	Dolomite	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
8	Limestone	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
9	Iron Ore Pellet	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
10	Gypsum	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
11	Food grains	8333	51000	44215	95215	19043	19043	133301	26660	159961	**19**	**19.43**	**11.66**
12	Shredded Scrap	8333	102000	46765	148765	29753	29753	208271	41654	249925	**30**	**30.36**	**18.22**
13	Heavy Melting Scrap	8333	20000	42665	62665	12533	12533	87731	17546	105277	**13**	**12.79**	**7.67**
B	**Export (Cargo brought from outside port, unloaded at wharf and loaded onto vessel)**												
14	Food grains	8333	34000	43365	77365	15473	15473	108311	21662	129973	**16**	**15.79**	**9.47**
15	Barytes	8333	34000	43365	77365	15473	15473	108311	21662	129973	**16**	**15.79**	**9.47**
16	Cobble Stones	8333	34000	43365	77365	15473	15473	108311	21662	129973	**16**	**15.79**	**9.47**
17	Mil Scale	8333	34000	43365	77365	15473	15473	108311	21662	129973	**16**	**15.79**	**9.47**
18	Cement clinkers	8333	34000	43365	77365	15473	15473	108311	21662	129973	**16**	**15.79**	**9.47**
19	Ferro slag	8333	34000	43365	77365	15473	15473	108311	21662	129973	**16**	**15.79**	**9.47**

Annex- VI (b)

Determination of Upfront tariff for Shore Handling Operations - Break Bulk Cargo

Amount in ₹

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment & Labour cost	Administrative overheads @ 20% on Equipment & Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
	AS PER CHPT ESTIMATES												
I	**Method 1**												
A	**Import (Cargo unloaded onto truck and moved to storage yard within port premises)**												
1	Steel bar/tubes/pipes	560	58900	6450	65350	13070	13070	91490	18298	109788	**196**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
2	Steel CR Coil	1700	130000	14700	144700	28940	28940	202580	40516	243096	**143**		
3	Steel Plate	1000	76500	8650	85150	17030	17030	119210	23842	143052	**143**		
4	Steel Billet	850	70500	7900	78400	15680	15680	109760	21952	131712	**155**		
5	HR Coil	2125	178000	19925	197925	39585	39585	277095	55419	332514	**156**		
6	Excavator	250	15000	1750	16750	3350	3350	23450	4690	28140	**113**		
7	Project cargo	250	51000	5350	56350	11270	11270	78890	15778	94668	**379**		
8	Logs	700									**NA**		
B	**Export (Cargo loaded onto trucks from storage yard, moved to wharf and loaded onto vessel directly from the trucks)**												
9	Steel Billet/bar/tubes/pipes	1000	76500	8650	85150	17030	17030	119210	23842	143052	**143**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
10	Steel CR Coil	1200	110000	12200	122200	24440	24440	171080	34216	205296	**171**		
11	Granite Block	1000	148000	15800	163800	32760	32760	229320	45864	275184	**275**		
12	HR Coil	2000	173000	19300	192300	38460	38460	269220	53844	323064	**162**		
13	Barytes - J. Bags	1200	65000	7700	72700	14540	14540	101780	20356	122136	**102**		
14	Project cargo	100	45000	4600	49600	9920	9920	69440	13888	83328	**833**		
II	**Method 2**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises)**												
1	Steel bar/tubes/pipes	560	112900	14090	126990	25398	25398	177786	35557	213343	**381**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
2	Steel CR Coil	1700	229000	31400	260400	52080	52080	364560	72912	437472	**257**		
3	Steel Plate	1000	130500	18050	148550	29710	29710	207970	41594	249564	**250**		
4	Steel Billet	850	124500	16700	141200	28240	28240	197680	39536	237216	**279**		
5	HR Coil	2125	244000	35025	279025	55805	55805	390635	78127	468762	**221**		
6	Excavator	250	15000	2750	17750	3550	3550	24850	4970	29820	**119**		
7	Project cargo	250	94000	10650	104650	20930	20930	146510	29302	175812	**703**		
8	Logs	700	135800	17080	152880	30576	30576	214032	42806	256838	**367**		
B	**Export (Cargo loaded onto trucks from storage yard, moved and unloaded at wharf and loaded onto vessel)**												
9	Steel Billet/bar/tubes/pipes	1000	130500	18050	148550	29710	29710	207970	41594	249564	**250**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
10	Steel CR Coil	1200	176000	23600	199600	39920	39920	279440	55888	335328	**279**		
11	Granite Block	1000									**NA**		
12	HR Coil	2000	239000	33900	272900	54580	54580	382060	76412	458472	**229**		
13	Barytes - J. Bags	1200									**NA**		
14	Project cargo	100	88000	9300	97300	19460	19460	136220	27244	163464	**1635**		
III	**Method 3**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises)**												
1	Steel bar/tubes/pipes	560	54000	8200	62200	12440	12440	87080	17416	104496	**187**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
2	Steel CR Coil	1700	99000	18400	117400	23480	23480	164360	32872	197232	**116**		
3	Steel Plate	1000	54000	10400	64400	12880	12880	90160	18032	108192	**108**		
4	Steel Billet	850	54000	9650	63650	12730	12730	89110	17822	106932	**126**		
5	HR Coil	2125	66000	17225	83225	16645	16645	116515	23303	139818	**66**		
6	Excavator	250	5000	1750	6750	1350	1350	9450	1890	11340	**45**		
7	Project cargo	250	43000	5550	48550	9710	9710	67970	13594	81564	**326**		

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment & Labour cost	Administrative overheads @ 20% on Equipment & Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
8	Logs	700	77000	11200	88200	17640	17640	123480	24696	148176	**212**		
B	**Export (Cargo brought from outside port, unloaded at wharf and loaded onto vessel)**												
9	Steel Billet/bar/tubes/pipes	1000	54000	10400	64400	12880	12880	90160	18032	108192	**108**	**CHPT has not proposed the Foreign rate**	**CHPT has not proposed the Coastal rate**
10	Steel CR Coil	1200	66000	12600	78600	15720	15720	110040	22008	132048	**110**		
11	Granite Block	1000									**NA**		
12	HR Coil	2000	66000	16600	82600	16520	16520	115640	23128	138768	**69**		
13	Barytes - J. Bags	1200									**NA**		
14	Project cargo	100	43000	4800	47800	9560	9560	66920	13384	80304	**803**		
	AS PER TAMP MODIFICATIONS												
I	**Method 1**												
A	**Import (Cargo unloaded onto truck and moved to storage yard within port premises)**												
1	Steel bar/tubes/pipes	800	67000	7500	74500	14900	14900	104300	20860	125160	**156**	**158.99**	**95.39**
2	Steel CR Coil	1700	128000	14500	142500	28500	28500	199500	39900	239400	**141**	**143.11**	**85.87**
3	Steel Plate	1100	79000	9000	88000	17600	17600	123200	24640	147840	**134**	**136.59**	**81.95**
4	Steel Billet	850	69000	7750	76750	15350	15350	107450	21490	128940	**152**	**154.16**	**92.50**
5	HR Coil	2125	175000	19625	194625	38925	38925	272475	54495	326970	**154**	**156.37**	**93.82**
6	Excavator	800	37000	4500	41500	8300	8300	58100	11620	69720	**87**	**88.57**	**53.14**
7	Project cargo	400	56000	6000	62000	12400	12400	86800	17360	104160	**260**	**264.63**	**158.78**
8	Logs	800									**NA**		
B	**Export (Cargo loaded onto trucks from storage yard, moved to wharf and loaded onto vessel directly from the trucks)**												
9	Steel Billet/bar/tubes/pipes	1300	87000	10000	97000	19400	19400	135800	27160	162960	**125**	**127.39**	**76.43**
10	Steel CR Coil	1400	116000	13000	129000	25800	25800	180600	36120	216720	**155**	**157.32**	**94.39**
11	Granite Block	1000	145000	15500	160500	32100	32100	224700	44940	269640	**270**	**274.02**	**164.41**
12	HR Coil	2800	202000	23000	225000	45000	45000	315000	63000	378000	**135**	**137.20**	**82.32**
13	Barytes - J. Bags	1400	64000	7800	71800	14360	14360	100520	20104	120624	**86**	**87.56**	**52.54**
14	Project cargo	300	52000	5500	57500	11500	11500	80500	16100	96600	**322**	**327.24**	**196.34**
II	**Method 2**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks & moved to storage yard within port premises)**												
1	Steel bar/tubes/pipes	800	119000	15900	134900	26980	26980	188860	37772	226632	**283**	**287.90**	**172.74**
2	Steel CR Coil	1700	229000	31400	260400	52080	52080	364560	72912	437472	**257**	**261.52**	**156.91**
3	Steel Plate	1100	131000	18600	149600	29920	29920	209440	41888	251328	**228**	**232.20**	**139.32**
4	Steel Billet	850	121000	16350	137350	27470	27470	192290	38458	230748	**271**	**275.88**	**165.53**
5	HR Coil	2125	244000	35025	279025	55805	55805	390635	78127	468762	**221**	**224.18**	**134.51**
6	Excavator	800	37000	7700	44700	8940	8940	62580	12516	75096	**94**	**95.40**	**57.24**
7	Project cargo	400	98000	11800	109800	21960	21960	153720	30744	184464	**461**	**468.66**	**281.20**
8	Logs	800	137000	17700	154700	30940	30940	216580	43316	259896	**325**	**330.15**	**198.09**
B	**Export (Cargo loaded onto trucks from storage yard, moved and unloaded at wharf and loaded onto vessel)**												
9	Steel Billet/bar/tubes/pipes	1300	139000	20400	159400	31880	31880	223160	44632	267792	**206**	**209.34**	**125.60**
10	Steel CR Coil	1400	184000	25400	209400	41880	41880	293160	58632	351792	**251**	**255.37**	**153.22**
11	Granite Block	1000									**NA**	**0.00**	**0.00**
12	HR Coil	2800	271000	41100	312100	62420	62420	436940	87388	524328	**187**	**190.30**	**114.18**
13	Barytes - J. Bags	1400									**NA**	**0.00**	**0.00**
14	Project cargo	300	94000	10900	104900	20980	20980	146860	29372	176232	**587**	**596.99**	**358.19**

Sl. No.	Commodity	Norms per shift (in M.T.)	Equipment Hire cost per shift	Labour cost per shift	Total Equipment hire + Labour cost	Operational overheads @ 20% on Equipment & Labour cost	Administrative overheads @ 20% on Equipment & Labour cost	Total Operating cost	Margin @ 20% on total operating cost	Revenue Requirement per shift	Upfront tariff per M.T.	Upfront tariff per M.T. Foreign	Upfront tariff per M.T. Coastal
III	**Method 3**												
A	**Import (Cargo unloaded onto wharf, loaded onto trucks and moved to consignee's premises)**												
1	Steel bar/tubes/pipes	800	52000	9200	61200	12240	12240	85680	17136	102816	**129**	**130.61**	**78.37**
2	Steel CR Coil	1700	96000	18100	114100	22820	22820	159740	31948	191688	**113**	**114.59**	**68.75**
3	Steel Plate	1100	52000	10700	62700	12540	12540	87780	17556	105336	**96**	**97.32**	**58.39**
4	Steel Billet	850	52000	9450	61450	12290	12290	86030	17206	103236	**121**	**123.43**	**74.06**
5	HR Coil	2125	64000	17025	81025	16205	16205	113435	22687	136122	**64**	**65.10**	**39.06**
6	Excavator	800	5000	4500	9500	1900	1900	13300	2660	15960	**20**	**20.27**	**12.16**
7	Project cargo	400	42000	6200	48200	9640	9640	67480	13496	80976	**202**	**205.73**	**123.44**
8	Logs	800	75000	11500	86500	17300	17300	121100	24220	145320	**182**	**184.60**	**110.76**
B	**Export (Cargo brought from outside port, unloaded at wharf and loaded onto vessel)**												
9	Steel Billet/bar/tubes/pipes	1300	52000	11700	63700	12740	12740	89180	17836	107016	**82**	**83.66**	**50.20**
10	Steel CR Coil	1400	64000	13400	77400	15480	15480	108360	21672	130032	**93**	**94.39**	**56.63**
11	Granite Block	1000									**NA**	**0.00**	**0.00**
12	HR Coil	2800	64000	20400	84400	16880	16880	118160	23632	141792	**51**	**51.46**	**30.88**
13	Barytes - J. Bags	1400									**NA**	**0.00**	**0.00**
14	Project cargo	300	42000	5700	47700	9540	9540	66780	13356	80136	**267**	**271.46**	**162.88**

Annex-VII

Charges for loading / unloading of dry bulk cargo at the Common siding to/ from Railway wagons

Sl. No.	Description	Pay loader 10 T		Poclain		Taurpalin	Total Eqpmt. Hire charges	Labour charges @ 10% of Eqpmt. hire charges	Operating cost	Operating overheads @ 20% of Operating cost	Administrative overheads @ 20% of Operating cost	Total cost	Profit Margin @ 20% of Total cost	Revenue Requirement	Qty. per rake (in M.T.)	Hire charges per M.T. (₹)
		Nos. per shift	Hire charge per shift	Nos. per shift	Hire charge per shift	Hire charge per M.T.										
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)=(3x4)+(5x6)+(7x16)	(9)=10% on 8	(10)=8+9	(11) = 20% on 10	(12)= 20% on 10	(13)=10+11+12	(14)= 20% on 13	(15)=13+14	(16)	(17)=15÷16
AS PER CHPT ESTIMATES																
1	Loading	6	9500	0	15000	3	67500	6750	74250	14850	14850	103950	20790	124740	3500	**36.00**
2	Unloading	6	9500	3	15000	3	112500	11250	123750	24750	24750	173250	34650	207900	3500	**59.00**
AS PER TAMP ESTIMATES																
1	Loading	6	8500	0	14000	3	61500	6150	67650	13530	13530	94710	18942	113652	3500	**32.00**
2	Unloading	6	8500	3	14000	3	103500	10350	113850	22770	22770	159390	31878	191268	3500	**55.00**

Annex- VIII

CHENNAI PORT TRUST

UPFRONT TARIFF FOR STEVEDORING AND SHORE HANDLING SERVICES

Part I - Definitions and General conditions

(1). (a). 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). “Day” shall mean the period of 24 hours starting from 6.00 a.m. of a day and ending at 6.00 a.m. on the following day.

(iii). “Demurrage” shall mean charges payable for storage of cargo in transit area within port premises beyond free period, as specified in this SoR and shall not apply for cargo stored at areas licensed to port users for such purposes.

(iv). “Foreign-going vessel” shall mean any vessel other than coastal vessel.

(v). ”Month” shall mean the calendar month.

(vi). “Port” shall mean Chennai Port Trust, unless the context otherwise specifies.

(vii). “Port Limit” shall mean the limits of Port of Chennai notified by the Central Government in terms of Section 4 (2) of the Indian Ports Act, 1908.

(viii). “Shift” shall mean the duration of 8 hours constituting 3 shifts in a day.

(ix). ‘Stevedoring’ includes loading and unloading and stowage of cargo in any form on board the vessels in Port.

(x). ‘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.

(xi). ‘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.

(xii). ‘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.

(xiii). “Wharfage” shall mean the basic dues recoverable on all cargo/ container imported or exported or transshipped within the Port limits or passing through the port, whether porterage was provided by the Port or not.

(1). (b). 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 categories 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). 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.

(xiii). 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.

(xiv). 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.

(xv). 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.

(xvi). 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.

(xvii). 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.

(xviii). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.

(xix). 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.)

(xx). If any question arises requiring clarification or interpretation of the Scale of Rates and Statement of conditions of the operator, the matter shall be referred to TAMP and decision of TAMP in this regard will be binding on the operator.

2. Performance Standards

2.1 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.

2.2 Break Bulk Cargo

Sl. No.	Commodity	Productivity norms per shift (MT)
A	**Import**	
1	Steel bar/tubes/pipes	800
2	Steel CR Coil	1700
3	Steel Plate	1100
4	Steel Billet	850
5	HR Coil	2125
6	Excavator	800
7	Project cargo	400
8	Logs	800
B	**Export**	
9	Steel Billet/bar/tubes/pipes	1300
10	Steel CR Coil	1400
11	Granite Block	1000
12	HR Coil	2800
13	Barytes - J. Bags	1400
14	Project cargo	300

3. Tariff Schedule

3.1 Dry Bulk Cargo

3.1.1. Using Ship Cranes

A. Import Cargo :

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1	Ammonium Sulphate	108	65	85.52	51.31	117.61	70.57	33.80	20.28
2	Murate of Potash	102	61	77.13	46.28	106.70	64.02	31.27	18.76
3	Rock Phosphate	102	61	77.13	46.28	106.70	64.02	31.27	18.76
4	Sulphur	128	77	96.61	57.97	131.60	78.96	36.69	22.01
5	Urea	112	67	86.85	52.11	117.00	70.20	31.85	19.11
6	Silica sand	104	62	109.77	65.86	164.49	98.69	56.43	33.86
7	Dolomite	72	43	44.48	26.69	70.25	42.15	27.47	16.48
8	Limestone	75	45	50.59	30.35	79.07	47.44	30.18	18.11
9	Iron Ore Pellet	106	64	80.96	48.58	115.36	69.22	36.09	21.65
10	Gypsum	84	50	51.99	31.19	73.97	44.38	23.68	14.21
11	Food grains	124	74	109.46	65.68	148.79	89.27	41.02	24.61
12	Shredded Scrap	155	93	79.81	47.89	143.52	86.11	65.41	39.25
13	Heavy Melting Scrap	383	230	188.74	113.24	246.56	147.94	59.51	35.71

B. Export Cargo

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations		Shore handling operations				
				Method 1	Method 2		Method 3	
				Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks	Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel		Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel	
		Foreign	Coastal		Foreign	Coastal	Foreign	Coastal
14	Food grains (Maize, Raw sugar, etc.)	196	118	Direct loading from Trucks to the vessels using Crane grab is not	289.07	173.44	73.54	44.12
15	Barytes	86	52		143.46	86.08	48.67	29.20
16	Cobble Stones	93	56		131.99	79.19	46.44	27.86

17	Mil Scale	77	46	practically feasible.	72.93	43.76	28.30	16.98
18	Cement clinkers	84	50		88.60	53.16	33.11	19.87
19	Ferro slag	76	46		70.25	42.15	27.47	16.48

3.1.2. Using Mobile Harbour Cranes

A. Import Cargo :

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1	Ammonium Sulphate	92	55	Grab capacity is more than Truck capacity. Hence, this method of operation is not considered under HMC.		126.77	76.06	19.43	11.66
2	Murate of Potash	92	55			126.77	76.06	19.43	11.66
3	Rock Phosphate	92	55			126.77	76.06	19.43	11.66
4	Sulphur	96	58			129.34	77.60	21.36	12.82
5	Urea	91	55			126.77	76.06	19.43	11.66
6	Silica sand	92	55			126.77	76.06	19.43	11.66
7	Dolomite	92	55			126.77	76.06	19.43	11.66
8	Limestone	92	55			126.77	76.06	19.43	11.66
9	Iron Ore Pellet	98	59			126.77	76.06	19.43	11.66
10	Gypsum	92	55			126.77	76.06	19.43	11.66
11	Food grains	92	55			126.77	76.06	19.43	11.66
12	Shredded Scrap	110	66			137.70	82.62	30.36	18.22
13	Heavy Melting Scrap	102	61			111.35	66.81	12.79	7.67

B. Export Cargo

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations		Shore handling operations				
				Method 1	Method 2		Method 3	
				Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks	Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel		Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel	
		Foreign	Coastal		Foreign	Coastal	Foreign	Coastal
14	Food grains (Maize, Raw sugar, etc.)	92	55	Direct loading from Trucks to the vessels using Crane	115.85	69.51	15.79	9.47
15	Barytes	96	58		115.85	69.51	15.79	9.47

16	Cobble Stones	92	55	grab is not practically feasible.	115.85	69.51	15.79	9.47
17	Mil Scale	96	58		115.85	69.51	15.79	9.47
18	Cement clinkers	96	58		115.85	69.51	15.79	9.47
19	Ferro slag	96	58		115.85	69.51	15.79	9.47

3.1.3. Additional charges

Sl. No.	Particulars	Rate per M.T. (in ₹)
1.	Use of Hopper for unloading of cargo	45
2.	Wagon Loading at Railway siding	32
3.	Wagon Unloading at Railway siding	55

3.2 Break Bulk Cargo

A. Import Cargo

(Rate per M.T. in ₹)

Sl. No.	Commodity	Stevedoring Operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1	Steel bar/tubes/ pipes	160	96	158.99	95.39	287.90	172.74	130.61	78.37
2	Steel CR Coil	129	77	143.11	85.87	261.52	156.91	114.59	68.75
3	Steel Plate	200	120	136.59	81.95	232.20	139.32	97.32	58.39
4	Steel Billet	150	90	154.16	92.50	275.88	165.53	123.43	74.06
5	HR Coil	129	77	156.37	93.82	224.18	134.51	65.10	39.06
6	Excavator	194	116	88.57	53.14	95.40	57.24	20.27	12.16
7	Project cargo (including Machinery)	430	258	264.63	158.78	468.66	281.20	205.73	123.44
8	Logs	197	118	NA	NA	330.15	198.09	184.60	110.76

B. Export Cargo

B	Export	Stevedoring Operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel		Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
9	Steel Billet/bar/	124	74	127.39	76.43	209.34	125.60	83.66	50.20

	tubes/ pipes								
10	Steel CR Coil	156	94	157.32	94.39	255.37	153.22	94.39	56.63
11	Granite Block	160	96	274.02	164.41	NA	NA	NA	NA
12	HR Coil	94	56	137.20	82.32	190.30	114.18	51.46	30.88
13	Barytes - J. Bags	201	121	87.56	52.54	NA	NA	NA	NA
14	Project cargo (including Machinery, Windmill & Excavator)	571	343	327.24	196.34	596.99	358.19	271.46	162.88

Notes:

(i). Wharfage, storage charges and other miscellaneous charges shall continue to be levied by the port as per the prevailing scale of rates.

(ii). The charges for shore handling operations include arranging and receiving the cargo to / from the hook point, inter modal transport from wharf to stack yard and vice-versa and does not include receiving and delivering of cargo from consignee's premises to port premises or vice versa. However, additional charges are payable for wagon loading / unloading of dry bulk cargo as prescribed in Schedule 3.1.3.

(iii). The shore handling charges include Piece Rate Incentive of ₹ 4/- per M.T. and Special Levy of ₹ 1/- per M.T. payable to the Port as per the SoR of the Port. However, it does not include wharfage, demurrage, storage charges, license fee for plot and other miscellaneous charges payable to the Port.

(iv). All taxes and duties, as may be applicable from time to time, including Service Tax / GST shall be paid extra.

(v). (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 notes (b) and (c) below.

(b). 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 2017 and 31 December of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into effect from 1st April of the relevant year to 31st March of the following year.

(c). Incase of dry bulk cargo, the licenced agent would be 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. For break bulk cargo, the licenced agent would be entitled to 100% WPI indexation instead of 60% WPI indexation from the second year of operation on achievement of performance standards for each of the commodities notified alongwith the normative tariff. For this purpose, the Licensed Agent 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 CHPT 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. The Licensed Agent can apply 100% indexation instead of 60% on written confirmation by the CHPT to the Licensed Agent that it has achieved the Performance Standards notified along with the upfront tariff.

(e). In the event the Port confirms that the operator has not achieved the Performance Standards as notified by TAMP in previous 12 months, the Licensed Agent will not be entitled for 100% WPI indexation. The Licensed Agent will continue to levy the tariff with 60% indexation as prescribed at clause 2.10. of the normative tariff guidelines, 2016.

(vi). If any new cargo other than mentioned in this tariff schedule is handled, the charges for the cargo with similar nature, handling method and productivity norms will be adopted.

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SUMMARY OF THE COMMENTS RECEIVED FROM THE PORT USERS / DIFFERENT USER ORGANISATIONS / STEVEDORE ASSOCIATION AND ARGUMENTS MADE IN THIS CASE DURING THE JOINT HEARING BEFORE THE AUTHORITY.

F. No.TAMP/77/2016- CHPT - Proposal received from Chennai Port Trust (CHPT) for fixation of normative tariff for stevedoring and shore handling operations at CHPT.

A summary of the comments received from the users / user organizations / stevedore associations and comments of CHPT thereon is tabulated below:

Sl. No.	Comments of the users / user organisations	Reply furnished by CHPT
1.	**Chennai Port Stevedores Association (CPSA)**	
A.	**General comments**	
1.	CPSA has reiterated the comments and observations, vide their letter dated 28.11.2016, which has been sent to TAMP by CHPT along with the proposal.	The points raised by CPSA in their letter dated 28.11.2016 are related to Stevedoring Policy and Guidelines for fixing normative tariff except revision of datum (productivity). A copy of the letter has already been forwarded to TAMP along with the proposal of the Port. With regard to revision of datum, the reply is furnished in the following paragraphs.
2.	Under Sections 42 and 43 of the MPT ACT 1963, for all break bulk cargoes, Chennai Port is the bailee of the cargo. Merely passing the buck to the stevedores for ensuring performance norms does not obviate the responsibility of Chennai Port.	The responsibility of the Port as a bailee under Sec.42 & 43 of MPT Act is that of a custodian for keeping the cargo safely. Though the ultimate responsibility for port operations and performance rests with the Port, the port only supplies the labour and equipments, if any. It is stevedoring agents who manage the resources effectively to achieve optimum productivity. Hence, the point made by CPSA is not acceptable.
3.	Section 7 and 9 of guideline document cannot be accepted in toto, since the Port officials cannot be the sole judge to determine efficiency of the stevedore since the performance of cargo operations is not just the stevedores responsibility but that also of the Port and includes that of various service providers and handling agents who are not stevedoring companies, the labour of the Cargo Handling division of Chennai Port (whom we are compelled to use by statute), the very difficult and unmanageable traffic situation both inside and outside the Port, the restrictions by Traffic Police on the timings for movement of cargo vehicles, the poor connectivity for rail loading, the limited availability of enclosed shed spaces, etc. Thus, performance standards cannot be set by TAMP on some normative principle but	The Performance standards have been proposed based on the actual performance achieved by the Port during the last 3 years, which takes into account the ground realities. The Government of India with the intention of ensuring efficient performance of the ports has been monitoring the performance parameters of the ports. One such parameter is the turnaround time of the vessels. Therefore, Port is of the view that the provisions of Sections 7 and 9 of Normative Tariff Guidelines are in order. However, since the comments are made on the Guidelines notified by TAMP, TAMP may consider the submissions of the CPSA in this regard.

<table>
<tr><td></td><td>instead must consider the realistic situation on the ground.</td><td></td></tr>
<tr><td>B.</td><td>Comments on the Proposal</td><td></td></tr>
<tr><td>(1)</td><td>Productivity Norms and Change in Datum</td><td></td></tr>
<tr><td>(i).</td><td>
There is no bilateral agreement between Chennai Port and The Stevedores Association on what construes as acceptable productivity norms. It is a different matter that Chennai Port has published a set of norms and it is pertinent to state that, we have, at no point agreed to adopt them or are we, liable for any perceived non- performance of such norms.
The Trust has stated some unachievable norms for certain commodities, as enumerated below. These norms must be changed considering that this tariff will be made known to the public and there can be no misunderstanding that we, the stevedores have agreed to them.
In Form 1, Chennai Port have assumed certain number of hooks per shift to arrive at the productivity. It is up to the stevedore to decide on the number of hooks to be deployed, based on operational necessity and hence Chennai Port cannot use this to insist on engaging the minimum number of hooks.
<table>
<tr><th>COMMODITY</th><th>CHPT Norms Per Hook</th><th>Achievable Norms per Hook</th></tr>
<tr><td>Ammonium Sulphate</td><td>666</td><td>500</td></tr>
<tr><td>Sulphur</td><td>600</td><td>400</td></tr>
<tr><td>Urea</td><td>466</td><td>400</td></tr>
<tr><td>Shredded Scrap</td><td>600</td><td>450</td></tr>
<tr><td>HMS Grade 2</td><td>250</td><td>175</td></tr>
<tr><td>HMS Grade 1</td><td>250</td><td>150</td></tr>
<tr><td>Steel</td><td></td><td></td></tr>
<tr><td>Bar/Tubes/pipes</td><td>340</td><td>175</td></tr>
<tr><td>Steel Plate</td><td>560</td><td>400</td></tr>
<tr><td>HR Coil</td><td>920</td><td>850</td></tr>
<tr><td>Excavator</td><td>450</td><td>250</td></tr>
<tr><td>HR Coil (Export)</td><td>920</td><td>650</td></tr>
<tr><td>Project Cargo</td><td>250</td><td>100</td></tr>
</table>
As per section 12(3) of The Industrial Disputes Act, 1974, the settlement between the Port, the Unions and the Stevedores, as employers on 25.5.2001,on the merger of the erstwhile Madras Dock Labour Board (MDLB) and Chennai Port Trust, agreed per item 2 and
</td><td>
The norms have been calculated generally taking into consideration of past years' performance of the various cargoes.
Further, the inputs from the trade and the users also were considered and the norms have been changed accordingly. For many cargoes, the norms finalized by the port are less than the norms suggested in the guidelines for determination of upfront tariff for stevedoring and shore handling operation of the Ministry.
However, based on the request of CPSA and decision taken at the Joint hearing, the norms in respect of the cargoes pointed out by CPSA has been reviewed and revised as follows:
<table>
<tr><th>COMMODITY</th><th>CHPT NORMS per shift</th><th>ACHIEVABLE NORMS per shift</th></tr>
<tr><td>Ammonium Sulphate</td><td>2000</td><td>1500</td></tr>
<tr><td>Sulphure</td><td>1800</td><td>1200</td></tr>
<tr><td>Urea</td><td>1400</td><td>1200</td></tr>
<tr><td>Shredded Scrap</td><td>1800</td><td>1350</td></tr>
<tr><td>HMS</td><td>750</td><td>525</td></tr>
<tr><td>Steel Bar/Tubes/pipes</td><td>850</td><td>560</td></tr>
<tr><td>Steel Plate</td><td>1400</td><td>1000</td></tr>
<tr><td>HR Coil</td><td>2300</td><td>2125</td></tr>
<tr><td>Excavator</td><td>450</td><td>250</td></tr>
<tr><td>Project Cargo</td><td>450</td><td>250</td></tr>
<tr><td>HRCoil (Export)</td><td>2300</td><td>2000</td></tr>
<tr><td>Project Cargo</td><td>250</td><td>100</td></tr>
</table>
Once the Proposal is approved, the performance will be monitored on daily basis. Further, before berthing of the vessel the stevedores have the freedom to address the operational difficulties and incorporate the same in the vessel planning.
The revision of datum and piece rate can be undertaken after consulting the Labour Unions.
</td></tr>
</table>

	8 of the Terms of Settlement, to revise the manning scale, datum and piece rates. While the manning scale has been implemented in toto, on 21/09/2015, in accordance with the National Industrial Tribunal Award dated 4-5-2006, there has been no revision of the datum and piece rates at Chennai Port, since 1.2.2014. It is per the BWNC settlement to revise Datum's every three years by applying 80 % of the previous three years' average and hence the Datum revision is due on 1.2.2017. As an example, the current Datum for import of CR Coils is 394 MT per 7.5 hours of work. As opposed to this, the Authority has proposed 1360 MT per hook per shift (no data on how many hours of work is to be done). Chennai Port in its proposal has assumed 566 MT per hook per shift. The actual productivity ranges from 500-750 MT per hook per shift and this huge variance in productivity norms only creates unhealthy practices, with the workforce. There is therefore, a crying need to change the Datum norms, to reflect the current situation, before the tariff proposed by Chennai Port is accepted by us. There cannot be several sets of norms, one each by the MOS, the Port and for the labour. Considering that Chennai Port have realistically attempted to assess the achievable productivity norms, which is in deviation from your stated productivity norms, it is necessary that these norms must, perforce, become the Datum for on board cargo handling activity.	
(2)	**Revision of certain proposed rates**	
	Chennai Port has used, the guidelines issued by the Authority in formulating the rates. We had, vide our letter to the Chairman dated 28.11.2016 clearly highlighted the fundamental flaws in the setting of this guidelines and the various elements that have not been incorporated. However, as a measure of our goodwill and willingness to work with the Ministry of Shipping, to arrive at an equitable solution, we are agreeable to the list of rates stated in the proposal, subject to the following revisions.	The proposed tariff for handling of various types of cargoes have been arrived at after considering various factors like density of cargo, type of equipment's used etc., Therefore fixing uniform rates for the cargo groups as suggested is neither scientific nor appropriate. However, one No.10 T Pay loader has been included additionally for Heavy Melting Scrap for carrying out Stevedoring operations using Ship's crane, taking into consideration the request of CPSA to increase the rate for HMS. In order to meet cargo / operational specific requirement, a provision has been made in the proposed draft Tariff schedule under Sl.

	(a). The rate for Heavy Melting Scrap is listed as INR 285 PMT whereas at a productivity of 150-175 MT's per hook per shift, the workable rate needs to be INR 410 PMT. (b). The operations for Barytes, Cobble stones, Mill scale, Cement Clinkers and Ferro Slag are almost similar to each other and hence the stevedoring rate need to be the same at INR 94 PMT and shore handling, under Method 1, at INR 147 PMT. (c). The rate for Project Cargo has been listed as INR 768 PMT which is incomprehensible and the rationale for which is indecipherable! (d). As an example, a windmill blade of 40 M in length weighs just 7 MT. It is inconceivable that such a blade, can be handled for a mere INR 5376 when the costs are very much higher. (e). Hence for project cargo, the tariff is best left to the individual stevedore, which is usually on a Revenue Ton (R/T) basis which is either metric ton or volume (M3), whichever is higher. It is simply impossible for TAMP or the Port to determine what kind of equipment is required for each piece when the rates are calculated separately for every shipment, based on the engineering drawings showing centre of gravity, posting of lifting lugs, areas that require prevention of chafing or compression damage) etc. or what kind of cranes are required (single or in tandem}and what kinds of special lifting gear are required (heavy ropes, special shackles, heavy chain slings spreader beams or bars etc). (f). It is necessary for the Authority to clearly list out the scope of work for which this normative tariff is being set. There are numerous operations, performed on shore and on board, which cannot be covered in the tariff, which need to be explicitly mentioned.	No.5 of Notes stating that cost for deployment of additional equipment / labour which the Stevedores may render at the request of the users are not included in the ceiling tariff.
(3)	**Harbour Mobile Crane**	
	We have noted that the CHPT has included the rates and norms for the 2 x 100 T Harbour Mobile Cranes, under PPP mode that are operational at the Port currently. The Authority may wish to note that the Association has filed a Writ Petition in the High Court of Madras, numbered 1501 of 2016, to declare the mandatory use of HMC's as void and illegal. The Single Judge, Hon. Justice. R.Subbiah, then presiding over this case, had ordered	The rates for using HMC was approved by TAMP well before the Court case was filed. Further, separate rates for HMC and Ship Crane have been proposed. Hence, the legal proceedings have no impact on this proposal. However, it may be noted that if the Hon High court permits the claim of the stevedores and removes the mandatory clause for HMC and

	status quo on 03/03/2016, which has been extended by Hon. Justice P. Rajendran in December 2016. Considering that the matter has been posted for arguments and is therefore sub-judice, it is a contempt of court, for Chennai Port to propose productivity norms and tariff, with stiff penalties for non-adherence. Therefore this matter may not be decided upon by TAMP, until the case is disposed of. In any case, we do not acknowledge nor agree to any of the terms and conditions in this proposal on HMC's.	if stevedores don't use HMC the norms for non HMC will be applicable. A gist of the W.P. No.1501 of 2016 furnished by CHPT is resproduced below: During the year 2014, the CHPT has floated a tender for supply, operation and maintenance of Mobile Harbour Cranes (MHC) for cargo handling operations at CHPT and M/s.Roadwings International was the successful bidder and supplied the 2 nos. of Mobile Harbour Cranes at Chennai Port Trust (ChPT) on 08.06.2015. A Trade Notice was issued in this regard on 15.06.2015 informing the Trade about the deployment of MHC in the Jawahar Dock I , III & V, West Quay I, II, III, IV, Centre Berth and South Quay – 1 & II berths, about the preference to be given to the MHCs with the TAMP approved rates against the following norms. a. For Dry Bulk Cargo 12500 Metric tonnes(average)/per day per HMC or equivalent crane b.For Steel and bagged Cargo Steel and Bagged Cargo - 6000 Metric tonnes(average)/per day per HMC or equivalent crane c.For Break bulk Cargo Others - 3750 Metric tonnes(average)/per day per HMC The MHCs commenced operation on 25.06.2015 for the vessel m.v.Vishva Malhar, But, the importers of the cargo, the Steamer Agents and the Stevedores raised objections to make the MHC compulsory for the vessels equipped with ships crane. To sort out the issues arising out of the deployment of MHCs, meetings were conducted on 29.06.2015 and 02.07.2015 with the Port Users. A detailed note on the above issues arisen due to the deployment of Mobile Harbour Cranes was placed in the Board meeting held on 21.08.2015. The Board deliberated and suggested to form a sub-committee to study the issues in detail and submit a report to the Board for further course of action. In the meanwhile M/s. Global Port Solutions Pvt. Ltd. had issued a notice for arbitration with regard to utilization of the MHCs. *An Interim order was passed on 19.11.2015.* Based on the above Interim Order and Board's Resolution No.231 dated 27.11.2015, the cranes were moved to work at

		JD 2, 4 and 6 on 28.11.2015. Board vide the above resolution resolved to obtain 2^{nd} Opinion from ASG on the above issue for contesting further. The Arbitrator has further passed a clarification to the Interim Order on 19.01.2016 which is as follows: “ *In view of the above, as an interim measure this tribunal directs the respondent to allot to the claimant Jawahar Dock 2, 4 and 6, in place of Jawahar Dock 1,3 and 5 with 1^{st} preference to the claimant and with an option to the respondent to take appropriate action for handling cargo in case the Harbour Mobile Crane of the claimant is not available for immediate operation. The respondent shall allot the following ten berths, namely Jawahar Dock II, IV and VI, West Quay 1, II, III, IV and Center Berth and South Quay 1 and II. The claimant on being allotted the said berths, shall not claim any loss for the period for which the claimant is permitted to carry on its activities in Jawahar Dock 2, 4 and 6, this is irrespective of the depth of the said docks.”* The Chennai Port Stevedore Association has filed a Writ Petition No.1501/2016 challenging the Trade Notice issued informing the Trade about the arbitrational interim order. In the meanwhile, the Operator has represented to the Ministry and Chennai Port vide the letters dated 03.10.2015, 13.11.2015, 24.11.2015, 05.01.2016, 27.01.16, 06.02.16 and 29.02.16 has replied the Ministry on the steps taken to sort out the issues arisen due to the deployment of MHCs at Chennai Port. In reply to the above letters Ministry of Shipping vide the letter dated 28.01.2016 has informed that the matter has been examined in the Ministry and with the approval of the competent authority, it has been decided that ChPT may take their own decision to resolve such commercial and operational issues of the Project keeping the interest of the Port in mind. As per Board’s Resolution, ASG has opined to go for an appeal on the interim order of the arbitration. Appeal under Sec 34 of Arbitration and conciliation Act has been filed. As the same has to be filed under Sec 37, LA has been requested to file the same under Sec 37. In the meanwhile, the Operator has requested to seek the ASG Opinion again rejoinder filed by the claimant.

(4)	**Royalty Payable to Chennai Port**	
	The Ministry of Shipping has issued the stevedoring and Shore Handling Policy for Major Ports. In this policy, in section 3. (v), it has been clearly stated as follows: The Port Trusts may charge a royalty or a license fee for the Stevedoring and Shore-handling licenses. The Port may fix a per Metric Ton royalty rate or the port may charge a flat annual license fee from all agents. The Port Trust, if deems necessary, may also waive royalty or licence fee for all licensed agent. No discrimination will be made among the Stevedoring and Shore-handling agents on royalty/license fee waiver. Reliably understand that Chennai Port proposes to levy a percentage of the tariff as the royalty. As this is against the policy issued by the Ministry and detrimental to the health and interest of the trade, as it will surely divert cargoes to other Ports, the Authority is requested to direct the Chennai Port Trust to restrict itself to a per MT royalty or even consider waiving royalty on low value commodities that cannot afford to bear any increased cost or handling by the stevedore. The situation at Chennai Port is unique as compared to other Ports which have embarked on this exercise, at the instance of the Ministry of Shipping. With the fixation of normative tariff, which is suitable for PPP project and eminently unsuitable for ongoing stevedoring operations, any increase in the cost of handling will surely drive cargoes away to the nearby Ports of Kamarajar (Soon to open a Multi Cargo Berth), Katupalli (which is already handling various cargoes) and Krishnapatnam (which is effectively serving the northern and western hinterland of Chennai Port). It is requested that the Authority may exercise due diligence in approving the proposal of CHPT and ensure that the livelihood of thousand of employees of the stevedores and the Cargo Handling division of CHPT are not lift in the lurch by migration of cargo to other ports and the resulting loss of business.	The royalty will be fixed on 'per M.T.' basis in line with the provisions given in the Stevedoring and Shore Handling Policy. The ChPT will fix 'per M.T.' royalty rate taking into account the various parameters given in the Policy and the existing competitive scenario at ChPT.
2.	**Global Ports Solutions Pvt. Ltd.** We would like to point out few pratical operation aspects, which may be looked upon for better and smooth operations at CHPT with respect ot Stevedoring and Shore Handling operations :	

	(a) Hatch Cleaning work in case of import cargoes – It has been noted that significant time is consumed and the Mobile Harbor Cranes are engaged for the hatch cleaning purpose. Deploying sufficient number of Payloaders and other manpower is required from the stevedores' side. The cleaning of hatch consumes significant number of hours and therefore the efficiency of the cranes is not up to its potential. It has also been noted that there is delay in giving Payloaders by the stevedore' and also non-availability of Payloaders drivers at times. Safety aspect also needs to be considered for handling of cargo at the time of hatch cleaning when the Payloaders have been deployed.	It is the responsibility of the stevedores to deploy the equipment and manpower for efficient cargo handling operations to attain the norms prescribed.
	(b) Cost analysis considered for deploying of 2 Harbour Mobile Cranes in one vessel It is a common phenomenon to deploy 2 HMC for a vessel, but there are times during operation requirement when only 1 crane is deployed and another crane is kept idling. In such sitituations, the other crane may be used for other vessels. (a) Hatch Cleaning time (b) Vessel da-lasting and de-ballasting (c) When the cargo quantity is less (d) The vessel size is small (e) Revision of TAMP rate in respect of food cargo on account of time consuming in handling (f) Non-availability of 1 crane as it may be handling other vessel. Since there are many instances when only 1 HMC is used for operations, making efficiency estimation for 2 HMC to evaluate the cost may not be appropriate for all cases.	This is already in practice, as per the convenience of the Port and the requirement of the Stevedores based on the nature of the cargo and norms.
	(c) Handling of dusty cargo and visibility issue	
	Few dusty cargoes such as handling of gypsum create dust in handling of the cargo inside the hatch and the operators of cranes to be more cautious while handling such cargoes. Due to safety aspect of the cranes and the vessel, the cargoes need to be handled carefully and slowly. There should be a provision in the policy while handling such cargoes to bring clarity to the stevedores, since efficiency may be compromised.	It is only the responsibility of the stevedores and crane operator to ensure safety and effective handling while handling dusty cargoes.
	(d) Berthing policy available at Chennai Port website As on date there is a berthing policy available in the download section of	With regards to the Norms for the HMC, it is

	Chennai Port website. The policy is mentioning the norms for handling various kinds of bulk cargo per HMC. It seems, most of the cargoes norms is not possible to achieve in the current practice and also otherwise. Norms are contradicting the average output as mentioned in the Stevedoring and Shore handling activity.	as per provisions in the agreement with the existing operator at ChPT.
	(e) Non-deployment of equipment and effective penalty system for the stevedore Currently, HMCs are being forced to stand idle due to non-clearance of the wharf from the stevedores side. New policy is required to deploy sufficient number of equipment such as tippers and payloaders to clear the cargo from the wharf. TAMP and the port authorities to come up with an effective penalty system which may compel the stevedores to deploy the equipment as per the policy.	The stevedores are liable to achieve the approved performance norms.
	(f) Vessel related issues At times some of the bulk cargoes come to Chennai Port in general cargo vessels. In such kind of vessels, the hatch cleaning of the vessels takes more number of hours than the regular vessels.	The Hatch cleaning is the look out of the Agents and the stevedores, and the Port has no role in this regard.
	<u>(g) Food items cargo such as wheat etc.</u> We request TAMP and CHPt to kindly look into the above operating problems which are being faced while handling bulk cargo in CHPT. It is reqested to come up with clarity and solution to counter the problems in the new Stevedoring and Shore Handling activity. We also requested TaMP to come up with fair productivity norms for handling of different cargoes by HMC. We requet to revise the TAMP rate in respect of food items such as wheat etc. as handling consumes longer time than the usual.	The HMC rates for the operator have been approved by TAMP.
3.	**The Chennai and Ennore Port Steamer Agents' Association**	
	Due to stiff competition prevailing with neighboring Ports especially on the handling cost/facilities and in order to retain the cargoes, informatively, user bodies at Chennai are forced to work either with break-even cost and sometimes encounter with losses. Under the circumstances, CHENSAA requests to consider all the points of the Chennai port Stevedores Association and do the needful.	CHENSAA has requested to consider all the points of CPSA and do the needful. Reply furnished in respect of points / queries raised by CPSA may please be seen.

2. The joint hearing on the case in reference was held on 17 February 2017 at the CHPT premises. At the joint hearing, the CHPT made a brief power point presentation on the proposal. At the joint hearing, the users/ user organisations and the CHPT have made the following submissions:

Chennai Port Stevedores Association (CPSA)

(i). Before we begin with the proceedings, we want to know how the HMC operator is relevant for this hearing.

CHPT &: TAMP The tariff proposed by the Port includes prescription of stevedoring charges with the use of HMC. Hence, the HMC operator at CHPT viz., Global Port Solutions have been taken on consultation on the proposal in reference and thus, invited for the hearing.)

(ii). Please record our objection with regard to the presence of HMC operator at the hearing.

Chennai Port Trust (CHPT)

(i). There has been non-transparency in the levy of Stevedoring & Shore Handling charges. In view of this position, the Government has come up with a Policy and Guidelines for fixing of normative Stevedoring & Shore Handling charges to be made applicable for all stevedoring & shore handling activities carried out by the major port trusts and/ or licensed agents.

(ii). This Policy is not applicable to the PPP/ BOT berth operations.

(iii). We wish to issue a combined licence to stevedores and shore handling agents.

(iv). CHPT would charge a per MT royalty.

(v). To arrive at the normative cost, the various cost components viz., hire charges, labour cost, overheads and margin have been considered as prescribed in the Guidelines.

(vi). The rates will have a validity of three years. The rates will be subject to annual escalation based on 60% or 100% WPI as prescribed in the Guidelines.

(vii). For handling of dry bulk cargo, the port has proposed tariff for stevedoring operations using the Ship's crane or by HMCs. For handling of break bulk cargo, the port has proposed tariff for stevedoring operations using the Ship's crane only.

(viii). For the Shore handling operations, tariff has been proposed for 3 methods of operations envisaged viz., cargo unloaded onto trucks and moved to the storage yard within the port limits, cargo unloaded on wharf and moved to storage yard within the port limits and cargo unloaded on wharf and moved out of port limits for delivery.

(ix). Rates are proposed for individual commodities separately for import and export.

(x). Separate charges are proposed for use of hoppers and wagon loading/ unloading on optional basis.

(xi). Productivity norms in respect of Ship cranes have been proposed based on last 3 years average actual performance. Productivity norms in respect of HMCs is as per the Agreement with the HMC operator.

(xii). Generally, the equipment is considered as per the norms in the Guidelines. However, for some cargo, the equipment profile has been increased/ decreased depending on the operational requirement.

(xiii). Equipment hire charge is based on the details obtained from trade, hire of HMC is based on TAMP approved rate after due escalation, Stevedoring Labour as per NIT Award (NIT implemented in Chennai wef 21.9.2015). Labour charge per worker is due for revision since 1.1.2017. Hence 15% increase considered. Piece rate incentive and Sepcial levy as per SOR is also included.

(xiv). Shore handling rate does not include delivery/ receipt charges, transportation from/ to consignees premises and value added services. The rate also does not include wharfage, demurrage and plot rent payable as per SOR.

<u>Chennai Port Stevedores Association (CPSA)</u>

(i). We challenge the authority bestowed upon TAMP and CHPT to fix the Stevedoring & Shore handling charges.

(ii). We have given our detailed comments in writing to TAMP. We have also forwarded our comments to CHPT. But, we do not have the response of the Port on our submissions. We need the port's view on our submissions without prejudice to our observations, we are agreeable to the proposed subject to the following.

(iii). We are not against the Stevedoring Policy objectives and welcome the move of the Ministry to streamline stevedoring and shore handling operations. However, fixing normative tariff for stevedoring and shore handling operations will not work, since each Stevedore would have his own/ hired fleet of equipment, labour, due to which single tariff would not be feasible, unlike PPP projects, where the equipment and capital cost are frozen.

(iv). 3 years average was achieved because of incentive to labour. The cost of paying incentive or “speed money” to the Port labour has not been factored. Without the payment of this money, the Port labour will only perform to the Datum requirements. As an example, at Chennai Port, Official Datum for Granites is 221 MT per 7.5 hours whereas TAMP guidelines have stated 500 MT per shift per hook. For Steel Coils at Chennai, Datum is 394 MT whereas TAMP norms are 1360 MT. Such an inconsistency cannot exist. The Datum Levels must be changed, to reflect current requirements and must be done in consultation with the Labour Unions.

[CHPT : we are ready to discuss with Unions].

(v). While the manning scale has been implemented in toto, on 21/09/2015, in accordance with the National Industrial Tribunal Award dated 4-5-2006, there has been no revision of the datum and piece rates at Chennai Port, since 1.2.2014. It is as per the BWNC settlement to revise Datum's every three years by applying 80 % of the previous three years' average and hence the Datum revision is due on 1.2.2017. Thus, there is need to change the Datum norms, to reflect the current situation.

(vi). We are agreeable to the list of rates stated in the proposal, subject to the conditions as already communicated to the Port and TAMP.

(vi). It is necessary to clearly list out the scope of work for which this normative tariff is being set. There are numerous operations, performed on shore and on board, which cannot be covered in the tariff, which need to be explicitly mentioned.

(CHPT : Please give the list of services to be included and excluded from the scope of levy. We can look into it).

[CPSA agrees to give the best].

(vii). We have filed a Writ Petition in the High Court of Madras to declare the mandatory use of HMC's as void and illegal. The Single Judge on 03/03/2016, has ordered status quo and the same has been extended in December 2016. Considering that the matter is subjudice, it is a contempt of court, for Chennai Port to propose productivity norms and tariff, with stiff penalties for non-adherence. We request that the matter relating to HMC may not be decided upon by TAMP, until the case is disposed of.

(viii). The Guidelines prescribe Grievance mechanism for the users. However, there is no provision to address the grievances of the Stevedores.

MCCI

(i). We will discuss with the Stevedores on various aspects of the proposal. We want the port to do well. But we do not want the costs to go up.

CEPSAA

(i). We endorse the submissions made by CPSA. We have also given our comments. We should see to it that the rate should be attractive and the cargo does not go away from the Port.

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