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TARIFF AUTHORITY FOR MAJOR PORTS

G.No.335

New Delhi,

29 September 2014

NOTIFICATION

In exercise of the powers conferred under Sections 48, 49 and 50 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby disposes of the proposal received from Paradip Port Trust for fixation of reference tariff for development of Mechanization of EQ – 1, 2, 3 Berths on BOT basis under the revised guidelines for Determination of Tariff for Projects at Major Ports, 2013, which were notified vide Notification No. TAMP/18/2013-Misc. dated 30 September 2013 vide Gazette No. 254, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports
No. TAMP/12/2014-PPT

Paradip Port Trust

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Applicant

QUORUM:

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

O R D E R

(Passed on this 21th day of February 2014)

This case relates to the proposal received from Paradip Port Trust (PPT) for notification of Reference Tariff for Mechanization of EQ – 1, 2, 3 Berths at the PPT on BOT basis.

1.2. This Authority has passed an order no. TAMP/18/2008-PPT dated 14 July 2008 fixing upfront tariff for a deep draught iron ore berth and a deep draught coal berth at the Paradip Port Trust (PPT) in pursuance of the guidelines for upfront tariff setting for PPP projects at Major Ports vide Notification No. TAMP/52/2007-Misc. dated 26 February 2008. This Order was notified in the Gazette of India on 16 August 2008 vide Gazette no. 133.

2.1. The Ministry of Shipping (MOS) under cover of its letter No.PR-14019/16/2012-PG dated 31 July 2013 has issued 'Guidelines for Determination of Tariff for Projects at Major Ports, 2013' under Section 111 of the Major Port Trusts Act, 1963 on 31 July 2013. In compliance of the policy directives issued by the (MOS) under Section 111 of the MPT Act, 1963, the said Guidelines were notified vide Notification No.TAMP/18/2013-Misc. in the Gazette of India on 8 August 2013, vide Gazette no. 214. The said Guidelines came into effect from 31 July 2013.

2.2. Subsequently, the MOS issued revised Guidelines for Determination of Tariff for Projects at Major Ports, 2013 under Section 111 of the Major Port Trusts Act and made it effective from 9 September 2013. The said revised guidelines were notified in the Gazette of India on 30 September 2013 vide Gazette No.254.

3.1. In this backdrop, the PPT under cover of its letter dated 23 January 2014 had submitted a proposal for notification of reference tariff for "Mechanization of EQ – 1, 2, 3 berth" at PPT on BOT basis, under the guidelines of Tariff for Port Projects at Major Ports, 2013.

3.2. On the ground that the upfront tariff approved by this Authority for the PPT to handle coal vide Order No. TAMP/18/2008-PPT dated 14 July 2008 is for handling coal imports and whereas, the present project at PPT envisages handling of coal exports, the PPT had proposed to adopt the upfront tariff approved in the case of Visakhapatnam Port Trust (VPT) vide Order No. TAMP/53/2009-VPT dated 4 May 2010 to handle thermal coal and steam coal in pursuance of guidelines of 2008, for its proposed project of mechanization of EQ – 1, 2, 3 Berths to handle coal exports.

3.3. On a quick comparison of the parameters relating to the PPT proposal as furnished by it vis-à-vis, the parameters relied upon in the VPT Order dated 4 May 2010, it was seen that the key parameters/ facilities envisaged at the PPT like the capital cost, optimal capacity, number of berths, no. of equipment and their capacity and more pertinently railway connectivity envisaged in PPT project was significantly different from Order of the VPT adopted by the Port. Accordingly, the PPT was requested vide our letter dated 03 February 2014 to furnish detailed and sufficient justification as to how the upfront tariff of VPT approved vide order dated 4 May 2010 and being adopted by the PPT is representative enough for its proposed project for mechanization of EQ – 1, 2, 3 Berths as stipulated in Clause 2.2 of the revised guidelines of 2013. In view of the above position, the proposal of PPT was returned vide our letter dated 03 February 2014 and it was conveyed to PPT that we would not be in a position to take up the proposal of PPT for further processing. The PPT was also requested to have a re-look at its proposal, based on the stipulations contained in clause 2.4 of the revised guidelines of 2013, if it so desires.

4.1. In this connection, the PPT vide its letter dated 13 February 2014 has responded.

4.2. The main points made by the PPT in its letter dated 13 February 2014 are summarized below:

- (i). According to clause No. 2.2 of the "Revised Guidelines for Determination for Tariff at Major Ports, 2013", in case no tariff has been fixed for a commodity at the concerned Major Port Trust or if the highest tariff fixed for a particular commodity does not represent the project proposed to be developed then concerned Major Port Trust can propose to TAMP any other tariff fixed under 2008 tariff guidelines in any other Major Port Trust.
- (ii). Accordingly, PPT had submitted the proposal dated 23.01.2014 to TAMP to consider the Reference Tariff from nearby Visakhapatnam Port which handles coal exports at East Quay-1A terminal.
- (iii). In this regard, TAMP has communicated that there are certain differences between the two terminals. In this connection, it is to submit that no two projects can be similar in different ports in terms of capacity and equipment configuration. As such, as long as the performance standards are retained, it is justifiable for the concerned Port to propose to TAMP any other Tariff fixed under 2008 guidelines in any other Major Port Trust for the same commodity for adoption as reference Tariff.
- (iv). However, it has also been indicated at Sl.2 and 3.1 in TAMP letter to PPT dated 03.02.2014 that the upfront tariff earlier approved by TAMP to handle coal vide Tariff Order No. TAMP/18/2008-PPT, dated 28.07.2008 and notified on 16.08.2008 (based on guidelines for upfront tariff setting for PPP Projects at Major Port Trust-2008) can be applied as reference tariff for the present proposal for 'Mechanization of EQ-1 to EQ-3 berths at Paradip Port on BOT basis'.
- (v). Hence , accordingly, PPT now proposes to index and adopt the available notified tariff as stated above for same commodity of an 'under implementation' project at PPT ("Development of deep draught coal berth on BOT basis"), notified vide Case No. TAMP/18/2008-PPT on 16th August, 2008.
- (vi). With this background, approved tariffs of aforesaid notification have been escalated by 26.15% as per indexation norms provided by TAMP vide letter No TAMP/12/2009- Misc dated 2 April 2013.
- (vii). Further, as per Clause 2.2 of the new Guidelines, Performance Standards are required to be proposed in the tariff proposal. Hence performance standards adopted in Concession Agreement of deep draught coal berth have been adopted for current project.

5 With reference to the totality of the information collected during the processing of the case, the following position emerges:

- (i) This Authority had passed an Order dated 14 July 2008, interalia, fixing upfront tariff for handling thermal coal and other coal at deep draught coal berth at the PPT, in pursuance of the guidelines for upfront tariff setting for PPP projects at Major Ports.
- (ii). Clause 2.2. of the Revised Tariff Guidelines of 2013, interalia, stipulates that in case no tariff has been fixed for a commodity at a major port trust or if the highest tariff fixed for a particular commodity in the concerned major port trust does not represent the project proposed to be developed, then concerned major port trust can propose to this Authority any other tariff fixed under 2008 tariff guidelines in

any other major port trust, which is representative enough for that commodity giving detailed and sufficient justification.

- (iii). Though the PPT had initially proposed adoption of the upfront tariff fixed in respect of handling coal at VPT to arrive at the Reference tariff for its Coal berth, it has, subsequently requested to adopt its own upfront tariff fixed in the case of deep draught coal berth in July 2008 to arrive at the Reference tariff for the Mechanisation of EQ – 1, 2 and 3 berths, reportedly based on our suggestion.

In this regard, it is relevant here to mention that when the PPT has proposed adoption of the upfront tariff of VPT, by pointing out the significant differences in the values of various parameters between the project at PPT vis-à-vis, project at VPT, the PPT was requested to furnish detailed and sufficient justification to show how the upfront tariff of VPT proposed to be adopted by the PPT is representative enough for its proposed project, as stipulated in Clause 2.2 of the revised guidelines of 2013. While doing so, the PPT was requested to have a re-look at its proposal, based on the stipulations contained in clause 2.4 of the revised guidelines of 2013, if it so desires. The PPT was never advised by us to adopt upfront tariff fixed in the case of deep draught coal berth in July 2008 to arrive at the Reference tariff for the proposed facility, given that the PPT had already submitted that the upfront tariff of July 2008 is not a representative tariff for its proposed facility. Notwithstanding this position, the PPT has subsequently proposed adoption of its own upfront tariff fixed in respect of thermal coal in the case of the deep draught coal berth to determine the Reference tariff for handling thermal coal at the proposed facility. The judgment of the port to adopt its own upfront tariff fixed for thermal coal in the case of the deep draught coal berth to determine the Reference tariff handling thermal coal at the proposed facility is relied upon.

- (iv). The Revised Guidelines of 2013 stipulate that while adopting the Reference tariff, the tariff set under the Tariff Guidelines of 2008 shall be escalated to the extent of 60% of WPI per annum, as provided in the said guidelines for the period between 1st January of the year as prescribed in the relevant tariff order of this Authority under 2008 guidelines and 1st January of the subsequent relevant year when the Reference Tariff for the particular project in question is being notified.

The upfront tariff for the deep draught coal berth at the PPT was notified in July 2008. The Upfront Tariff Schedule of PPT specifically states that the base year of Wholesale Price Index (WPI) for indexation in the reference tariff rates approved in the said Order will be 1 January 2008. Accordingly, the PPT has applied the indexation factor of 26.15% on the tariff caps approved for the deep draught coal berth at PPT vide Order of July 2008. This indexation factor is seen to be the indexation factor communicated by us to all the Major Port Trusts to be applicable for reference tariff fixed in the year 2013 with base WPI as on 1 January 2008.

In the instant case of PPT, since the case is being finalized in the year 2014, the reference tariff for handling containers at PPT is to be indexed with reference to the indexation factor occurring between the year 2008 and the year 2014. In this regard, the indexation factor to be applicable for the year 2014 has not been firmed up due to non-availability of final wholesale price index figure (only provisional figures are available) for the months of November and December 2013. Therefore, the indexed reference tariff of PPT as of the year 2013 is prescribed in the case of PPT.

However, the adoption of the reference tariff pertaining to the year 2013 (based on the indexation factor as applicable for the year 2013) would not put the successful bidder of PPT at a disadvantageous position, as in the Reference tariff Schedule approved for PPT, it is being mentioned that the base year of Wholesale Price Index (WPI) for indexation in the reference tariff rates approved in the said Order will be 1 January 2013 and thus, the successful bidder's tariff would be fixed with

reference to the base year of 2013 and that of the year in which he commences the operations.

Therefore, the indexed reference tariff for handling thermal coal at the proposed facility as derived by the PPT based on the indexation factor as applicable for the year 2013, is found to be in order.

- (v). In the proposed reference tariff schedule, the PPT has not prescribed the definitions and the general terms and conditions forming part of the PPT Reference tariff Schedule. Further, the various conditionalities governing the levy of cargo handling charges, storage charges and berth hire charges are also not seen to have been proposed by the PPT. In this regard, it is relevant here to mention that the upfront tariff schedule for the deep draught coal berth at PPT approved in July 2008 did not prescribe the definitions, general terms and conditions and the various conditionalities governing the levy of cargo handling charges, storage charges and berth hire charges, which is generally prescribed in the Upfront tariff Schedule of the various major port trusts. Therefore, definitions, general terms and conditions and all other conditionalities governing the levy of cargo handling charges, storage charges and berth hire charges forming part of the Upfront tariff Schedule of the VPT (Order No. TAMP/53/2009-VPT dated 4 May 2010) are suitably prescribed in the Reference tariff Schedule of PPT also.
- (vi). Clause 2.2 of the revised tariff guidelines of 2013 requires This Authority to prescribe the Reference Tariff along with the Performance Standards. Though the revised guidelines of 2013 do not require This Authority to go into the Performance Standards proposed by the port it is not be unreasonable to assume that the ports would propose reasonable and achievable Performance Standard.

With regard to the performance standards, the PPT has proposed the gross berth output per berth at 48000 tonne per day. The said Performance Standard is seen to be based on the average output of the capesize vessels (50000 tonnes) and panamax vessels (35000 tonnes) and based on the share of capsize vessels and panamax vessels at 80:20, as relied upon in the optimal capacity calculation of deep draught coal berth at PPT.

The other performance standards prescribed by the PPT relating to Transit Storage Dwell Time for Export Thermal coal, Turnaround Time for receipt/ delivery operation are also prescribed, as proposed by the PPT.

The PPT has not prescribed the conditionalities governing the performance standards. Recognizing that clause 2.2. of the revised guidelines of 2013 requires this Authority to notify the Performance Standards, the Performance Standards as proposed by the port is notified along with the Reference Tariff Schedule.

- (vii). For the reasons explained earlier, the following General note is prescribed in the Reference tariff Schedule of PPT for automatic adjustment in tariff caps for every subsequent years:

“ 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 1 January 2013 and 1 January of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31st March of the following year.”

6.1. Subject to above, the Reference Tariff Schedule along with conditionalities governing the Reference Tariff has been modified.

6.2. The modified Reference Tariff Schedule is attached as **Annex – I** and the Performance Standards for the mechanization of EQ – 1, 2, 3 Berths as proposed by the port, is attached as **Annex – II**.

6.3. In the result, and for the reasons given above and based on a collective application of mind, the modified Reference Tariff Schedule for the mechanization of EQ – 1, 2, 3 Berths at PPT is approved and notified along with the Performance Standards.

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

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

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

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

7.3. On receipt of the proposal, TAMP will seek the views of the PPT on the achievement of Performance Standards as outlined in para 5 of the tariff guidelines of 2013, within 7 days of receipt.

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

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

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

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

7.8. In the event any user has any grievance regarding non-achievement by the PPP 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 PPT. The PPT will be bound to take necessary action on the findings as per the provisions of the respective Concession Agreement.

7.9. Within 15 (fifteen) days of the signing of the Concession Agreement, the concerned operator will forward the Concession Agreement to TAMP which will host it on its website.

7.10. The PPP operator shall furnish to TAMP quarterly reports on cargo traffic, ship berth day output, average turnaround time of ships, average pre-berthing waiting time as well as the tariff realized for each berth. The quarterly reports shall be submitted by the PPP operator within a month following the end of each quarter. Any other information which may be required by TAMP shall also be furnished to them from time to time.

7.11. TAMP shall publish on its website all such information received from PPP operator. However, TAMP shall consider a request from any PPP operator about not publishing certain data/ information furnished which is commercially sensitive. Such requests should be accompanied by detailed justification regarding the commercial sensitiveness of the data/information in question and the likely adverse impact on their revenue/ operation of upon publication. TAMP's decision in this regard would be final.

(T.S. Balasubramanian)
Member (Finance)

REFERENCE TARIFF SCHEDULE

Mechanization of EQ – 1, 2, 3 Berths at Paradip Port Trust.

1.1. DEFINITIONS

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

- (i). **"Coastal vessel"** means any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.
- (ii). **"Foreign going vessel"** means any vessel other than a Coastal vessel.
- (iii). **"Day"** shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.

1.2. GENERAL TERMS & CONDITIONS

- (i). The status of the vessel, as borne out by its certification by the customs or Director General of Shipping, is the relevant factor to decide whether vessel is "coastal" or "foreign-going" for the purpose of levy of vessel related charges; and the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii).
 - (a). The berth hire charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
 - (b). The cargo related charges for all coastal cargo other than thermal coal should not exceed 60% of the normal cargo related charges.
 - (c). 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.
 - (d). Cargo from a foreign port which reaches an Indian Port "A" for subsequent transshipment to Indian Port "B" will be levied the concession charges relevant for its coastal voyage. In other words, cargo from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (iii). Interest on delayed payments / refunds.
 - (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the terminal operator shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 2% above the prime lending rate of the State Bank of India.

- (c). The delay on refunds will be counted only 20 days from the day of completion of services or on production of all the documents required from the users, whichever is later.
- (d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the terminal operator. This provision shall, however, not apply to the cases where payment is to be made before availing the services where payment of charges in advance is prescribed as a condition in the scale of rates.
- (iv). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions up to and inclusive 0.5 shall be taken as 0.5 unit and fractions of above 0.5 shall be treated as one unit, except where otherwise specified.
- (v). All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.
- (vi).
 - (a). The rates prescribed in the Scale of Rates are ceiling levels: likewise, rebates and discounts are floor levels. The terminal operator may, if they so desire, charge lower rates and / or allow higher rebates and discounts.
 - (b). The terminal operator may also, if they so desire, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
 - (c). The terminal operator should notify the public such lower rates and / or rationalisation of the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (vii). Users will not be required to pay charges for delays beyond reasonable level attributable to terminal operator.

2. Cargo Related Charges

2.1. Cargo Handling Charges:

The cargo handling charges shall be payable at the rates specified below:

Sl. No.	Commodity	Unit	Rate in Rupees (₹)
a.	Thermal coal	Per Metric Tonne	164.00

Note:

The above rate is the composite rate for loading the thermal coal to the ship, stack yard to conveying, storage at the stack yard upto free period of 10 days after the time of unloading the Thermal Coal from railway wagon, unloading from the railway wagons and stacking to the stack yard and all other miscellaneous services provided.

2.2 Storage charges

The Storage charges for the cargo stored in the stack yard beyond the free period shall be as below:

(Rate in ₹ per MT per day)

Sl. No.	Commodity	Rate for first 5 days for the balance cargo remaining after the free period	Rate for 6 th day to 10 th day for the balance cargo	Rate for 11 th day onwards for the balance cargo
1.	Thermal Coal	15.14	30.28	60.55

Notes:

- (i). 10 free days shall be allowed. Free period for export cargo shall commence from the actual date of the receipt of goods in the Port premises. For the purpose of calculation of free period, Custom notified holidays and Terminal's non-working days shall be excluded.
- (ii). Storage charges shall be payable for all days including Terminal's non-working days and Customs notified holidays for stay of cargo beyond the prescribed free days.
- (iii). Storage charges on cargo shall not accrue for the period when the terminal operator is not in a position to deliver / ship the cargo when requested by the user due to reasons attributable to the Terminal operator.

3. Berth Hire charges

The Berth Hire charges payable by masters/owners/agents for the vessel shall be as per rates below:

Sl.	Vessels	Rate per GRT per hour or part thereof (₹)	
		Foreign Going Vessel	Coastal Vessel
1.	All Vessels	0.93	0.56

Notes:

- (i). The period of berth hire shall be calculated from the time vessel occupied the berth till she vacates the berth.
- (ii). Berth hire includes charges for services rendered at the berth, such as occupation of berth, rubbish removal, cleaning of berths, fire watch etc.
- (iii). No berth hire shall be levied for the period when the vessel idles at its berth for continuous one hour or more due to non-availability / break down of terminal operator's equipment or power failure or any reasons attributable to the terminal operator.
- (iv).
 - (a). Berth hire shall stop four hours after the time of the vessel signaling its readiness to sail.
 - (b). The time limit of 4 hours prescribed for the cessation of the berth hire shall exclude the ship's waiting time for want of favorable tide conditions, inclement weather and due to lack of night navigation.
 - (c). The Master/ agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions.
- (v). The Penal berth hire shall be equal to one-day's (24 hours) berth hire charges for a false signal.

"False Signal" would be when the vessel signals readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessels. This excludes signaling readiness when a vessel is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions."

4. General Note to SI no. 2 to 3 above:

The Reference Tariffs will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 January 2013 and 1 January of the relevant year. Such automatic adjustment of Reference Tariffs will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31 March of the following year.

Annex - II

**Performance Standards for the Mechanization of EQ – 1, 2, 3 Berths at
Paradip Port Trust**

Sr. No.	Performance Indicator	Performance Standards
1	Gross Berth Output per berth for Thermal Coal	48,000 Tonnes per day
2	Transit Storage Dwell Time for Thermal Coal – Export	10 Days
3	Turnaround Time for receipt / delivery operation	
	Rake for Thermal Coal (Single operation)	10 hours
	Rake for Thermal Coal(Double operation)	18 hours

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