

(Published in Part - III Section 4 of the Gazette of India, Extraordinary)
Tariff Authority for Major Ports

G.No. 350

New Delhi,

11 September 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 Kandla Port Trust (KPT) for fixation of upfront tariff for Stevedoring and Shore Handling operations at KPT, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports

Case No. TAMP/5/2017-KPT

Kandla Port Trust

...

Applicant

QUORUM

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

ORDER

(Passed on this 21st day of July 2017)

This case relates to the proposal dated 23 December 2016 received from the Kandla Port Trust (KPT) for fixation of upfront tariff for Stevedoring and Shore Handling Operations at KPT under the new Stevedoring and Shore handling Policy, 2016.

2. The Ministry of Shipping (MOS) vide its letter no. PD-11033/73/2013-PT (pt) dated 14 June 2016 has forwarded a copy of Stevedoring and Shore Handling Policy for Major Ports, 2016 to be effective from 01 August 2016. Subsequently, the MOS vide its letter no. PD-11033/73/2013-PT (pt) dated 07 October 2016 read with 17 October 2016 has issued the Guidelines for determination of Upfront Tariff for Stevedoring and Shore Handling Operation authorized by Major Ports as a Policy direction under Section 111 of the Major Port Trusts Act, 1963. The said Guidelines have been notified by this Authority under letter No.407 dated 15 November 2016 and intimated to all the Major Port Trusts on 21 November 2016.

3. A workshop was held on 5 November 2016 on the said Guidelines issued by the MOS 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. Senior Officials of all the Major Port Trusts including KPT, participated in the said workshop.

4.1 In pursuance of the said Guidelines issued by the MOS, the KPT has come up with a proposal for fixation of upfront tariff for stevedoring and shore handling operations.

4.2. The main points made by the KPT in its proposal dated 23 December 2016 are summarised below:

- (i). As per the issuance of Guidelines for determination of Upfront tariff for Stevedoring and Shore handling operations authorised by Major Port Trusts under Section 42(3) of the MPT Act, u/s 111 of the MPT Act, 1963 (38 of 1963), and notified by TAMP in the Gazette of India Extraordinary (Part III Section IV) on 15.11.2016 vide Gazette No. 407, the Tariff proposal for Stevedoring and Shore handling operations of KPT under different methods for both Dry Bulk and Break Bulk cargo has been worked out and is enclosed.
- (ii). In case of certain cargoes, the norms have not been adhered to as per the guidelines, and the same has been modified, keeping in view the productivity norms being achieved presently at KPT. Further, in case of Break-bulk cargo, where no equipments are otherwise utilized and it being labour intensive cargo, the cost of labour has been considered additionally instead of equipments.
- (iii). The rates of hire charges of various equipments required for Stevedoring & Shore handling operations are based on the rates derived through budgetary quotations from the local suppliers of the equipments and same is enclosed.
- (iv). Further, the rates of labour charges for various categories of workers required, has been worked out on per shift average emoluments and same is given below:

	TINDAL	WINCHMAN	(RPW/SM)
BASIC PAY	26200	24750	22850

VDA (40.40%)	10585	9999	9231
HRA (15%)	3930	3713	3428
SDA	110	110	110
WASH ALL	155	155	155
CONVY.ALL	737	737	737
C.SUBSIDY	2340	2340	2340
OVERTIME	18340	7425	6855
Night W.A.	5240	0	0
N.Navigation3	6550	0	0
Piece RATE	0	12375	11425
FIXED PER.PAY		1500	1500
TOTAL	74187	63104	58631
PLR @ 20%	1141	1141	1141
L.S. CONTR @11% OF BP+VDA	4046	3822	3529
Retirement benefits @ 1/8 of BP+VDA+LS	5104	4821	4451
INCIDENTAL CHGS @15% OF B.P.	3930	3713	3428
GRAND TOTAL P.M.	88408	76601	71180
TOTAL PER SHIFT	2947	2553	2373
NOTE:-	FOR CATEGORY 1 & 2 O.T. =70%, NWA =20% & NN=20% OF BASIC PAY FOR CATEGORY 3 TO 5 O.T.=30% & PIECE RATE=50% OF BASIC PAY AND FIXED PERSONNAL PAY AT THE RATE OF 1200 TO 1500 TO OLD EMPLOYEES APPX. 5% OF THE BASIC PAY.		

- (v). Statement showing Performance norms for Dry bulk and Break bulk cargoes for Stevedores and Shore handling Agents are given below:

Sr. No.	COMMODITY GROUP	PERFORMANCE NORMS PER DAY(MT)
	<u>DRY BULK CARGO</u>	
1	FINISHED FERTILIZER urea, dap, sop, npk, ammonium nitrate etc.	8100
2	Fertilizer raw material sulphur, rock phosphate	7300
3	Food grains & Oil Extractions	6000
4	Non coking coal (thermal coal)	12000
5	Coking Coal	10800
6	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	15000
7	Bentonite & Bauxite	12000
8	Shreded Scrap, Pig Iron Ingots HB Iron, Aluminium Ingots and similar Dry Cargo	4500
9	Heavy Melting Scrap & Boulder Stones	3200
10	Gypsum, Other Ores & Minerals	7800
11	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	7800
12	Salt	12000
13	Alumina, Pig Iron & similar Dry Bulk Cargo	10000
	<u>BREAK BULK CARGO</u>	
1	BAGGED CARGO	2400
2	JUMBO BAGS	2000
3	IRON & STEEL COILS	10800
4	IRON & STEEL PLATES & SLABS	4000
5	IRON & STEEL PIPES	3000

6	UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD	2700
7	TIMBER LOGS-SOFT	2400
8	TIMBER LOGS-HARD	3000
9	GRANITES & MARBLE	2700

- (vi). Proposed rates in the Draft Scale of rates for Stevedoring operations and Shore handling operations under different methods are given below:

(a). **DRY BULK CARGO:**

Sr. No.	COMMODITY GROUP	ST-DB	SH-M1	SH-M2	SH-M3	SH-M4	SH-M5
1	FINISHED FERTILIZER urea, dap, sop, npk, ammonium nitrate etc.	64	16	68	76	16	84
2	Fertilizer raw material sulphur, rock phosphate	71	13	75	84	17	93
3	Food grains & Oil Extractions	87	21	92	102	21	113
4	Non coking coal (thermal coal)	65	11	65	62	21	86
5	Coking Coal	72	12	73	78	24	96
6	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	52	8	65	69	17	82
7	Bentonite & Bauxite	65	11	65	62	21	86
8	Shredded Scrap, Pig Iron Ingots HB Iron, Aluminium Ingots and similar Dry Cargo	129	0	108	-	56	198
9	Heavy Melting Scrap & Boulder Stones	179	0	150	-	78	248
10	Gypsum, Other Ores & Minerals	67	12	71	79	16	90
11	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	67	12	100	109	24	122
12	Salt	65	11	65	71	21	88
13	Alumina, Pig Iron & similar Dry Bulk Cargo	52	13	78	84	25	82

(b). **BREAK BULK CARGO**

Sr. No.	COMMODITY GROUP	ST-BB	SH-M1	SH-M2	SH-M3	SH-M4
1	BAGGED CARGO	187	81	81	157	157
2	JUMBO BAGS	190	44	44	176	175
3	IRON & STEEL HR COILS	75	-	31	114	114
4	IRON & STEEL COILS		31			
5	IRON & STEEL CR COILS	129	-	53	180	180
6	IRON & STEEL PLATES & SLABS	176	69	83	243	0
7	IRON & STEEL PIPES of <3 mtrs.	189	55	-	194	194
8	IRON & STEEL PIPES of >3 mtrs.	137	40	-	255	255
9	UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD	183	49	62	207	207
10	TIMBER LOGS-SOFT	199	0	139	-	335

11	TIMBER LOGS-HARD	142	0	111	0	274
12	GRANITES & MARBLE	215	51	-	190	242
13	CONTAINERS EMPTY	-	-	-	-	-
14	PROJECT CARGO	-	-	-	-	-
15	MOTOR VEHICLES OTHER THAN RO-RO	-	-	-	-	-
16	MACHINERY & MACHINERY PARTS	-	-	-	-	-

*** Following abbreviations are used in SOR:**

ST – DB – Stevedoring Operations – Dry Bulk

SH – M1 – Shore Handling – Dry Bulk - Method 1 – Cargo unloaded onto truck for direct delivery to consignees premises.

SH – M2 – Shore Handling – Dry Bulk - Method 2 - Cargo unloaded onto truck (without hopper) and moved to storage yard within the port premises.

SH – M3 – Shore Handling – Dry Bulk - Method 3 - Cargo unloaded onto truck through hopper and moved to storage yard within the port premises for storage.

SH – M4 – Shore Handling – Dry Bulk - Method 4 - Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises.

SH – M5 – Shore Handling – Dry Bulk - Method 5 - Cargo unloaded onto wharf and loaded onto trucks and transported to storage yard.

ST – BB – Stevedoring Operations – Break Bulk

SH – M1 – Shore Handling – Break Bulk - Method 1 – Cargo unloaded onto truck for direct delivery to consignees premises or vice versa.

SH – M2 – Shore Handling – Break Bulk - Method 2 – Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises or vice versa.

SH – M3 – Shore Handling – Break Bulk - Method 3 - Cargo unloaded onto truck and transported to storage yard within the port premises or vice versa.

SH – M4 – Shore Handling – Break Bulk - Method 4 - Cargo unloaded onto wharf and loaded onto trucks and transported to storage yard within the port premises or vice versa.

- (vii). Proposed tariff proposal shall be placed before the Board of Trustees of KPT in the ensuing Board meeting and same is sent herewith in anticipation of approval of the Board. The communication with regard to approval of the Board to the proposed tariff proposal and its minutes thereof shall be sent immediately, on finalisation of the same.
- (viii). TAMP is requested to consider and approve the proposed tariff for Stevedoring and Shore Handling operations under different methods for both Dry Bulk and Break Bulk cargo as worked out, as per the guidelines for determination of upfront tariff for stevedoring and shore handling operations authorized by Major Port Trusts under Section 42 (3) of the MPT Act, 1963.

5.1. On initial verification of the KPT proposal, it is seen that the KPT has proposed only upfront tariff in the proposed draft SOR without applicable conditionalities for the subject proposal. The KPT has not furnished the approval of the Board. Since the approval of the Board and SOR would be essential for processing the case, we have vide our letter dated 06 January 2017 informed the KPT to furnish following documents for processing of the proposal.

- (i). Draft SOR with conditionalities governing the proposed rates to TAMP as well as to the users / user organisations as per the list attached for their comments.

- (ii). Copy of approval of its Board for the subject proposal.

5.2. In response to our letter dated 06 January 2017, the KPT vide its letter No.FA/COST/Stevedore/61 dated 07 February 2017 has intimated that TAMP is framing common conditionalities for fixation of upfront tariff for Stevedoring and Shore handling operations. The port further intimated that the copy of resolution of the Board meeting will be sent shortly on confirmation of the minutes of Board Meeting.

6. In accordance with the consultative procedure prescribed, a copy of the proposal of KPT dated 23 December 2016 was circulated vide our letter dated 06 January 2017 to the concerned users / user organisations seeking their comments.

7. We have not received comments from any users / user associations on original proposal dated 23 December 2016 except Kandla Stevedores Association Limited (KSAL). The comments received from KSAL vide its email dated 28 January 2017 on the subject proposal was forwarded to KPT for feedback information. The KPT has not furnished its reply till finalization of this case.

8. A joint hearing in this case was held on 22 February 2017 at the KPT premises. The KPT made a brief Power Point presentation of its proposal. At the joint hearing, the KPT and the concerned users/ user organizations have made their submissions.

9.1. As agreed at the joint hearing, the KPT was requested vide our letter dated 24 February 2017 to take action on the following points arising out of joint hearing proceedings:

- (i). At the joint hearing, the Kandla Port Stevedores Association (KPSA) requested the KPT to propose the upfront tariff with deployment of Winch operator and without deployment of Winch operator. The KPT to examine the request of KPSA and propose revised tariff for the same, if felt necessary.
- (ii). As reported at the joint hearing, the KPT may revise its proposal capturing deployment of Tindal in the stevedoring operation of Bulk cargo as per the NIT and file a revised proposal by 09 March 2017.
- (iii). Simultaneously, the KPT to forward a copy of the revised proposal to all concerned users/ user associations who have been taken on consultation on the case in reference with a copy to TAMP, for their comments within 3 days. The KPT was requested to respond to the comments to be furnished by concerned users/ user associations, within 3 days thereafter.

9.2. As agreed at the joint hearing, the users / user organisations were requested vide our letter dated 24 February 2017 to furnish comments to the port and TAMP, if any, on revised proposal (to be) filed by KPT within 3 days from the date of receipt of the revised proposal from KPT.

10.1. With reference to the first and second points of action referred above at para 9.1, the KPT vide its letter dated 09 March 2017 has furnished its revised proposal capturing deployment of Tindal in the stevedoring operation of bulk cargo and the revised tariff proposal for stevedoring and shore handling operations of KPT under different methods for dry bulk and break bulk cargo with deployment of winch operator and without deployment of winch operator for stevedoring operations.

10.2. With reference to the third point of action referred above at para 9.1, the KPT vide its letter dated 09 March 2017 has also confirmed that the said revised proposal alongwith revised annexures has been sent to all concerned users / user associations for their comments.

10.3. The main highlights of the revised proposal submitted by KPT are summarized below:

- (i). The Board of Trustees of KPT, vide Board Resolution no.135 dated 06 January 2017 has resolved to approve the proposal of Tariff for stevedoring and shore

handling operations under different methods for both dry bulk cargo and break bulk cargo.

- (ii). The KPT has reiterated that the rates of labour charges for various categories of workers required, has been worked out on per shift average emoluments made by it in its December 2016 proposal and hence not reproduced again.
- (iii). In the revised proposal, the KPT has furnished revised working incorporating the labour cost of Tindal, cost calculation with winch operator and without winch operator as requested by KPSA. Further, Performance Standard for Dry Bulk Cargo is also proposed to be modified in line with the approval accorded in the Order no.TAMP/5/2017-KPT dated 08 February 2017 giving an ad hoc rate as an interim arrangement.
- (iv). Performance standards for Dry bulk and Break bulk cargoes for Stevedores and Shore handling Agents proposed by KPT in the revised proposal are given below:

(a). For dry bulk cargo:

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

(b). For break bulk cargo:

The KPT has reiterated the Performance standards as made by it in its December 2016 proposal and hence not reproduced again.

- (v). Proposed Draft Scale of rates for Stevedoring operations and Shore handling operations under different methods is given below:

(a). DRY BULK CARGO:

Sr. No.	COMMODITY GROUP	ST-DB With winch man	ST-DB Without winch man
1	FINISHED FERTILIZER urea, dap, sop, npk, ammonium nitrate etc.	66	61
2	Fertilizer raw material sulphur, rock phosphate	73	68
3	Food grains & Oil Extractions	89	83
4	Non coking coal (thermal coal)	66	62
5	Coking Coal	73	68
6	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	53	49
7	Bentonite & Bauxite	66	62
8	Shreded Scrap, Pig Iron Ingots HB Iron, Aluminium Ingots and similar Dry Cargo	132	124
9	Heavy Melting Scrap & Boulder Stones	184	172
10	Gypsum, Other Ores & Minerals	69	64
11	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	69	64
12	Salt	66	62
13	Alumina, Pig Iron & similar Dry Bulk Cargo	53	49

Note:

The KPT has reiterated the Scale of Rates for shore handling operations as proposed by it in its December 2016 proposal and hence not reproduced again.

(b). **BREAK BULK CARGO**

Sr. No.	COMMODITY GROUP	ST-DB Without winch man
1	BAGGED CARGO	173
2	JUMBO BAGS	174
3	IRON & STEEL HR COILS	72
4	IRON & STEEL COILS	
5	IRON & STEEL CR COILS	123
6	IRON & STEEL PLATES & SLABS	167
7	IRON & STEEL PIPES of <3 mtrs.	173
8	IRON & STEEL PIPES of >3 mtrs.	126
9	UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD	169
10	TIMBER LOGS-SOFT	185
11	TIMBER LOGS-HARD	131
12	GRANITES & MARBLE	203
13	CONTAINERS EMPTY	-
14	PROJECT CARGO	-
15	MOTOR VEHICLES OTHER THAN RO-RO	-
16	MACHENERY & MEACHINERY PARTS	-

Note:

The KPT has reiterated the Scale of Rates for stevedoring operations with winch man and shore handling operations as made by it in its December 2016 proposal and hence not reproduced again.

10.3. With reference to the point of action referred above at para 9.2, we have not received any comments from any users / user association despite of our reminder dated 06 April 2017.

11.1. Based on the preliminary scrutiny of the proposal dated 23 December 2016 and revised proposal dated 9 March 2017, the KPT was requested to furnish information / clarification on a few points vide our letter dated 01 May 2017 by 10 May 2017, which was followed by reminders dated 16 May 2017 and 06 June 2017. The KPT has, vide its letters dated 16 June 2017, 11 July 2017 and 13 July 2017, responded to the information/ clarifications sought by us. While furnishing its reply on the information/ clarifications sought by us, the KPT has forwarded the revised tariff for Foreign and Coastal cargo with respect to the earlier proposal and certain unintended deviation from the guidelines. The highlights of the revised tariff is brought in the subsequent paragraphs. A summary of the information/ clarifications sought by us and the response of KPT are tabulated below:

Sl. No.	Information/ Clarifications sought by us	Response from KPT
1.	Productivity Parameters:	
(i). (a).	The proposal dated 23 December 2016 as well as revised proposal dated 09 March 2017 do not contain any proposal for fixation of upfront tariff for container related stevedoring operations inspite of having specific norms for Determination of Upfront Tariff for container operations (Annexure – x (Sr. No. 8 and 9)) in the Stevedoring and Shore Handling Guidelines, 2016. In view of	The proposal for fixation of tariff for onboard operations for containers dated NIL January, 2017 stands withdrawn in light of Container Terminal operations at Kandla becoming operational from 28 January 2017 onwards.

	the KPT proposal dated Nil January 2017 to adopt the NMPT tariff for on board operations for containers and subsequent KPT reply dated 24 February 2017 to our query, the KPT vide our letter no.TAMP/8/2017-KPT dated 03 March 2017 was requested to clarify whether its January 2017 proposal stands withdrawn. The response of KPT is awaited.																																									
(i). (b).	Clause 3.3 of the Stevedoring and Shore handling guidelines stipulates the productivity norms for both dry bulk cargo and break bulk cargo for each of cargo classification. The productivity norms considered by the KPT for some of the commodity groups are not as per the norms prescribed in the ibid guidelines. The details are as follows: <u>For Dry Bulk Cargo:</u> (per shift) <table><tr><th>Sr. no.</th><th>Commodity</th><th>As per norms prescribed by the MOS</th><th>As considered by KPT</th></tr><tr><td>1.</td><td>Iron Ore, Iron Ore Pellets, Copper Concentrate, Led and Zinc Ore</td><td>5840</td><td>5000</td></tr><tr><td>2.</td><td>Bentonite and Bauxite</td><td>5840</td><td>4000</td></tr><tr><td>3.</td><td>Shredded Scrap</td><td>2100</td><td>1500</td></tr><tr><td>4.</td><td>Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo</td><td>3240</td><td>2600</td></tr></table> <u>For Break Bulk Cargo:</u> (per hook) <table><tr><th>Sr. no.</th><th>Commodity</th><th>As per norms prescribed by the MOS</th><th>As considered by KPT</th></tr><tr><td>1.</td><td>Jumbo Bags</td><td>560</td><td>266</td></tr><tr><td>2.</td><td>Iron & steel HR coils</td><td>1360</td><td>1200</td></tr><tr><td>3.</td><td>Iron & steel CR coils</td><td>1360</td><td>700</td></tr><tr><td>4.</td><td>Iron & steel plates and slabs</td><td>280</td><td>444</td></tr></table>	Sr. no.	Commodity	As per norms prescribed by the MOS	As considered by KPT	1.	Iron Ore, Iron Ore Pellets, Copper Concentrate, Led and Zinc Ore	5840	5000	2.	Bentonite and Bauxite	5840	4000	3.	Shredded Scrap	2100	1500	4.	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	2600	Sr. no.	Commodity	As per norms prescribed by the MOS	As considered by KPT	1.	Jumbo Bags	560	266	2.	Iron & steel HR coils	1360	1200	3.	Iron & steel CR coils	1360	700	4.	Iron & steel plates and slabs	280	444	The norms prescribed by the MOS are indicative. Besides, at Kandla cargo is handled either with ship cranes, shore cranes of varying capacities i.e. 12 MT/16 MT/25 MT as also HMCs' of 60 MT/100 MT. Moreover, at Kandla there exist berth restrictions in terms of permissible draft as also restrictions on HMCs' working at certain berths. As such, these local operational constraints and conditions have been taken into account while considering the productivity norms in the said proposal.
Sr. no.	Commodity	As per norms prescribed by the MOS	As considered by KPT																																							
1.	Iron Ore, Iron Ore Pellets, Copper Concentrate, Led and Zinc Ore	5840	5000																																							
2.	Bentonite and Bauxite	5840	4000																																							
3.	Shredded Scrap	2100	1500																																							
4.	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	2600																																							
Sr. no.	Commodity	As per norms prescribed by the MOS	As considered by KPT																																							
1.	Jumbo Bags	560	266																																							
2.	Iron & steel HR coils	1360	1200																																							
3.	Iron & steel CR coils	1360	700																																							
4.	Iron & steel plates and slabs	280	444																																							

	<table><tr><td>5.</td><td>Iron & steel pipes of < 3 mtrs.</td><td>280</td><td>266</td></tr><tr><td>6.</td><td>Iron & steel pipes of > 3 mtrs.</td><td>280</td><td>366</td></tr><tr><td>7.</td><td>Timber logs-Hard</td><td>480</td><td>400</td></tr><tr><td>8.</td><td>Granites and Marbles</td><td>500</td><td>360</td></tr></table> The KPT has stated that the productivity norms are moderated considering the constraints in handling certain cargo. The KPT has also stated that the moderated productivity is based on the productivity norms being achieved presently at KPT. The KPT to, therefore, furnish actual productivity achieved by the KPT in the past 3 years and also list down the constraints in handling cargo to justify deviation from the prescribed norms for each of commodity group.	5.	Iron & steel pipes of < 3 mtrs.	280	266	6.	Iron & steel pipes of > 3 mtrs.	280	366	7.	Timber logs-Hard	480	400	8.	Granites and Marbles	500	360	Further, the KPT has vide its email dated 11 July 2017 has furnished draft productivity achieved for dry bulk cargo and break bulk cargo for the years 2013-14, 2014-15 and 2015-16.
5.	Iron & steel pipes of < 3 mtrs.	280	266															
6.	Iron & steel pipes of > 3 mtrs.	280	366															
7.	Timber logs-Hard	480	400															
8.	Granites and Marbles	500	360															
(i). (c).	The KPT has proposed separate productivity norm for Bentonite and Bauxite at 4000 tonne per shift. The KPT to explain the reasons for categorising the Bentonite and Bauxite separately despite of having productivity norms under the commodity group viz., Iron ore, Iron ore pellets, Bentonite and Bauxite, Copper Concentrate, Led and Zinc Ore the Guidelines.	Separate productivity norm for bentonite and bauxite has been proposed based on the density of this cargo being lower as compared to other cargoes in this commodity group viz. iron ore, iron ore pellets, copper concentrate, lead and zinc ore.																
(i). (d).	The KPT has proposed upfront tariff for certain cargo groups under different handling methods even though the guidelines mention that the relevant method is not applicable. For e.g. Method 1 & 3 not applicable for Bagged cargo. The KPT to furnish the basis for proposing tariff under the different handling methods where the methods are not applicable for handling.	While in the case of certain cargo groups, Method 1 & 3 are not applicable whereas in the case of some other cargo groups though the guidelines mention non-applicability of Method 1 & 3, the same are applicable based on the physical cargo handling pattern so as to achieve the productivity norms. As such, this proposal is modified to the extent of Method 1 & 3 not being applicable for bagged cargo, timber logs-soft and timber logs-hard. However, this proposal is not being modified in so far as non-applicability of Method 2 & 4 (as contained in the guidelines) for jumbo bags and granite and marbles due to reasons explained above.																
(ii).	Annex – VII of the Stevedoring & Shore handling Guidelines indicates the number of hooks per shift in respect of each of Iron & steel – coils & slabs, Iron & steel – pipes & tubes, plates and Granite and marbles at 2.5, 2.5 and 2 number of hooks per shift respectively. However, the KPT has considered the number of hooks per shift in respect of the above mentioned cargo at 3, 3 and 2.5 number of hooks per shift respectively. The KPT to confirm that the number of hooks considered by it over and above the norms specified in the guidelines is in order.	It is to confirm that the number of hooks considered by KPT over and above the norms specified in the guidelines is in order.																

(iii).	<u>Equipment hire cost for Stevedoring:</u> Clause 3.5.6 of the Stevedoring and Shore Handling Guidelines stipulates that the equipment hire cost shall be estimated based on the prevailing hire cost. The KPT has estimated the equipment hire cost on per shift basis separately for each of the commodity for both Dry Bulk and Break Bulk Cargo groups and accordingly, the KPT has considered the hire cost per shift under break bulk cargo for Log grabber 10T at ₹37,500. However, the KPT has not furnished any documentary evidence in support of the same. The KPT to furnish documentary evidence in support of the unit rate of hire considered by it at ₹37,500.	The evidence towards higher cost of each log grabber 10 T at ₹15000/- per shift has already been provided. The amount towards cost of ₹37500/- per shift is arrived at basis 2.5 hooks per shift i.e. ₹15000/- x 2.5 = ₹37,500/-. As regards deployment of DFLT 30 tonnes capacity at shore is concerned, the KPT vide its email dated 13 July 2017 has stated that while handling HR, CR coils and unspecified iron and steel like tubes, beam and wire rods, at most of the times the said cargo is first discharged on to the shore and then loaded on to the trucks so as to achieve better output and also for safe operations. If the said cargo is discharged on the trailers directly there are chances of damages to the cargo. Further, there will be decrease in productivity. Further, the KPT vide its email dated 13 July 2017 has also confirmed that for handling iron and steel pipes, the deployment of DFLT of 5 tonnes capacity is found to be sufficient as the said forklift is used only to place the pipes under the wings of the hatches.																																																												
(iv).	<u>Equipment hire cost for Shore Handling operations:</u>																																																													
(a).	The KPT has considered the number of equipment for estimation of equipment hire cost for some of the cargo commodity groups at lower / higher than the norms prescribed in Stevedoring and Shore handling Guidelines. The KPT to furnish basis for considering lower / higher equipment as compared to norms and also confirm that the same will not affect operations.	The number of equipments considered are as per the actual working conditions to achieve the productivity norms and it is confirmed that this will not affect the operations.																																																												
(b).	Clause 4.4.1 of the Stevedoring and Shore handling guidelines stipulates the norms for requirement of the equipment for 5 different handling methods. The equipment considered by the KPT in case of both Dry Bulk Cargo and Break Bulk Cargo are not as per the norms prescribed in the guidelines. Even for some commodity groups, port has not considered the equipment viz., pay loader and trucks. For an example, following are the deviations: <table><tr><th>Sr. no.</th><th>Commodity</th><th>Equipment</th><th>As per norms prescribed by the MOS</th><th>As considered by KPT</th></tr><tr><td colspan="5">Shore handling - Dry bulk</td></tr><tr><td colspan="5">Method - 1</td></tr><tr><td>1.</td><td>Lime stone, Dolomite, clay, sand and other similar dry bulk cargo</td><td>Mobile hoppers – 30 cum</td><td>4</td><td>3</td></tr><tr><td colspan="5">Method - 2</td></tr><tr><td>1.</td><td>Bentonite and bauxite,</td><td>Trucks – 15T</td><td>34</td><td>25</td></tr></table>	Sr. no.	Commodity	Equipment	As per norms prescribed by the MOS	As considered by KPT	Shore handling - Dry bulk					Method - 1					1.	Lime stone, Dolomite, clay, sand and other similar dry bulk cargo	Mobile hoppers – 30 cum	4	3	Method - 2					1.	Bentonite and bauxite,	Trucks – 15T	34	25	<u>Norms for requirement of equipment for difference handling methods</u> <table><tr><th>Sr. No.</th><th>Commodity</th><th>Equipment</th><th>As per norms prescribed by the MOS</th><th>As considered by KPT</th></tr><tr><td colspan="5">Shore Handling – Dry bulk</td></tr><tr><td colspan="5">Method-1</td></tr><tr><td>1</td><td>Limestone, Dolomite, clay, sand and other similar dry bulk cargo</td><td>Mobile hoppers -30 cum</td><td>4</td><td>3</td></tr></table> As 3 hooks per shift shall be operational, hence 3 hoppers per shift have been correctly considered in the proposal. <table><tr><td colspan="5">Method-2</td></tr><tr><td>1</td><td>Bentonite and Bauxite</td><td>Trucks – 15T</td><td>34</td><td>25</td></tr></table>	Sr. No.	Commodity	Equipment	As per norms prescribed by the MOS	As considered by KPT	Shore Handling – Dry bulk					Method-1					1	Limestone, Dolomite, clay, sand and other similar dry bulk cargo	Mobile hoppers -30 cum	4	3	Method-2					1	Bentonite and Bauxite	Trucks – 15T	34	25
Sr. no.	Commodity	Equipment	As per norms prescribed by the MOS	As considered by KPT																																																										
Shore handling - Dry bulk																																																														
Method - 1																																																														
1.	Lime stone, Dolomite, clay, sand and other similar dry bulk cargo	Mobile hoppers – 30 cum	4	3																																																										
Method - 2																																																														
1.	Bentonite and bauxite,	Trucks – 15T	34	25																																																										
Sr. No.	Commodity	Equipment	As per norms prescribed by the MOS	As considered by KPT																																																										
Shore Handling – Dry bulk																																																														
Method-1																																																														
1	Limestone, Dolomite, clay, sand and other similar dry bulk cargo	Mobile hoppers -30 cum	4	3																																																										
Method-2																																																														
1	Bentonite and Bauxite	Trucks – 15T	34	25																																																										

	2.	Shredded Scrap	Payloader – 10T	2	Not conside red	Keeping in view the distance from/to the berth and back-up storage area, 25 dumpers of 15 T would suffice to achieve the productivity norms and hence 25 Nos. of dumpers has been considered in the proposal. Method-2 <table><tr><td>2</td><td>Shredded Scrap</td><td>Payloader - 10T</td><td>2</td><td>Not considered</td></tr></table> Instead of 2 Nos. of Payloaders – 10T, 2 Nos of Excavators-210 have been considered as this cargo is handled with Excavators instead of Payloaders. Method-2 <table><tr><td>3</td><td>Gypsum, other ores and minerals</td><td>Payloader - 10T</td><td>2</td><td>Not considere d</td></tr></table> This is a typographical error wherein Excavators has been erroneously mentioned instead of Payloaders. However, the hire charges have been correctly reflected as that of Payloaders and not Excavators. Above correction has been correctly reflected in revised proposal placed as Annexure – A (Method-2, Dry Bulk Cargo) Method-4 <table><tr><td>1</td><td>Shredded Scrap</td><td>Payloader - 10T</td><td>3</td><td>Not considered</td></tr><tr><td></td><td></td><td>Trucks – 15T</td><td>15</td><td>Not considered</td></tr></table> 1(a) 3 Nos. of Excavators have been reflected in the proposal instead of Payloaders as Shredded Scrap is handled with Excavators. 1(b) No trucks have been considered as the same would be placed by the consignees (and not Shore Handling Agents) for direct delivery of cargo. Method-2 stated By KPT (But it is for method – 4) <table><tr><td>2</td><td>Gypsum, other ores and minerals</td><td>Trucks - 15T</td><td>15</td><td>Not considered</td></tr></table> Same as above at 1(b) as the consignees would be placing for direct delivery of cargo. It may also be noted that this would apply to all categories of cargo under Method-4 (direct delivery) The justifications are furnished as above.	2	Shredded Scrap	Payloader - 10T	2	Not considered	3	Gypsum, other ores and minerals	Payloader - 10T	2	Not considere d	1	Shredded Scrap	Payloader - 10T	3	Not considered			Trucks – 15T	15	Not considered	2	Gypsum, other ores and minerals	Trucks - 15T	15	Not considered
	2	Shredded Scrap	Payloader - 10T	2	Not considered																										
	3	Gypsum, other ores and minerals	Payloader - 10T	2	Not considere d																										
	1	Shredded Scrap	Payloader - 10T	3	Not considered																										
			Trucks – 15T	15	Not considered																										
	2	Gypsum, other ores and minerals	Trucks - 15T	15	Not considered																										
	3.	Gypsum other ores and minerals	Payloader – 10T	2	Not conside red																										
	Method - 4																														
	1.	Shredded Scrap	Payloader – 10T	3	Not conside red																										
			Trucks – 15T	15	Not conside red																										
2.	Gypsum other ores and minerals	Trucks – 15T	15	Not conside red																											
The KPT to justify estimation of equipments considered by it at lower / higher as compared to the norms and give reasons for not considering any equipment in some cases.																															

(c). (i).	Method 1 of handling of break bulk cargo involves cargo unloaded onto trucks for direct delivery to consignees premises or	No modification is required as all cargo groups covered under break-bulk are required to be first unloaded on to quay and
--------------	--	---

	vice versa. Thus, this method of handling does not require any equipment or labour to carry out the operations as this method directly delivers the cargo onto truck and does not involve any further operations and hence no equipment is prescribed in the ibid guidelines under this method for the cargo groups viz. Jumbo bags, Iron & steel and Granites & marbles. Since no equipment is to be considered as per the ibid guidelines there will not be any labour cost, operational overheads, administrative overheads and allowable margin will be zero. However, the KPT has considered the equipment cost as well as all other costs and accordingly proposed upfront tariff for the above cargo groups. The KPT to look in to the matter and do the necessary modifications in its proposal.	thereafter loaded on to trucks/vessel so as to achieve the productivity norms. As such, equipment/labour is required for the same and correctly reflected in the proposal.
(c). (ii).	Similarly, Method 2 prescribes handling of bagged cargo under break bulk cargo to be manually loaded onto truck from wharf and no equipment is prescribed for this operation. The KPT, while assessing the upfront tariff for this cargo group, has considered 70 number of labours per shift. The KPT to furnish the basis for arriving at 70 number of labours per shift and justify it.	At an average, 4 trucks per hook are stand-by to receive cargo or vice-versa on wharf. Accordingly, 7 labours per truck are employed for loading/unloading of bagged cargo, as the case may be. Basis 2.5 hooks per shift (7 x 4 = 28 labour per hook x 2.5 hooks), 70 labours are deployed on per shift basis.
(d).	As per the quotation in support of hire charges for 15 T Trucks furnished by the KPT, the hire charges for 15T Trucks is ₹3000 per shift. However, the KPT has considered ₹4000 per shift for the same. The KPT to furnish the reasons for considering the hire charges other than quotation and the KPT to consider the hire charges as per documentary evidence.	The hire cost of ₹3000/- per shift is for 15 T trucks considered in break-bulk as these are flat body trucks. Whereas, the hire cost of ₹4000/- per shift is for 15 T hydraulic dumpers which have been considered for bulk cargoes. As such, the hire charges for 15 T trucks (₹3000/- per shift) has been correctly considered for break-bulk cargo and similarly hire charges for 15 T hydraulic dumpers (₹4000/- per shift) has been correctly considered for bulk cargo.
(e).	The Stevedoring and Shore handling Guidelines prescribes 2 nos. of 15T mobile cranes for handling Heavy melting scrap under dry bulk cargo. However, the KPT has proposed 2 nos. of excavator 210 as against Mobile cranes 15T. Further, as per the quotation, the hire charges for excavator 210 is ₹16,000 per shift and for Mobile cranes 15T is ₹8,000 per shift. The KPT to justify the reasons for considering the excavator 210 at ₹16,000 as against Mobile cranes 15T at ₹8,000 per shift.	For handling Heavy Melting Scrap, the operational efficiency of Excavator 210 is much higher as compared to mobile crane 15T due to nature of the cargo whereby if 15T mobile crane is used, due to slower slewing/luffing and hoisting movement of a mobile crane 15T as compared to Excavator 210, the productivity norms cannot be achieved. As such, Excavator 210 have been considered in the proposal.
(f).	The KPT to justify non-consideration of certain equipments under method 3 of shore handling even though Stevedoring and Shore handling Guidelines prescribes equipment and also confirm it will not affect operations.	The non-consideration of certain equipments under Method-3 of Shore Handling has been on the basis of actual handling practice and operational efficiencies. It is confirmed that non-consideration of these equipments will not affect operations.
(iv).	Labour Cost for Stevedoring Operations:	

(a).	Clause 3.5.7 stipulates that the unit rate for labour deployment for Stevedoring operations will be the prevailing actual cost of labour for the quantum of labour prescribed in the norms as per the National Tribunal Award. Please confirm whether the unit rate of labour per shift complies with the guideline position.	It is confirmed that the unit rate of labour contained in the proposal complies with the guideline position.								
(b).	The KPT has proposed additional cost for 5 number of sweeping labour at ₹500 per labour per shift. However, the KPT has considered for some cargo groups at ₹10,000 for sweeping cost as against ₹7,500 (₹2,500 per shift for 3 shift). The KPT to explain the basis for considering ₹10,000 for sweeping cost as against ₹7,500 as additional labour cost for break bulk cargo and justify the reasons for the same.	The labour cost per hook per shift is ₹2500/- (5 labour x ₹500 each). Accordingly, for cargoes where 3 hooks per shift are considered, labour cost works out to ₹7500/- per shift (₹2500 per hook x 3 hooks = ₹7500 per shift) whereas for cargoes where 4 hooks per shift have been considered, the labour cost works out to ₹10,000 per shift (₹2500 x 4 hooks = ₹10,000). Hence, the labour cost has been correctly considered in the said proposal.								
(c). (i).	While arriving average pay for different categories of labour, the KPT has considered PLR at 20% at ₹1141. The KPT to furnish last three years declaration of PLR by the MOS.	As declared by MOS, Government of India, payment of Productivity linked reward (PLR) on the basis of wages ceiling of ₹3500/- per month payable to workers /employees /officers for the last 3 years is furnished as under: <table><tr><td>YEAR</td><td>PLR PAID</td></tr><tr><td>2013-14</td><td>14.60% (Wages ceiling of 3500/-PM)</td></tr><tr><td>2014-15</td><td>14.88% (Wages ceiling of 7000/-PM)</td></tr><tr><td>2015-16</td><td>16.30% (Wages ceiling of 7000/-PM)</td></tr></table>	YEAR	PLR PAID	2013-14	14.60% (Wages ceiling of 3500/-PM)	2014-15	14.88% (Wages ceiling of 7000/-PM)	2015-16	16.30% (Wages ceiling of 7000/-PM)
YEAR	PLR PAID									
2013-14	14.60% (Wages ceiling of 3500/-PM)									
2014-15	14.88% (Wages ceiling of 7000/-PM)									
2015-16	16.30% (Wages ceiling of 7000/-PM)									
(c). (ii).	Similarly, the KPT has considered Leave Salary (L.S.) contribution at 11% of Basic pay plus VDA, Retirement benefits at 1/8 of Basic pay plus VDA plus L.S. and Incidental CHGS charges @ 15%of basic pay. The KPT to explain the basis for considering the above cost components while estimating the average pay with relevant supporting's.	Leave salary (LS) contribution @ 11% of Basis pay plus VDA, Retirement benefits @ 1/8 of Basic pay plus VDA plus L.S> and Incidental charges @ 15% of basic pay have been considered based on the Format for fixation of hire charges of equipments, which has been approved by TAMP for approving the proposal of KPT for fixation of hire charges of newly acquired floating crafts vide Order No. TAMP/61/2000-KPT dtd. 14.02.2001. Further, the KPT has vide its email dated 13 July 2017 also confirmed that the consideration of incidental charges @ 15% in the wage cost is towards medical reimbursement, cost of liveries, cost of Leave Travel Concession (LTC) to employees and cost of concessional accommodation to the employees.								
(v)	Proposed Scale of Rates									
(a).	On perusing the proposal it is observed that, the proposed Scale of Rates (SOR) attached as Annex-F only contains the proposed rates for Stevedoring and Shore handling operations. The KPT to furnish the conditionalities governing the proposed upfront tariff.	TAMP is requested to provide us with the conditionalities of some other ports based on which KPT can frame the conditionalities governing the proposed upfront tariff.								

(b).	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 7 January 2005 passed by the 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. 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 KPT 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.	(b)&(c) Separate concessional rate for coastal cargo as per clause 2.8 8 of the Stevedoring and Shore Handling Guidelines issued by the MOS, has been proposed and the impact of coastal concession has been captured in the proposed foreign rate and accordingly Revised statement showing both Foreign and coastal rate for each of the Dry bulk and Break bulk commodity for both the Stevedoring and Shore handling operations is enclosed as ANNEXURE - A.
(c).	While prescribing concessional tariff for coastal cargo to comply with the policy direction of the MOS, the port may suitably adjust the proposed rate (i.e. for foreign cargo) to capture the impact of coastal concession as done in the upfront and reference tariff cases. Please furnish detailed working of the rate (to be) proposed indicating the share of foreign and coastal cargo.	

11.2. As stated earlier, the KPT has, vide its letter dated 16 June 2017, forwarded the revised tariff for foreign and coastal cargo. Proposed Draft Scale of rates for Stevedoring operations and Shore handling operations under different methods for foreign and coastal are given below:

(i). **DRY BULK CARGO:**

(in ₹. / tonne)

Sr. No.	COMMODITY GROUP	ST-DB (WITH WINCH MAN FOREIGN RATE)	ST-DB (WITH WINCH MAN COASTAL RATE)	ST-DB (WITH WINCH MAN) FOREIGN RATE	ST-DB (WITH WINCH MAN) COASTAL RATE	SH-M1 FOREIGN RATE	SH-M1 COASTAL RATE	SH-M2 FOREIGN RATE	SH-M2 COASTAL RATE	SH-M3 FOREIGN RATE	SH-M3 COASTAL RATE	SH-M4 FOREIGN RATE	SH-M4 COASTAL RATE	SH-M5 FOREIGN RATE	SH-M5 COASTAL RATE
1	FINISHED FERTILIZER urea, dap, sopp, npk, ammonium nitrate etc.	67	40	64	38	16	10	69	41	77	46	16	10	85	51

2	Fertilizer raw material sulphur, rock phosphate	75	45	71	43	13	8	77	46	86	51	18	11	94	57
3	Food grains & Oil Extractions	91	54	86	52	22	13	93	56	104	62	22	13	115	69
4	Non coking coal (thermal coal)	67	40	64	38	11	6	66	40	63	38	22	13	88	53
5	Coking Coal	74	45	71	43	12	7	74	44	80	48	24	14	98	59
6	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	54	32	51	31	9	5	66	40	70	42	17	10	83	50
7	Bentonite & Bauxite	67	40	64	38	11	6	66	40	63	38	22	13	88	53
8	Shredded Scrap, Pig Iron Ingots HB Iron, Aluminium Ingots and similar Dry Cargo	135	81	129	77	0	0	110	66	-	-	57	34	201	121
9	Heavy Melting Scrap & Boulder Stones	187	112	179	108	0	0	153	92	-	-	80	48	252	151
10	Gypsum, Other Ores & Minerals	70	42	66	40	12	7	72	43	80	48	17	10	91	55
11	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	70	42	66	40	12	7	102	61	110	66	25	15	124	75
12	Salt	67	40	64	38	11	6	66	40	72	43	22	13	90	54
13	Alumina, Pig Iron & similar Dry Bulk Cargo	54	32	51	31	13	8	79	47	85	51	26	15	83	50

(ii). **BREAK BULK CARGO:**

(in ₹. / tonne)

Sr. No.	COMMODITY GROUP	ST-BB (WITH WINCHMAN) FOREIGN RATE	ST-BB (WITH WINCHMAN) COASTAL RATE	ST-BB (WITHOUT WINCHMAN) FOREIGN RATE	ST-BB (WITHOUT WINCHMAN) COASTAL RATE	SH-M1 FOREIGN RATE	SH-M1 COASTAL RATE	SH-M2 FOREIGN RATE	SH-M2 COASTAL RATE	SH-M3 FOREIGN RATE	SH-M3 COASTAL RATE	SH-M4 FOREIGN RATE	SH-M4 COASTAL RATE
1	BAGGED CARGO	190	114	176	106	0	0	82	49	0	0	160	96
2	DRUMBO BAGS	194	116	177	106	45	27	45	27	179	107	178	107
3	IRON & STEEL PIPE COILS	76	46	73	44	-	-	31	19	116	70	116	70
4	IRON & STEEL PIPE COILS					31	19						
5	IRON & STEEL PIPE COILS	131	79	125	75	-	-	54	32	183	110	183	110
6	IRON & STEEL PLATES & SHEETS	179	108	170	102	70	42	85	51	247	148	0	0
7	IRON & STEEL PIPE of <3 mtrs.	192	115	176	105	56	34	-	-	197	118	197	118
8	IRON & STEEL PIPE of >3 mtrs.	140	84	128	77	41	25	-	-	259	155	259	155
9	UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD	186	112	171	103	50	30	63	38	211	127	211	127
10	TIMBER LOGS-SOFT	202	121	188	113	0	0	141	85	-	-	341	204
11	TIMBER LOGS-HARD	145	87	134	80	0	0	113	68	-	-	279	167
12	GRANITES & MARBLE	219	131	206	124	52	31	-	-	193	116	246	148
13	CONTAINERS EMPTY	-	-	-	-	-	-	-	-	-	-	-	-
14	PROJECT CARGO	-	-	-	-	-	-	-	-	-	-	-	-
15	MOTOR VEHICLES OTHER THAN RO-RO	-	-	-	-	-	-	-	-	-	-	-	-
16	MACHINERY & MECHANICAL PARTS	-	-	-	-	-	-	-	-	-	-	-	-

12. 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 granted adhoc 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 vide Order dated 8 February 2017. This Authority in the said Order has stated that final rates to be approved by this Authority will have a prospective effect. The interim rate adopted in an ad-hoc basis will be recognised as such. There will not be any question of refund / recovery, if any, in case of variation between ad-hoc rates and final rates. This Order has been notified in the Gazette of India Extraordinary (Part III Section 4) on 01 March 2017 vide Gazette No. 76.

13. 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 them. These details will also be made available at our website <http://tariffauthority.gov.in>.

14. With reference to the totality of the information collected during the processing of the case, the following position 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 operations, separately for mechanized and manual handling of dry bulk cargo and break bulk cargo. Subsequently, the MOS in

October 2016 has forwarded the Guidelines for determination of Upfront Tariff for Stevedoring and Shore Handling Operation authorized 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 Kandla Port Trust (KPT) has come up with a proposal for fixation of normative tariff for stevedoring and shore handling operations at KPT.

- (ii). The KPT has initially filed the proposal in December 2016. Subsequently, consequent to the joint hearing held on 22 February 2017, the KPT has filed revised proposal dated 09 March 2017 incorporating the views of KPSA to propose separate tariff without winch operator and with winch operator. Thereafter, taking into consideration the information / clarification sought by us, the KPT has proposed separate tariff for foreign cargo and coastal cargo vide its letter dated 16 June 2017.

The revised proposal dated 09 March 2017 along with letter dated 16 June 2017 furnished by the KPT and the information/ clarification furnished by KPT during the proceedings of the case in reference are considered in the analysis.

- (iii). As stated earlier, this Authority has vide Order No.TAMP/5/2017-KPT 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 based on the proposal filed by the KPT.

- (iv).
 - (a). The KPT has proposed upfront tariff for Stevedoring and Shore handling operations for thirteen dry bulk group viz., (i). Finished Fertilizers, (ii). Fertilizer-Raw Materials, (iii). Food Grains, (iv). Non Coking Coal, (v). Coking Coal, (vi). Iron Ore, Iron Ore Pellets, Copper Concentrate, Lead & Zinc Ore, (vii). Bentonite and Bauxite, (viii). Shredded Scrap, (ix). Heavy Melting Scrap, (x). Other Ores & Minerals, (xi). Limestone, Dolomite, Clinker, Clay, Sand & other similar Dry Bulk cargo, (xii). Salt and (xiii). Alumina & Pig Iron ingots and similar Dry Bulk Cargo, following the broad cargo classification prescribed in the Guidelines.
 - (b). The KPT has proposed upfront tariff for Stevedoring and Shore handling operations for seven break bulk cargo group viz., (i). Bagged cargo, (ii). Jumbo Bags, (iii). Iron and steel- coils & slabs, (iv). Iron, steel- pipes, tubes, plates, (v). Timber logs-Soft, (vi). Timber logs-Hard and (vii). Granites & Marbles, following the broad cargo classification prescribed in the Guidelines
 - (c). Under the broad cargo group, the KPT has proposed upfront tariff for various commodities under dry bulk and break bulk commodities which is broadly in line with cargo commodities given in Stevedoring and Shore Handling Guidelines.

(v). **Productivity Standards for Dry Bulk Cargo and Break bulk Cargo:**

- (a). Productivity norms are considered for most of the cargo groups as per the norms prescribed in the Stevedoring & Shore Handling Guidelines. However, for some cargo groups, the productivity norms prescribed in the guidelines have been modified based on the productivity norms achieved presently by the KPT.
- (b). It is seen that for some of the cargo groups under Dry Bulk Cargo viz. Finished Fertilizers, Fertilizer-Raw Materials, Food Grains, Non Coking Coal, Coking Coal, Heavy Melting Scrap, Other Ores & Minerals, Salt and Alumina & Pig Iron ingots and similar under dry bulk cargo and for some of break bulk cargo viz. Bagged cargo, Iron and steel- coils & slabs (except Iron & steel CR Coils), Iron and steel- pipes, tubes, plates and Timber logs-Soft, the KPT has proposed productivity norms in line with productivity norms prescribed in guidelines or higher than the norm. However, in

respect of few cargo groups, the port has considered productivity norms lower than the prescribed norms. The port has cited the following reasons for deviation from the prescribed norms:

- (i). Actual working conditions to achieve the productivity norms.
- (ii). Local operational constraints.

In the Stevedoring and Shore Handling Guidelines, bentonite is categorised under Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore. The KPT has considered bentonite as a separate cargo commodity and considered separate parameters. When sought reasons, the KPT has clarified that separate productivity norm for bentonite and bauxite has been proposed based on the density of this cargo being lower as compared to other cargoes in this commodity group. This submissions made by the port is relied upon.

- (c). A comparative position of the normative productivity for dry bulk and break bulk cargo as per the Guidelines, the productivity level considered by the port, average productivity achieved by KPT for the last three years 2013-14, 2014-15 and 2015-16 based on the information furnished by KPT, and the justification furnished by the port for deviation from the normative productivity level for a few cargo items is furnished in a statement attached as **Annex – I (a)** for dry bulk cargo and **I (b)** for break bulk cargo.
- (d). The KPT has reported that there are restrictions in terms of permissible draft and restrictions on the working of HMCs at certain berths. Further, the ship crane and port equipments are of varying capacities. Clause 1.8 of the Stevedoring and Shore handling Guidelines allows this Authority to accept necessary adjustments in norms based on justification furnished by the port keeping in view the port specific condition having impact on the norm prescribed in the Guidelines. In view of the justification furnished by the Port, for deviation from the productivity norms prescribed in the Guidelines for a few cargo as brought out in **Annex – I (a)** and **I (b)**, this Authority decides to go ahead with the proposal of the Port based on the productivity standards proposed by the KPT.

(vi). **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 Operations are grouped under following major heads, viz., Equipment hire cost, Labour cost, Operational Overheads and Administrative Overheads.
- (b). Equipment hire charge:
 - (i). Annex – VII to the Stevedoring and Shore handling Guidelines prescribes norms for estimation of equipment hire cost for stevedoring operations for dry bulk cargo and break bulk cargo.
 - (ii). 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 equipments. The port has stated that at Kandla cargo is handled either with ship cranes, shore cranes of varying capacities i.e. 12 MT/16 MT/25 MT as also HMCs' of 60 MT/100 MT. The port has not considered any equipment for ship to shore handling. The KPT has stated that HMC operation is out of the scope of this proposal. As regards shore crane, it is seen from the SOR of the KPT that the berth hire charges prescribed in the existing SOR includes tariff for shore crane and rebate of 50% in berth hire is prescribed in the existing SOR of KPT for non-crane

berths. In view of the above position, the port has not considered any equipment hire charges for arriving at upfront tariff for ship to shore handling for dry bulk cargo. The Guidelines prescribe normative level of dozers/ excavators for hatch working. The KPT has proposed pay loader instead of DOZERS. The number of pay loaders proposed by KPT is in line with norms prescribed for Dozers in the guidelines.

- (iii). For break bulk cargo, the guidelines prescribe handling by ship crane using log grabs/ net slings as per the nature of cargo. For hatch working, the guidelines prescribe normative nos. of DFLT/ log grabber for few cargo items. The KPT has proposed pay loader instead of Dozers. The number of pay loaders proposed by KPT is in line with norms prescribed for Dozers in the guidelines.
- (iv). A comparative position of the equipment deployment proposed by KPT for Stevedoring operation vis-à-vis the norm prescribed in the Stevedoring and Shore Handling Guidelines and the justification for deviation, if any, as furnished by the KPT is attached in a statement as **Annex – II** for dry bulk cargo and break bulk cargo.

As seen from **Annex – II** above, there is a slight deviation in equipment profile proposed for deployment by KPT for some of the cargo items for undertaking the Stevedoring Operations for Break Bulk Cargo as compared to the equipment deployment norms prescribed in the Stevedoring and Shore Handling Guidelines. The KPT has justified the deviation proposed from the norm in respect of these cargo items which is brought out in said Annex. Clause 1.8 of the Stevedoring and Shore handling Guidelines allows TAMP to accept necessary adjustment in norms based on justification furnished by the port keeping in view the port specific conditions. In view of the above provision in the guidelines and in view of justification furnished by KPT for deviation from norms as brought out in said Annex and keeping in view that none of the stake holders consulted in this case objected to the equipment proposed to be deployed by KPT, upfront tariff for Stevedoring operations is fixed by this Authority based on the equipment profile proposed by KPT.

- (v). Further, as per the 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 KPT has furnished quotations as documentary evidence in support of the hire charge of each equipment. The unit rate of hire charge of each equipment is supported with documentary evidence and hence is relied upon.

(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 Annex – VIII to the Guidelines and the unit rate will be the prevailing actual cost of labour for the quantum of the labour prescribed in the norms. The Guidelines also state that the prescribed norms and any other norms specifically given for a port shall be followed for calculation of labour cost.

The KPT has implemented the NTA. The labour deployment considered by the KPT is based on the NTA. The Stevedoring and Shore handling Guidelines do not stipulate any norms towards

deployment of one Tindal for Dry Bulk operations. The KPT has stated further that one Tindal who is the leader of the Gang is a mandatory requirement per shift which is as per the NTA. The KPT has, therefore, considered one Tindal for dry bulk cargo operation. Further, KPSA has requested KPT to propose upfront tariff without winch operator also. Accordingly, the KPT has, based on request made by the KPSA, proposed the upfront tariff with deployment of Winch operator and without deployment of Winch operator. In view of the above position cited by KPT and also recognising that the number of labour considered by the KPT is based on NTA, this Authority considers the labour deployment as proposed by the port

- (ii). Clause 3.5.7 stipulates that the unit rate for labour deployment for Stevedoring operations will be the prevailing actual cost of labour for the quantum of labour prescribed in the norms as per the NTA. To a specific query, the KPT has confirmed that the unit rate of labour per shift complies with the guideline position.

The KPT has also confirmed that the unit cost of labour considered in estimation of labour is the actual prevailing cost and is in line with the guideline position and hence considered as estimated by the KPT.

- (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 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, margin at 20% on the total operating cost has been considered by KPT to arrive at the upfront stevedoring tariff.
- (f). From the working furnished by the KPT to arrive at the proposed rate, minor arithmetical error is observed in respect of the rate arrived for foreign and coastal cargo for stevedoring operations for dry bulk cargo without winch operator, which is corrected.
- (g). The KPT has proposed upfront tariff after rounding off the rates to nearest rupee. In our calculation, the upfront tariff is reflected without rounding off and same is prescribed in the SOR.
- (h). A working to arrive at the upfront stevedoring tariff for dry bulk cargo and break bulk cargo with winch operator and without winch operator as furnished by KPT and considered by this Authority subject to minor corrections as explained above, based on the various parameters discussed above is attached as **Annex – III (a) and (b)**.

(vii). **Rates for the Shore handling Operations:**

- (a). As stipulated in 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 Administrative Overheads.
- (b). Equipment hire cost:
 - (i). Clause 4.4.1 and 4.4.2 of the Stevedoring and Shore Handling Guidelines lists down the five different handling methods that are adopted for shore handling operations of dry bulk cargo and four methods adopted for handling break bulk cargo. The KPT has proposed shore handling rates as per the five methods prescribed

in the Guidelines for dry bulk cargo. In respect of break bulk cargo, the KPT has, in general, followed the four methods prescribed in the guidelines. Slight deviation in some of the break bulk cargo for shore handling operations has been justified by KPT. The methods of handling dry bulk and break bulk cargo for shore handling operations as envisaged by KPT for proposing the rates for shore handling operations is relied upon.

- (ii). Clause 4.5.6 of the Stevedoring and Shore Handling Guidelines stipulates that hire cost of Equipment to be taken on hire shall be estimated as per norms prescribed in Annex – IX of the Guidelines.
- (iii). A comparative position of the equipment deployment proposed by KPT for Shore handling operation vis-à-vis the norm prescribed in the Stevedoring and Shore Handling Guidelines for the methods adopted by KPT and justification furnished by the KPT for deviation ,if any, from the prescribed norms is attached as **Annex – IV** for dry bulk cargo and break bulk cargo.

As seen from **Annex – IV** above, there is a slight deviation in equipment profile proposed for deployment by KPT for some of the cargo items for undertaking the Shore Handling Operations as compared to the equipment deployment norms prescribed in the Stevedoring and Shore Handling Guidelines. The KPT has justified the deviation proposed from the norm in respect of these cargo items which is brought out in said Annex. Clause 1.8 of the Stevedoring and Shore handling Guidelines allows TAMP to accept necessary adjustment in norms based on justification furnished by the port keeping in view the port specific conditions. In view of the above provision in the guidelines and in view of justification furnished by KPT for deviation from norms as brought out in said Annex and keeping in view that none of the stakeholders have objected to the equipment proposed to be deployed by KPT, this Authority goes by the proposal of KPT to determine upfront tariff for shore handling operations based on the equipment profile proposed by KPT.

Clause 4.5.6. of the stevedoring and shore handling guidelines stipulates that the concerned port shall obtain the hire cost of equipment from the market for determination of the upfront tariff.

The KPT has furnished quotations as documentary evidence in support of the hire charge of each equipment. As regards equipment hire charge for 15 T Truck as per the quotation furnished by KPT it is ₹3000 per shift. However, the KPT has considered ₹4000 per shift for the same. To a specific query in this regard, the KPT has clarified that the hire cost of ₹3000/- per shift is for 15 T flat body trucks. Whereas, the hire cost of ₹4000/- per shift is for 15 T hydraulic dumpers which are considered for dry bulk cargoes. The port has confirmed that the hire charges considered by it is in order.

The unit rate of hire charge of each equipment is supported with documentary evidence by the KPT and hence is relied upon.

(c). Labour Cost:

Clause 4.5.7. of the Stevedoring and Shore Handling Guidelines stipulates that the norm for estimating labour cost for shore handling operations at 5% and 10% of the equipment hire cost for dry bulk cargo and break bulk cargo respectively. The labour estimated by the KPT is at 5% of the equipment hire cost for Dry Bulk Cargo and 10% of the equipment hire cost for Break bulk cargo, which is per the stipulation contained in Clause 4.5.7.9 of the

Stevedoring and Shore Handling Guidelines except for minor deviations which are discussed in the subsequent paragraphs.

Annex- X to the Stevedoring and Shore Handling Guidelines prescribes equipment norms for handling break bulk cargo under various methods. For shore handling operations for break bulk cargo, under Method-1 i.e. cargo unloaded onto truck for direct delivery to consignees premises or vice versa, the norms do not prescribe equipment in respect of Jumbo bags, iron and steel coil slabs, iron steel, pipes, tubes, plates and granite and marbles. The KPT has considered equipment for shore handling operations for these break bulk cargo reportedly based on actual operations at the port. Labour cost is then arrived following the norms prescribed in the guidelines.

Method 2 relates to manual loading of cargo onto truck from wharf for which no equipment is prescribed in the guidelines for bagged cargo. The port has not considered any equipment cost in line with the guidelines. However, the KPT, while assessing the upfront tariff for this cargo, has considered 70 number of labours per shift. To a specific query for this deviation from the guidelines, the port has clarified that on an average, 4 trucks per hook are kept as stand-by to receive cargo or vice-versa on wharf. Accordingly, 7 labours per truck are employed for loading/unloading of bagged cargo, as the case may be on the basis of 2.5 hooks per shift ($7 \times 4 = 28$ labour per hook $\times$ 2.5 hooks). Accordingly, the KPT has considered labour cost of 70 labours on per shift basis to propose rate under this method. In view of Clause 1.8 of Stevedoring and Shore handling Guidelines stipulates that this Authority accepts 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 these guidelines.

In short based on the justification furnished by KPT for the deviations from the norms, the labour cost as estimated by KPT is considered in view of clause 1.8. of the guidelines.

- (d). Each of the Operational Overheads and Administrative Overheads have been estimated at 20% of the equipment hire cost and labour cost, as per the stipulation contained in Clause 4.5.8 and 4.5.9 of the Stevedoring and Shore Handling Guidelines for shore handling operations.
 - (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 KPT to arrive at the upfront shore handling tariff.
 - (f). The cost statement for determination of the upfront tariff for shore handling operations for dry bulk cargo and break bulk cargo as furnished by KPT and considered by us, based on the various parameters discussed above is attached as **Annex – V**.
- (viii). Based on the above analysis and taking into consideration the submissions made by the KPT and recognising that the proposal is filed by KPT with the approval of the KPT Board, the upfront Stevedoring and Shore Handling Charges for dry bulk cargo and Break bulk cargo is approved as proposed by the Port in its revised proposal.
- (ix). 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 the MOS vide letter no.PD-11033/73/2013-PT (pt) dated 16.06.2016 for dry bulk cargo. In the original proposal of December 2016, the port had proposed Performance Standards at par with the productivity level considered by the port for upfront tariff fixation. The port was requested to confirm whether the proposed

Performance Standards are based on the berthing policy issued by MOS dated 16.06.2016 as required in the said guidelines. If not, the port was requested to propose Performance Standards for dry bulk cargo as per the Berthing Policy as provided in the clause 7.1. of the Stevedoring and Shore Handling Guidelines. The KPT in response has proposed a note as regards Performance Standards for Dry bulk cargo and has proposed cargo wise Performance Standards for break bulk cargo for 100% escalation in tariff as explained in the subsequent paragraphs:

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

The KPT has proposed a note stating that 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 Stevedoring and Shore Handling Guidelines issued by the MOS for fixation of upfront tariff for stevedoring and shore handling operations.

In the absence of the KPT itself proposing cargo-wise performance standards for dry bulk cargo following the Berthing Policy issued by the MOS, this Authority is not in a position to prescribe cargo-wise performance standards for dry bulk cargo. That being so, the proposal of KPT for prescription of a note stating that 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 Stevedoring and Shore Handling Guidelines issued by the MOS for fixation of upfront tariff for stevedoring and shore handling operations, is approved at this juncture. The KPT is advised to file a separate proposal for approval of 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.

(b). **Performance Standards proposed by KPT for Break Bulk cargo:**

Sr. No.	COMMODITY GROUP	PERFORMANCE NORMS PER DAY(MT)
1	BAGGED CARGO	2400
2	JUMBO BAGS	2000
3	IRON & STEEL COILS	10800
4	IRON & STEEL PLATES & SLABS	4000
5	IRON & STEEL PIPES	3000
6	UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD	2700
7	TIMBER LOGS-SOFT	2400
8	TIMBER LOGS-HARD	3000
9	GRANITES & MARBLE	2700

For break bulk cargo, the Stevedoring and Shore handling guidelines stipulates that the Performance Standards prescribed by the respective ports, will be applicable. That being so, the performance standards for break bulk cargo is approved as proposed by the port.

(x). While approving ad-hoc tariff, this Authority has approved terms and conditions commonly for all Major Port Trusts. The KPT has not proposed any terms and

conditions while proposing upfront tariff for Stevedoring and Shore Handling operations, despite request.

Hence, the terms and conditions prescribed by this Authority while approving adhoc upfront tariff schedule for Stevedoring and Shore Handling at KPT is prescribed in the upfront tariff schedule while approving the final rates.

Amongst terms and conditions prescribed, the note that the tariff notified is ceiling level and the authorized agent shall charge only for services provided by him, no notional booking of labour and other similar notional charges would be permitted are prescribed in line with the stipulation in the guidelines.

- (xi). 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 shall be prescribed as 01 January 2017. Accordingly, a suitable note is prescribed in the upfront tariff schedule for Stevedoring and Shore Handling operations.
- (xii). 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 KPT has in its final revised proposal proposed separate concessional rate for coastal cargo at 60% of the tariff for foreign cargo as per coastal concession policy issued by the MOS. The KPT has also confirmed that the impact of coastal concession has been captured in the proposed foreign rate by considering share of foreign cargo and coastal cargo at 95.86% : 4.14%.

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 KPT for prescription of concessional tariff for coastal cargo is in line with the coastal policy direction issued by the MOS, this Authority prescribes the upfront tariff for foreign and coastal cargo as proposed by the KPT except for minor correction. The KPT

has proposed concessional rate for non-coking coal (Thermal coal) as well as for iron ore and iron ore pellets which are not eligible for coastal concession as per the coastal concession policy of the Government. That being so, the cost statement furnished by KPT as well as the SOR is corrected by prescription of uniform rate for these cargo items for foreign and coastal cargo to fall in line 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 KPT, a suitable amendment may be issued at that point of time.

- (xiii). The KPT SOR prescribes separate tariff for deployment of On-board labour charges from the Cargo Handling Division (CHD) of KPT in the general revision Order No.TAMP/18/2016-KPT dated 21 June 2016.

In the said general revision Order, this Authority has in para 20 (xii) (x) of the Order approved the proposal of the KPT for maintaining status quo in the CHD levy as proposed by the port till such time the upfront tariff is fixed under the said Stevedoring and Shore Handling guidelines based on the proposal to be filed by the port. Now in the current proposal, the KPT has sought approval for fixation of upfront tariff for Stevedoring and Shore Handling guidelines.

In this regard, the KPSA has pointed out that in view upfront tariff to be approved for stevedoring and shore handling operations the existing CHD levy prescribed in the SOR for On-board labour charges need to be suitably revised based on the actuals of per shift average emoluments for various categories of workers.

The KPT has, however, not furnished any comments on these points. In the absence of any specific comments from the port in this matter, it will not be possible for this Authority to decide the matter on its own without understanding the matter as a whole. That being so, the KPT is advised to examine the point made by the KPSA and KSAL and, if necessary, file a suitable proposal as regards the CHD levy prescribed in the SOR of the port in the context of fixation of the upfront tariff for stevedoring and shore handling operations approved by this Authority within one month from the date of notification of the Order in the Gazette.

- (xiv). (a). 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 and will be valid for a period of three years.

In this regard, KPT had, during the processing of the case, stated that there are certain variables considered in the upfront tariff fixation viz., productivity norms for which regular monitoring is required. Hence, review needs to be carried out once in a year. The KPT has, therefore, requested that validity of the rates be prescribed for one year.

It is relevant to state that as per clause 2.3 of the Stevedoring and Shore Handling guidelines, upfront tariff for Stevedoring and Shore Handling operations approved by this Authority has 3 years validity period. That being so, the validity of the upfront tariff approved by this Authority is prescribed for 3 years in line with the guidelines which is binding both on KPT and this Authority.

- (b). 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 MOS vide letter No.TAMP/47/2000-MBPT dated 06 May 2002.

In view of the above position and keeping in view Clause 2.3. of the Stevedoring and Shore Handling Guidelines, this Authority advises the port to apply the ceiling rates approved 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. Thus the port is requested to take necessary action for implementation of the upfront tariff for Stevedoring and Shore Handling operations along with Performance Standards.

- (xv). This Authority while approving upfront tariff for Stevedoring and Shore handling operations on adhoc basis vide Order No.TAMP/5/2017-KPT 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.
- (xvi). If any error apparent on the face of record or for any other justifiable reasons, the KPT 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.

15.1. In the result, and for the reasons give above, and based on application of mind, this Authority approves the schedule of Upfront Stevedoring and Shore Handling Charges alongwith the Performance Standards for the KPT attached as **Annex - VI** and **VII** respectively.

15.2. The ceiling rates approved should be 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 shall 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.

15.3. 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 agreement in respect of the operator.

15.4. 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 achieved the prescribed performance standards as per **Annex - VII** 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.

15.5. As stipulated in Clause 8.1. of Stevedoring and Shore Handling Guidelines, the operator shall furnish to the KPT 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.

15.6. 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 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.

15.7. (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 agreement in respect of the operator.

(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 KPT 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.

15.8. 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 KPT. The KPT 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 (a)

Comparative position of the productivity norms prescribed in the Stevedoring and Shore handling guidelines vis-a-vis the parameters taken into account by the KPT to arrive at the proposed productivity levels and justification for deviation from the prescribed norms furnished by KPT.

I. Dry Bulk Cargo

Sl. No.	Particulars	Finished Fertilisers		Fertilizer-Raw Materials		Food Grains		Non Coking Coal		Coal		Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore		Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore		Scrap		Scrap		Ores & Minerals		Limestone & Other Minerals		Salt		Alumina and Pig Iron ingots and similar Dry Bulk Cargo	
		Urea, dap, sop, npk, ammonium nitrate etc.		Sulphur, Rock phosphate		Food Grains & Oil Extractions		Thermal coal		Coking Coal		Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.		Bentonite & Bauxite		Shredded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo		Heavy Melting Scrap & Boulder Stones		Gypsum, Other Ores & Minerals		Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo		Salt		Alumina, Pig Iron & similar Dry Bulk Cargo	
		Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT
1	No. of hooks per shift	3	3	3	3	3	3	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3	4	4	3	3
2	Tonnes per hook per shift (in tonnes)	900	900	810	810	660	666.67	1000	1000	900	900	1460	1250	1460	1000	700	500	360	360	870	870	1080	867	1000	1000	1120	1120
3	No. of shifts	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
4	Productivity per day (1 x 2 x 3)	8100	8100	7290	7290	5940	6000.03	12000	12000	10800	10800	17520	15000	17520	12000	6300	4500	3240	3240	7830	7830	9720	7800	12000	12000	10080	10080
5	Productivity (in tonnes per shift) (rounded off)	2700	2700	2430	2430	1980	2000.01	4000	4000	3600	3600	5840	5000	5840	4000	2100	1500	1080	1080	2610	2610	3240	2600	4000	4000	3360	3360
6	Average productivity per hook per shift achieved by the port in past 3 years (in tonnes/ shifts/ hooks) [Based on productivity realised furnished by KPT for the years 2013-14 to 2015-16]	915		879		679		1380		1382		1254 For Iron Ore & 1350 For Iron ore pellets, Mill scale, copper concentrate		1422		598		522		925		916		1239		1544	
7	Justification for deviation, if any, as explained by KPT	No deviation		No deviation		More than norms		No deviation		No deviation		Deviation (Refer note no.1)		Deviation. Separate productivity norm for bentonite and bauxite has been proposed based on density of this cargo being lower as compared to other cargoes in this commodity group viz. iron ore, iron ore pellets, copper concentrate, lead and zinc ore. Further, refer note no.1.		Deviation (Refer note no.1)		No deviation		No deviation		Deviation (Refer note no.1)		No deviation		No deviation	

Annex - I (b)

Comparative position of the productivity norms prescribed in the Stevedoring and Shore handling guidelines vis-a-vis the parameters taken into account by the KPT to arrive at the above proposed productivity levels and justification for deviation from the prescribed norms furnished by KPT.

II. Break Bulk Cargo

II. Break Bulk Cargo																								
Sl. No.	Particulars	Bagged Cargo		Jumbo bags		Iron and steel-coils and slabs		Iron and steel-coils and slabs		Iron and steel-pipes, tubes, plates		Iron and steel-pipes, tubes, plates		Iron and steel-pipes, tubes, plates		Iron and steel-pipes, tubes, plates		Timber Logs		Timber Logs		Granites and Marbles		
		Bagged cargo		Jumbo bags		IRON & STEEL HR COILS		IRON & STEEL CR COILS		IRON & STEEL PLATES & SLABS		IRON & STEEL PIPES of <3 Mts		IRON & STEEL PIPES of >3 Mts		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		Timber logs-Soft		Timber logs-Hard		Granites and Marbles		
		Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	Norm	Proposed by KPT	
1	Average no. of hooks per shift	2.5	2.5	2.5	2.5	2.5	3	2.5	3	2.5	3	2.5	3	2.5	3	2.5	3	2.5	2.5	2.5	2.5	2	2.5	
2	Tonnes per hook per shift (in tonnes)	300	320	560	266	1360	1200	1360	700	280	444	280	266	280	366	280	300	320	320	480	400	500	360	
3	No. of shifts	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
4	Productivity per day (1 x 2 x 3)	2250	2400	4200	2000	10200	10800	10200	6300	2100	4000	2100	2400	2100	3300	2100	2700	2400	2400	3600	3000	3000	2700	
5	Productivity per shift (rounded off)	750	800	1400	666	3400	3600	3400	2100	700	1333.333	700	800	700	1100	700	900	800	800	1200	1000	1000	900	
6	Average productivity per hook per shift achieved by the port in past 3 years (in tonnes/ shifts/ hooks) [Based on productivity realised furnished by KPT for the years 2013-14 to 2015-16]	333		280		800		800		502		427		427		331		336		442		497		
7	Justification for deviation, if any, as explained by KPT	More than norms		Deviation (Refer note no.1)		More than norms		Deviation (Refer note no.1)		More than norms		More than norms		More than norms		More than norms		No deviation		Deviation (Refer note no.1)		Deviation (Refer note no.1)		

Note: 1. At Kandla cargo is handled either with ship cranes, shore cranes of varying capacities i.e. 12 MT/16 MT/25 MT . There are berth restrictions in terms of permissible draft as also restrictions on HMCs' working at certain berths. As such, these local operational constraints and conditions have been taken into account by KPT while considering the productivity norms in the said proposal.

Annex-II

Comparative position of the equipment norms prescribed for Stevedoring operations in the Stevedoring and Shore handling Guidelines vis-à-vis equipment deployment proposed by KPT is tabulated below:

A. Dry Bulk Cargo:

Sl. No.	Group	Commodity	Equipment Profile		Justification furnished by KPT for deviation, if any, from the prescribed norms.
			Norm	Proposed by KPT	
I.	Ship to shore operations				
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
3	Food Grains	Food grains & Oil Extractions	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
4	Non Coking Coal	Non coking coal (thermal coal)	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
5	Coking Coal	Coking Coal	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
7	Ore	Bentonite & Bauxite			
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation

10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
12	Salt	Salt	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	Ship Crane or Shore Crane or combination of these	Ship Crane or Shore Crane or combination of these	No deviation
II.	For hatch working operations				
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook (3 nos. each)	Payloader - 3 nos, Grabs - 3 nos.	Note 1
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook (3 nos. each)	Payloader - 3 nos, Grabs - 3 nos.	Note 1
3	Food Grains	Food grains & Oil Extractions	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook (3 nos. each)	Payloader - 3 nos, Grabs - 3 nos.	Note 1
4	Non Coking Coal	Non coking coal (thermal coal)	Excavator -1 No. Per hatch, Grab - 1 No./ hook (4 nos. each)	Excavator - 4 nos, Grabs - 4 nos.	No deviation
5	Coking Coal	Coking Coal	Excavator -1 No. Per hatch, Grab - 1 No./ hook (4 nos. each)	Excavator - 4 nos, Grabs - 4 nos.	No deviation
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	Excavator -1 No. Per hatch, Grab - 1 No./ hook (4 nos. each)	Excavator - 4 nos, Grabs - 4 nos.	No deviation
7	Ore	Bentonite & Bauxite		Excavator - 4 nos, Grabs - 4 nos.	No deviation
8	Shredded Scrap	Shredded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	Excavator -1 No. Per hatch, Grab - 1 No./ hook (3 nos. each)	Excavator - 3 nos, Grabs - 3 nos.	No deviation

9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	Excavator -1 No. Per hatch, Grab - 1 No./ hook (3 nos. each)	Excavator - 3 nos, Grabs - 3 nos.	No deviation
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook (3 nos. each)	Payloader - 3 nos, Grabs - 3 nos.	Note 1
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook (3 nos. each)	Payloader - 3 nos, Grabs - 3 nos.	Note 1
12	Salt	Salt	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook (4 nos. each)	Payloader - 4 nos, Grabs - 4 nos.	Note 1
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook (3 nos. each)	Payloader - 3 nos, Grabs - 3 nos.	Note 1

Note 1 : Instead of Dozers, port has proposed payloaders.

B. Break Bulk Cargo:

Sl. No.	Group	Commodity	Equipment Profile		Reasons for deviation, if any, as explained by KPT
			Norm	Proposed by KPT	
1.	Ship to shore operations				
1	Bagged cargo	BAGGED CARGO	By net slings (maximum load 5T) and hooks if required (2.5 nos.)	By net slings and hooks if required (2.5 nos.)	No deviation
2	Jumbo Bags	JUMBO BAGS	By hooks (2.5 nos.)	By hooks (2.5 nos.)	No deviation
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	By ship cranes using wire rop slings attached to the hooks (2.5 nos.)	By ship cranes using wire ropes slings attached to hooks (3 nos.)	For estimation of equipment hire cost for break bulk cargo as against hooks per shift at 2.5 for a few break bulk cargo, the KPT has estimated equipment cost considering 2 hooks/ shift or 3 hooks/ shift as against 2.5 hooks/ shift. To a specific query, the KPT has stated that the number of equipments considered are as per the actual working conditions to achieve the productivity norms
4		IRON & STEEL CR COILS			
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	By ship cranes using slings (2.5 nos.)	By ship cranes using slings attached with Hooks (3 nos.)	
6		IRON & STEEL PIPES of <3 Mts			
7		IRON & STEEL PIPES of >3 Mts			
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD			

					and it is confirmed that this will not affect the operations.
9	Timber logs-Soft	TIMBER LOGS-SOFT	By ship cranes using log grabs (2.5 nos.)	By ship cranes using log grabs (2.5 nos.)	No deviation
10	Timber logs-Hard	TIMBER LOGS-HARD	By ship cranes using log grabs (2.5 nos.)	By ship cranes using log grabs (2.5 nos.)	No deviation
11	Granites and Marbles	GRANITES & MARBLE	By ship cranes using slings (2 nos.)	By ship cranes using slings (2.5 nos.)	For estimation of equipment hire cost for break bulk cargo as against hooks per shift at 2.5 for a few break bulk cargo, the KPT has estimated equipment cost considering 2 hooks/ shift or 3 hooks/ shift as against 2.5 hooks/ shift. To a specific query, the KPT has stated that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and it is confirmed that this will not affect the operations.
II. Hatch working operations					
1	Bagged cargo	BAGGED CARGO	No Equipment	No Equipment	No deviation
2	Jumbo Bags	JUMBO BAGS	DFLT 5T-1 No. (2.5 nos.)	DFLT - 5T - 2.5 nos.	No deviation
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	DFLT 30T - 1 No. (2.5 nos.)	DFLT -30T - 2 nos. (On board) DFLT - 30T - 2 nos. (on shore)	For estimation of equipment hire cost for break bulk cargo as against hooks per shift at 2.5 for a few break bulk cargo, the KPT has estimated equipment cost considering 2 hooks/ shift or 3 hooks/ shift as against 2.5 hooks/ shift. To a specific query, the KPT has stated that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and it is confirmed that this will not affect the operations. Further, the KPT has also confirmed that deployment of 30 tonnes capacity DFLT / Fork Lift at shore is concerned, while
4		IRON & STEEL CR COILS		Fork Lift 30T - 2 nos.	

					handling HR, CR coils and unspecified iron and steel like tubes, beam and wire rods, it is stated that at most of the times the said cargo is first discharged on to the shore and then loaded on to the trucks so as to achieve better output and also for safe operations. If the said cargo is discharged on the trailers directly there are chances of damages to the cargo, in addition to, there will be decrease in productivity.
5	Iron and steel-pipes, tubes, plates	IRON & STEEL PLATES & SLABS	DFLT 30T - 1 No. (2.5 nos.)	DFLT - 30T - 3 nos.	For estimation of equipment hire cost for break bulk cargo as against hooks per shift at 2.5 for a few break bulk cargo, the KPT has estimated equipment cost considering 2 hooks/ shift or 3 hooks/ shift as against 2.5 hooks/ shift. To a specific query, the KPT has stated that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and it is confirmed that this will not affect the operations.
6		IRON & STEEL PIPES of <3 Mts		DFLT - 5T - 1 no.	The KPT has confirmed that iron and steel pipes, the deployment of DFLT of 5 tonnes capacity is found to be sufficient as the said forklift is used only to place the pipes under the wings of the hatches.
7		IRON & STEEL PIPES of >3 Mts			
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		DFLT -5T - 3 nos. (On board) DFLT - 5T - 3 nos. (on shore)	For estimation of equipment hire cost for break bulk cargo as against hooks per shift at 2.5 for a few break bulk cargo, the KPT has estimated equipment cost considering 2 hooks/ shift or 3 hooks/ shift as against 2.5 hooks/ shift. To a specific query, the KPT has stated that the number of equipments considered are as per the actual working conditions to achieve the productivity norms

					and it is confirmed that this will not affect the operations. Further, the KPT has also confirmed that deployment of DFLT at shore is concerned, while handling unspecified iron and steel like tubes, beam and wire rods, it is stated that at most of the times they said cargo is first discharged on to the shore and then loaded on to the trucks so as to achieve better output and also for safe operations. If the said cargo is discharged on the trailers directly there are chances of damages to the cargo, in addition to, there will be decrease in productivity.
9	Timber logs-Soft	TIMBER LOGS-SOFT	Log Grabber 10T - 1 No. (2.5 nos.)	Log graber - 10T - 2.5 nos.	No deviation
10	Timber logs-Hard	TIMBER LOGS-HARD	Log Grabber 10T - 1 No. (2.5 nos.)	Log graber - 10T - 2.5 nos.	No deviation
11	Granites and Marbles	GRANITES & MARBLE	DFLT-30T- 1 No. (2 nos.)	DFLT - 30T - 2.5 nos.	The KPT has stated that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and it is confirmed that this will not affect the operations.

STEVEDORING OPERATIONS WITH WINCH OPERATOR
Workings to arrive at upfront tariff for Stevedoring operations at KPT as furnished by KPT and considered by TAMP

Annex - III (a)

(in Rs.)

A. Dry Bulk cargo

Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin/ Shift	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy	
					Equipment Hire Cost/ Shift	On board Labour charges/ Shift	Total Equipment hire cost & Labour Cost/ Shift	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost/ Shift				Foreign 95.86%	Coastal 4.14%
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	2700	2700	81000	25225	106225	21245	21245	148715	29743	178458	66.10	67.21	40.33
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	2430	2430	81000	25225	106225	21245	21245	148715	29743	178458	73.44	74.68	44.81
3	Food Grains	Food grains & Oil Extractions	1980	2000	81000	25225	106225	21245	21245	148715	29743	178458	89.23	90.73	54.44
4	Non Coking Coal	Non coking coal (thermal coal)	3000	4000	124000	32651	156651	31330	31330	219311	43862	263174	65.79	65.79	65.79
5	Coking Coal	Coking Coal	2700	3600	124000	32651	156651	31330	31330	219311	43862	263174	73.10	74.33	44.60
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	4380	5000	124000	32651	156651	31330	31330	219311	43862	263174	52.63	53.52	32.11
														For other than Iron Ore & Iron Ore Pelletes	
														52.63 (Iron ore and iron ore pellets)	52.63 (Iron ore and iron ore pellets)
7		Bentonite & Bauxite		4000	124000	32651	156651	31330	31330	219311	43862	263174	65.79	66.90	40.14
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	2100	1500	93000	25225	118225	23645	23645	165515	33103	198618	132.41	134.64	80.78
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	1080	1080	93000	25225	118225	23645	23645	165515	33103	198618	183.91	187.00	112.20
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	2610	2600	81000	25225	106225	21245	21245	148715	29743	178458	68.64	69.79	41.88
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	3240	2600	81000	25225	106225	21245	21245	148715	29743	178458	68.64	69.79	41.88
12	Salt	Salt	3000	4000	124000	32651	156651	31330	31330	219311	43862	263174	65.79	66.90	40.14
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	3360	3360	81000	25225	106225	21245	21245	148715	29743	178458	53.11	54.01	32.41

B. Break Bulk cargo

(in Rs.)

Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin/ Shift	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy	
					Equipment Hire Cost/ Shift	On board Labour charges/ Shift	Total Equipment hire cost & Labour Cost/ Shift	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost/ Shift				Foreign 95.86%	Coastal 4.14%
1	Bagged cargo	BAGGED CARGO	900	800	0	88992	88992	17798	17798	124589	24918	149507	186.88	190.03	114.02
2	Jumbo Bags	JUMBO BAGS	1680	666	20000	55492	75492	15098	15098	105689	21138	126827	190.43	193.64	116.18
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	4080	3600	120000	40963	160963	32193	32193	225348	45070	270418	75.12	76.38	45.83
4		IRON & STEEL CR COILS		2100	120000	40963	160963	32193	32193	225348	45070	270418	128.77	130.94	78.56
5		IRON & STEEL PLATES & SLABS	840	1333	90000	49963	139963	27993	27993	195948	39190	235138	176.40	179.37	107.62
6		IRON & STEEL PIPES of <3 Mts		800	8000	81963	89963	17993	17993	125948	25190	151138	188.92	192.10	115.26
7		IRON & STEEL PIPES of >3 Mts		1100	8000	81963	89963	17993	17993	125948	25190	151138	137.40	139.71	83.83
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		900	48000	49963	97963	19593	19593	137148	27430	164578	182.86	185.94	111.56
9	Timber logs-Soft	TIMBER LOGS-SOFT	960	800	37500	57127	94627	18925	18925	132478	26496	158973	198.72	202.06	121.24
10	Timber logs-Hard	TIMBER LOGS-HARD	1440	1000	37500	47127	84627	16925	16925	118477	23695	142172	142.17	144.57	86.74
11	Granites and Marbles	GRANITES & MARBLE	1500	900	75000	40127	115127	23025	23025	161177	32235	193412	214.90	218.52	131.11

STEVEDORING OPERATIONS WITH OUT WINCH OPERATOR
Workings to arrive at upfront tariff for Stevedoring operations at KPT as furnished by KPT and considered by TAMP

Annex - III (b)

(in Rs.)

A. Dry Bulk cargo																	
Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin/ Shift	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy (after rounding off to nearest rupee) proposed by port		Upfront tariff per tonne per shift considering coastal concession policy arrived by TAMP correcting some arithmetical error	
					Equipment Hire Cost/ Shift	On board Labour charges/ Shift	Total Equipment hire cost & Labour Cost/ Shift	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost/ Shift				Foreign 95.86%	Coastal 4.14%	Foreign 95.86%	Coastal 4.14%
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	2700	2700	81000	17566	98566	19713	19713	137992	27598	165590	61.00	64	38	62.36	37.42
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	2430	2430	81000	17566	98566	19713	19713	137992	27598	165590	68.00	71	43	69.29	41.57
3	Food Grains	Food grains & Oil Extractions	1980	2000	81000	17566	98566	19713	19713	137992	27598	165590	83.00	86	52	84.19	50.51
4	Non Coking Coal	Non coking coal (thermal coal)	3000	4000	124000	22439	146439	29288	29288	205015	41003	246018	62.00	64	38	62.00	62.00
5	Coking Coal	Coking Coal	2700	3600	124000	22439	146439	29288	29288	205015	41003	246018	68.00	71	43	69.49	41.69
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	4380	5000	124000	22439	146439	29288	29288	205015	41003	246018	49.00	51	31	50.03	30.02
7		Bentonite & Bauxite		4000	124000	22439	146439	29288	29288	205015	41003	246018	62.00	64	38	62.54	37.52
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	2100	1500	93000	17566	110566	22113	22113	154792	30958	185750	124.00	129	77	125.92	75.55
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	1080	1080	93000	17566	110566	22113	22113	154792	30958	185750	172.00	179	108	174.89	104.93
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	2610	2600	81000	17566	98566	19713	19713	137992	27598	165590	64.00	66	40	64.76	38.86
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	3240	2600	81000	17566	98566	19713	19713	137992	27598	165590	64.00	66	40	64.76	38.86
12	Salt	Salt	3000	4000	124000	22439	146439	29288	29288	205015	41003	246018	62.00	64	38	62.54	37.52
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	3360	3360	81000	17566	98566	19713	19713	137992	27598	165590	49.00	51	31	50.11	30.07

B. Break Bulk cargo															(in Rs.)		
Without winch operator																	
Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin/ Shift	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy			
					Equipment Hire Cost/ Shift	On board Labour charges/ Shift	Total Equipment hire cost & Labour Cost/ Shift	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost/ Shift				Foreign 95.86%	Coastal 4.14%		
1	Bagged cargo	BAGGED CARGO	900	800	0	82610	82610	16522		16522	115654	23131	138785	173	176.40	105.84	
2	Jumbo Bags	JUMBO BAGS	1680	666	20000	49110	69110	13822		13822	96754	19351	116105	174	177.27	106.36	
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	4080	3600	120000	33304	153304	30661		30661	214626	42925	257551	72	72.75	43.65	
4		IRON & STEEL CR COILS		2100	120000	33304	153304	30661		30661	214626	42925	257551	123	124.71	74.83	
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	840	1333	90000	42304	132304	26461		26461	185226	37045	222271	167	169.55	101.73	
6		IRON & STEEL PIPES of <3 Mts		800	8000	74304	82304	16461		16461	115226	23045	138271	173	175.75	105.45	
7		IRON & STEEL PIPES of >3 Mts		1100	8000	74304	82304	16461		16461	115226	23045	138271	126	127.82	76.69	
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		900	48000	42304	90304	18061		18061	126426	25285	151711	169	171.41	102.85	
9	Timber logs-Soft	TIMBER LOGS-SOFT	960	800	37500	50745	88245	17649		17649	123543	24709	148252	185	188.43	113.06	
10	Timber logs-Hard	TIMBER LOGS-HARD	1440	1000	37500	40745	78245	15649		15649	109543	21909	131452	131	133.66	80.20	
11	Granites and Marbles	GRANITES & MARBLE	1500	900	75000	33745	108745	21749		21749	152243	30449	182692	203	206.41	123.85	

Annex-IV

Comparative position of the equipment norms prescribed for Shore handling operations in the Stevedoring and Shore handling Guidelines vis-à-vis equipment deployment proposed by KPT is tabulated below:

A. Dry Bulk Cargo:

Sl. No.	Group	Commodity	Equipment Profile		Justification furnished by KPT for deviation, if any, from the prescribed norms.
			Norm	Proposed by KPT	
I.	Method 1 [Cargo unloaded onto truck for direct delivery to consignees premises or vice versa]				
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 4 nos	No deviation
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	Mobile Hoppers 30 cum – 3 nos	Mobile Hoppers 30 cum – 3 nos	No deviation
3	Food Grains	Food grains & Oil Extractions	Mobile Hoppers 30 cum – 4 nos	Mobile Hoppers 30 cum – 4 nos	No deviation
4	Non Coking Coal	Non coking coal (thermal coal)	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 4 nos	No deviation
5	Coking Coal	Coking Coal	Mobile Hoppers 30 cum – 4 nos	Mobile Hoppers 30 cum – 4 nos	No deviation
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	Mobile Hoppers 30 cum – 4 nos	Mobile Hoppers 30 cum – 4 nos	No deviation
7	Ore	Bentonite & Bauxite			
8	Shredded Scrap	Shredded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	NA	NA	No deviation
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	NA	NA	No deviation
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	Mobile Hoppers 30 cum - 3 nos	Mobile Hoppers 30 cum - 3 nos	No deviation
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 3 nos	The KPT has confirmed that since 3 hooks per shift shall be operational, 3 hoppers per shift have been correctly considered in the proposal.

12	Salt	Salt	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 4 nos	No deviation
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 4 nos	No deviation
II. Method 2 [Cargo unloaded onto truck (without hopper) and moved to storage yard within the port premises (beyond 1KM)]					
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	A. Ship Crane :Trucks 15T -20 nos, B. HMC Payloaders 10T - 2 nos (at storage yard)	A. Ship Crane :Trucks 15T -20 nos, B. HMC Payloaders 10T - 2 nos (at storage yard)	No deviation
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	No deviation
3	Food Grains	Food grains & Oil Extractions	Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	No deviation
4	Non Coking Coal	Non coking coal (thermal coal)	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	No deviation
5	Coking Coal	Coking Coal	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	No deviation
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	Trucks 15T -34 nos, Payloaders 10T - 4 nos (at storage yard)	Trucks 15T -34 nos, Payloaders 10T - 4 nos (at storage yard)	No deviation
7		Bentonite & Bauxite		Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Keeping in view the distance from/to the berth and back-up storage area, 25 dumpers of 15 T would suffice to achieve the productivity norms and hence 25 Nos. of dumpers has been considered in the proposal.
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB	Trucks 15T - 15 nos, Payloaders	Trucks 15T - 15 nos, and	Instead of 2 Nos. of Payloaders – 10T, 2 Nos.

		Iron, Aluminium Ingots and similar Dry Cargo	10T -2 nos and excavators 2 nos (at storage yard)	excavators 2 nos (at storage yard)	of Excavators-210 have been considered as this cargo is handled with Excavators instead of Payloaders.
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	Trucks 15T - 15 nos, Mobile Cranes 15T- 2 nos at yard	Trucks 15T - 15 nos, Excavators- 2 nos	For handling Heavy Melting Scrap, the operational efficiency of Excavator 210 is much higher as compared to mobile crane 15T due nature of the cargo. Due to slower slewing/luffing and hoisting movement of a mobile crane 15T as compared to Excavator 210, the productivity norms cannot be achieved. As such, Excavator 210 have been considered in the proposal.
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	Trucks 15T -20 nos, Payloaders -2 nos (In Original as well as revised proposal it was excavator)	No deviation
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	No deviation
12	Salt	Salt	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	No deviation
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	No deviation
III. Method 3 [Cargo unloaded onto truck (through Hopper) & moved to storage yard within port premises for Storage (beyond 1KM)]					
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	Mobile Hoppers 30 cub -4 nos, Trucks 15T -20 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub -4 nos, Trucks 15T -20 nos Payloaders 10T - 1 nos (at storage yard)	The KPT has considered the number of equipment for estimation of equipment hire cost for some of the cargo commodity groups at lower than the norms prescribed in Stevedoring

2	Fertilizer-Raw Materials	Sulphur, rock phosphate	Mobile Hoppers 30 cub -4 nos, Trucks 15T -20 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub -4 nos, Trucks 15T -20 nos Payloaders 10T - 1 nos (at storage yard)	and Shore handling Guidelines. The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
3	Food Grains	Food grains & Oil Extractions	Mobile Hoppers 30 cub -4nos, Trucks 15T - 20nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub -4nos, Trucks 15T - 20nos Payloaders 10T - 1 nos (at storage yard)	
4	Non Coking Coal	Non coking coal (thermal coal)	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 20nos Payloaders 10T - 3 nos (at storage yard)	
5	Coking Coal	Coking Coal	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 3 nos (at storage yard)	
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 34nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 34nos Payloaders 10T - 3 nos (at storage yard)	
7		Bentonite & Bauxite		Mobile Hoppers 30 cub - 4nos, Trucks 15T - 20nos Payloaders 10T - 3 nos (at storage yard)	
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	NA	NA	--
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	NA	NA	--
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	Mobile Hoppers 30 cub -4nos, Trucks 15T - 20nos Payloaders 10T -	Mobile Hoppers 30 cub -4nos, Trucks 15T - 20nos Payloaders 10T -	The port has confirmed that lower number of equipments considered are as per the actual working conditions to achieve the

			2 nos (at storage yard)	1 nos (at storage yard)	productivity norms and KPT confirmed that this will not affect the operations.
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 3 nos (at storage yard)	
12	Salt	Salt	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 3 nos (at storage yard)	
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4nos, Trucks 15T - 25nos Payloaders 10T - 3 nos (at storage yard)	
IV .	Method 4 [Cargo unloaded onto wharf & loaded onto trucks & going to consignees premises]				
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	Payloaders 10T - 3 nos,	Payloaders 10T - 2 nos,	The KPT has considered the number of equipment at lower than the norms prescribed in Stevedoring and Shore handling Guidelines.
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	Payloaders 10T - 3 nos,	Payloaders 10T - 2 nos,	
3	Food Grains	Food grains & Oil Extractions	Payloaders 10T - 3 nos,	Payloaders 10T - 2 nos,	The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and KPT has confirmed that this will not affect the operations.
4	Non Coking Coal	Non coking coal (thermal coal)	Payloaders 10T - 6 nos,	Payloaders 10T - 4 nos,	
5	Coking Coal	Coking Coal	Payloaders 10T - 6 nos,	Payloaders 10T - 4 nos,	
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	Payloaders 10T - 6 nos,	Payloaders 10T - 4 nos,	
7	Ore	Bentonite & Bauxite			
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	Trucks 15T - 15 nos, Payloaders 10T -3 nos at berth and excavators 3 nos at the berth	Excavators - 3 nos	The port has confirmed that 3 Nos. of Excavators have been reflected in the proposal instead of Payloaders as Shredded Scrap is handled with Excavators. Further, it has confirmed that no trucks have been considered as the same would be placed
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	Trucks 15T - 15 nos, Mobile Cranes	Excavators - 3 nos	

			15T -3 nos at berth		by the consignees (and not Shore Handling Agents) for direct delivery of cargo. Further, it has also confirmed that no trucks have been considered as the same would be placed by the consignees (and not Shore Handling Agents) for direct delivery of cargo. This would apply to all categories of cargo under Method-4 (direct delivery)
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	Payloaders 10T - 3 nos,	Payloaders 10T - 2 nos,	The KPT has considered the number of equipment for estimation of equipment hire cost for some of the cargo commodity groups at lower than the norms prescribed in Stevedoring and Shore handling Guidelines.
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	Payloaders 10T - 6 nos,	Payloaders 10T - 3 nos,	
12	Salt	Salt	Payloaders 10T - 6 nos,	Payloaders 10T - 4 nos,	
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	Payloaders 10T - 6 nos,	Payloaders 10T - 4 nos,	The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
V.	Method 5 [Cargo Unloaded onto Wharf and Loaded onto trucks and transported to storage Yards (beyond 1KM)]				
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	Payloaders 10T - 3 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 2 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	The KPT has considered the number of equipment for estimation of equipment for some of the cargo commodity groups at lower than the norms prescribed in Stevedoring and Shore handling Guidelines. The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	Payloaders 10T - 3 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 2 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	
3	Food Grains	Food grains & Oil Extractions	Payloaders 10T - 3 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 2 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	

4	Non Coking Coal	Non coking coal (thermal coal)	Payloaders 10T - 6 nos (at berth) Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 5 nos (at berth) Trucks 15T -22 nos, Payloaders 10T - 4 nos (at storage yard)
5	Coking Coal	Coking Coal	Payloaders 10T - 6 nos (at berth) Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Trucks 15T -19 nos, Payloaders 10T - 4 nos (at storage yard)
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	Payloaders 10T - 6 nos (at berth) Trucks 15T -34 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Trucks 15T -25 nos, Payloaders 10T - 5 nos (at storage yard)
7		Bentonite & Bauxite		Payloaders 10T - 5 nos (at berth) Trucks 15T -22 nos, Payloaders 10T - 4 nos (at storage yard)
8	Shredded Scrap	Shredded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	Trucks 15T - 15 nos,Payloaders 10T -3 nos at berth and excavators 3 nos at the berth, Payloaders and excavators 2 nos each at the yard	Trucks 15T - 10 nos, excavators 4 nos at the berth, excavators 4 nos each at the yard
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	Trucks 15T - 15 nos, Mobile Cranes 15T -3 nos at berth and 2 nos at yard	Trucks 15T - 10 nos, Excavators - 4 nos at berth and 3 nos at yard
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	Payloaders 10T - 3 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Trucks 15T -15 nos, Payloaders 10T - 3 nos (at storage yard)
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	Payloaders 10T - 6 nos (at berth) Trucks 15T -25 nos, Payloaders 10T -	Payloaders 10T - 6 nos (at berth) Trucks 15T -15 nos, Payloaders 10T -

			4 nos (at storage yard)	4 nos (at storage yard)	
12	Salt	Salt	Payloaders 10T - 6 nos (at berth) Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Trucks 15T -20 nos, Payloaders 10T - 4 nos (at storage yard)	
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	Payloaders 10T - 6 nos (at berth) Trucks 15T -25 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 4 nos (at berth) Trucks 15T -15 nos, Payloaders 10T - 4 nos (at storage yard)	

B. Break Bulk Cargo:

Sl. No.	Group	Commodity	Equipment Profile		Reasons for deviation, if any, as explained by KPT
			Norm	Proposed by KPT	
I.	Method 1 [Cargo unloaded onto truck for direct delivery to consignees premises or vice versa]				
1	Bagged cargo	BAGGED CARGO	Not Applicable	Not Applicable	--
2	Jumbo Bags	JUMBO BAGS	No Equipment	FILT - 1no.	(a). Method 1 of handling of break bulk cargo involves cargo unloaded onto trucks for direct delivery to consignees premises or vice versa. Thus, this method of handling does not require any equipment or labour to carry out the operations as this method directly delivers the cargo onto truck and does not involves any further operations and hence no equipment is prescribed in the ibid guidelines under this method for the cargo groups viz. Jumbo bags, Iron & steel and Granites & marbles.
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	No Equipment	Fork Lift 30T - 2 nos.	
4		IRON & STEEL CR COILS			
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	No Equipment	Fork lift 30T -1 no. Forl lift 10T - 2 nos.	
6		IRON & STEEL PIPES of <3 Mts		Mobile cranes 10T - 3 nos.	
7		IRON & STEEL PIPES of >3 Mts			
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD			
					(b). Since no equipment is to be considered as per the ibid guidelines there will not be any labour cost, operational overheads, administrative overheads and allowable margin will be zero. However, the KPT has considered the equipment cost as well as all other costs and accordingly proposed upfront tariff for the above cargo groups.
					(c). The KPT has clarified that no modification is required as all cargo

					groups covered under break-bulk are required to be first unloaded on to quay and thereafter loaded on to trucks/vessel so as to achieve the productivity norms. As such, equipment/labour is required for the same and correctly reflected in the proposal.
9	Timber logs-Soft	TIMBER LOGS-SOFT	Not Applicable	Not Applicable	--
10	Timber logs-Hard	TIMBER LOGS-HARD	Not Applicable	Not Applicable	--
11	Granites and Marbles	GRANITES & MARBLE	No Equipment	Not Applicable	--
II.	Method 2 [Cargo unloaded onto wharf and loaded onto trucks and going to consignees premises or vice versa]				
1	Bagged cargo	BAGGED CARGO	No Equipment (manually loaded onto truck)	No Equipment (manually loaded onto truck)	No deviation
2	Jumbo Bags	JUMBO BAGS	Not Applicable	FILT - 1no.	The KPT has considered the number of equipment for estimation of equipment hire cost for some of the cargo commodity groups at lower / higher than the norms prescribed in Stevedoring and Shore handling Guidelines.
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	Fork Lift Truck 30 T - 1 nos at berth	Fork Lift 30T - 2 nos.	
4		IRON & STEEL CR COILS		Fork Lift 30T - 2 nos.	
5	Iron and steel-pipes, tubes, plates	IRON & STEEL PLATES & SLABS	Fork Lift Truck 10 T - 1 nos at berth	Fork Lift 30T - 2 nos.	
6		IRON & STEEL PIPES of <3 Mts		Work not applicable	The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
7		IRON & STEEL PIPES of >3 Mts			
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		Forklift truck 10T - 3 nos.	The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
9	Timber logs-Soft	TIMBER LOGS-SOFT	Log Grabbers 10 T - 5 nos at berth	Payloader 10T - 5 nos.	
10	Timber logs-Hard	TIMBER LOGS-HARD	Log Grabbers 10 T - 5 nos at berth	Payloader 10T - 5 nos.	
11	Granites and Marbles	GRANITES & MARBLE	Not Applicable	NA	--

III.	Method 3 [Cargo unloaded onto truck and transported to storage yard within the port premises or vice versa]				
1	Bagged cargo	BAGGED CARGO	Not Applicable	Not Applicable	--
2	Jumbo Bags	JUMBO BAGS	Trucks 15 T - 9 nos.	Trucks - 7 nos.	(a). The KPT has considered the number of equipment for estimation of equipment hire cost for some of the cargo commodity groups at lower / higher than the norms prescribed in Stevedoring and Shore handling Guidelines. (b). The KPT has not considered certain equipments under method 3 of shore handling even though Stevedoring and Shore handling Guidelines prescribes equipment. The non-consideration of certain equipments under Method-3 of Shore Handling has been on the basis of actual handling practice and operational efficiencies. KPT has confirmed that non-consideration of these equipments will not affect operations. (c). The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	Mobile Cranes 30 T - 2 nos at yard, Tractor Trailers - 40T - 9 nos	FLT 30T - 2nos. Tractor trailers - 12 nos. FLT (reloading) - 2nos.	
4		IRON & STEEL CR COILS		FLT 30T - 2nos. Tractor trailers - 10 nos. FLT (reloading) - 2nos.	
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	Mobile Cranes 10 T - 2 nos at yard, Tractor Trailers - 40T - 9 nos	FLT 30T - 1 nos. Tractor trailers - 10 nos. FLT (reloading) - 2nos.	
6		IRON & STEEL PIPES of <3 Mts		Mobile Cranes 10 T - 2 nos at yard, Tractor Trailers - 8 nos	
7		IRON & STEEL PIPES of >3 Mts		Mobile Cranes 10 T - 3 nos at yard, Tractor Trailers - 15 nos	
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		Mobile Cranes 10 T - 2 nos at yard, Tractor Trailers - 10 nos	
9	Timber logs-Soft	TIMBER LOGS-SOFT	Not Applicable	NA	--
10	Timber logs-Hard	TIMBER LOGS-HARD	Not Applicable	NA	--
11	Granites and Marbles	GRANITES & MARBLE	Mobile Cranes 30T - 2 nos , Trucks 40 T - 12 nos.	Mobile Cranes 30T - 2 nos , Trucks - 9 nos.	The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
IV	Method 4 [Cargo unloaded onto wharf and loaded onto trucks & transported to storage yard within the port premises or vice versa]				
1	Bagged cargo	BAGGED CARGO	Trucks 10 T - 9 nos.	Trucks - 11 nos.	The KPT has considered the number of equipment for estimation of equipment hire cost for some of the cargo commodity groups at lower / higher than the norms prescribed in Stevedoring and Shore handling Guidelines.
2	Jumbo Bags	JUMBO BAGS	Not Applicable	FILT - 1no. Trucks - 6nos.	
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	Fork Lift Truck 30 T - 1 nos at berth and 2 nos at yard,	Fork Lift Truck 30 T - 2 nos at berth and 2 nos (reloading),	

			Tractor Trailers - 40T - 9 nos	Tractor Trailers - 12 nos	The port has confirmed that the number of equipments considered are as per the actual working conditions to achieve the productivity norms and confirmed that this will not affect the operations.
4		IRON & STEEL CR COILS		Fork Lift Truck 30 T - 2 nos at berth and 2 nos (reloading), Tractor Trailers - 10 nos	
5	Iron and steel-pipes, tubes, plates	IRON & STEEL PLATES & SLABS	Mobile cranes 10T 2 nos at yard, Tractor Trailers - 40T - 9 nos and Fork Lift Truck 10 T - 1 nos at berth	--	
6		IRON & STEEL PIPES of <3 Mts		Mobile cranes 10T at yard - 2 nos. Tractor trailers - 8nos.	
7		IRON & STEEL PIPES of >3 Mts		Mobile cranes 10T at yard - 3 nos. Tractor trailers - 15 nos.	
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		Mobile cranes 10T at yard - 2 nos. Tractor trailers - 10 nos.	
9	Timber logs-Soft	TIMBER LOGS-SOFT	Log Grabbers 10 T -5 nos at berth and 2 nos at yard, Tractor Trailers - 40T - 12 nos	Payloader at berth - 4 nos. Payloader at yard - 1 no. Tractor trailer - 10 nos.	
10	Timber logs-Hard	TIMBER LOGS-HARD	Log Grabbers 10 T - 5 nos at berth and 2 nos at yard, Tractor Trailers - 40T - 12 nos	Payloader at berth - 4 nos. Payloader at yard - 2 no. Tractor trailer - 9 nos.	
11	Granites and Marbles	GRANITES & MARBLE	Not Applicable	Mobile crane - 2 no. Tractor trailer - 12 nos.	

SHORE HANDLING OPERATIONS

Annex - V

Workings to arrive at upfront tariff for Shore handling operations at KPT as furnished by KPT and considered by TAMP

Dry Bulk cargo

Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy	
					Equipment Hire Cost	Labour cost @ 5% of the Equipment Hire cost	Total Equipment hire cost & Labour Cost	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost				Foreign 95.86%	Coastal 4.14%
Method 1 [Cargo unloaded onto truck for direct delivery to consignees premises or vice versa]															
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	2700	2700	24000	1200	25200	5040	5040	35280	7056	42336	15.68	15.94	9.56
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	2430	2430	18000	900	18900	3780	3780	26460	5292	31752	13.07	13.29	7.97
3	Food Grains	Food grains & Oil Extractions	1980	2000	24000	1200	25200	5040	5040	35280	7056	42336	21.17	21.52	12.91
4	Non Coking Coal	Non coking coal (thermal coal)	3000	4000	24000	1200	25200	5040	5040	35280	7056	42336	10.58	10.76	10.76
5	Coking Coal	Coking Coal	2700	3600	24000	1200	25200	5040	5040	35280	7056	42336	11.76	11.96	7.18
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	4380	5000	24000	1200	25200	5040	5040	35280	7056	42336	8.47	8.61	5.17
For other than Iron Ore & Iron Ore Pelletes															
8.47 Iron Ore & Iron ore pellets8.47 Iron Ore & Iron ore pellets															
7		Bentonite & Bauxite		4000	24000	1200	25200	5040	5040	35280	7056	42336	10.58	10.76	6.46
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	2100	1500	0	0	0	0	0	0	0	0	0.00	NA	NA
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	1080	1080	0	0	0	0	0	0	0	0	0.00	NA	NA
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	2610	2600	18000	900	18900	3780	3780	26460	5292	31752	12.21	12.42	7.45
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	3240	2600	18000	900	18900	3780	3780	26460	5292	31752	12.21	12.42	7.45
12	Salt	Salt	3000	4000	24000	1200	25200	5040	5040	35280	7056	42336	10.58	10.76	6.46
13	Alumina and Pig Iron Ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	3360	3360	24000	1200	25200	5040	5040	35280	7056	42336	12.60	12.81	7.69
Method 2 [Cargo unloaded onto truck (without hopper) and moved to storage yard within the port premises (beyond 1KM)]															
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	2700	2700	104000	5200	109200	21840	21840	152880	30576	183456	67.95	69.09	41.45
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	2430	2430	104000	5200	109200	21840	21840	152880	30576	183456	75.50	76.77	46.06
3	Food Grains	Food grains & Oil Extractions	1980	2000	104000	5200	109200	21840	21840	152880	30576	183456	91.73	93.27	55.96
4	Non Coking Coal	Non coking coal (thermal coal)	3000	4000	148000	7400	155400	31080	31080	217560	43512	261072	65.27	65.27	65.27
5	Coking Coal	Coking Coal	2700	3600	148000	7400	155400	31080	31080	217560	43512	261072	72.52	73.74	44.24
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	4380	5000	184000	9200	193200	38640	38640	270480	54096	324576	64.92	66.01	39.61
For other than Iron Ore & Iron Ore Pelletes															
64.92 Iron Ore & Iron ore pellets64.92 Iron Ore & Iron ore pellets															
7		Bentonite & Bauxite		4000	148000	7400	155400	31080	31080	217560	43512	261072	65.27	66.37	39.82
8	Shredded Scrap	Shreded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	2100	1500	92000	4600	96600	19320	19320	135240	27048	162288	108.19	110.01	66.01
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	1080	1080	92000	4600	96600	19320	19320	135240	27048	162288	150.27	152.80	91.68
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	2610	2600	104000	5200	109200	21840	21840	152880	30576	183456	70.56	71.75	43.05

Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy	
					Equipment Hire Cost	Labour cost @ 5% of the Equipment Hire cost	Total Equipment hire cost & Labour Cost	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost				Foreign 95.86%	Coastal 4.14%
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	3240	2600	148000	7400	155400	31080	31080	217560	43512	261072	100.41	102.10	61.26
12	Salt	Salt	3000	4000	148000	7400	155400	31080	31080	217560	43512	261072	65.27	66.37	39.82
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	3360	3360	148000	7400	155400	31080	31080	217560	43512	261072	77.70	79.01	47.41
Method 3 [Cargo unloaded onto truck (through Hopper) & moved to storage yard within port premises for Storage (beyond 1KM)]															
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	2700	2700	116000	5800	121800	24360	24360	170520	34104	204624	75.79	77.06	46.24
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	2430	2430	116000	5800	121800	24360	24360	170520	34104	204624	84.21	85.63	51.38
3	Food Grains	Food grains & Oil Extractions	1980	2000	116000	5800	121800	24360	24360	170520	34104	204624	102.31	104.03	62.42
4	Non Coking Coal	Non coking coal (thermal coal)	3000	4000	140000	7000	147000	29400	29400	205800	41160	246960	61.74	61.74	61.74
5	Coking Coal	Coking Coal	2700	3600	160000	8000	168000	33600	33600	235200	47040	282240	78.40	79.72	47.83
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	4380	5000	196000	9800	205800	41160	41160	288120	57624	345744	69.15	70.31	42.19
														For other than Iron Ore & Iron Ore Pelletes	
														69.15 Iron Ore & Iron ore pellets	69.15 Iron Ore & Iron ore pellets
7		Bentonite & Bauxite		4000	140000	7000	147000	29400	29400	205800	41160	246960	61.74	62.78	37.67
8	Shredded Scrap	Shredded Scrap, Pig Iron, Ingots, HB Iron, Aluminium Ingots and similar Dry Cargo	2100	1500	0	0	0	0	0	0	0	0	0.00	NA	NA
9	Heavy Melting Scrap	Heavy Melting Scrap & Boulder Stones	1080	1080	0	0	0	0	0	0	0	0	0.00	NA	NA
10	Other Ores and Minerals	Gypsum, Other Ores & Minerals	2610	2600	116000	5800	121800	24360	24360	170520	34104	204624	78.70	80.03	48.02
11	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	3240	2600	160000	8000	168000	33600	33600	235200	47040	282240	108.55	110.38	66.23
12	Salt	Salt	3000	4000	160000	8000	168000	33600	33600	235200	47040	282240	70.56	71.75	43.05
13	Alumina and Pig Iron ingots and similar Dry Bulk Cargo	Alumina , Pig Iron & similar Dry Bulk Cargo	3360	3360	160000	8000	168000	33600	33600	235200	47040	282240	84.00	85.41	51.25
Method 4 [Cargo unloaded onto wharf & loaded onto trucks & going to consignees premises]															
1	Finished Fertilizers	urea, dap, sop, npk, ammonium nitrate etc.	2700	2700	24000	1200	25200	5040	5040	35280	7056	42336	15.68	15.94	9.56
2	Fertilizer-Raw Materials	Sulphur, rock phosphate	2430	2430	24000	1200	25200	5040	5040	35280	7056	42336	17.42	17.72	10.63
3	Food Grains	Food grains & Oil Extractions	1980	2000	24000	1200	25200	5040	5040	35280	7056	42336	21.17	21.52	12.91
4	Non Coking Coal	Non coking coal (thermal coal)	3000	4000	48000	2400	50400	10080	10080	70560	14112	84672	21.17	21.17	21.17
5	Coking Coal	Coking Coal	2700	3600	48000	2400	50400	10080	10080	70560	14112	84672	23.52	23.92	14.35
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore	Iron Ore,Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	4380	5000	48000	2400	50400	10080	10080	70560	14112	84672	16.93	17.22	10.33
														For other than Iron Ore & Iron Ore Pelletes	
														16.93 Iron Ore & Iron ore pellets	16.93 Iron Ore & Iron ore pellets

Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy	
					Equipment Hire Cost	Labour cost @ 5% of the Equipment Hire cost	Total Equipment hire cost & Labour Cost	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost				Foreign 95.86%	Coastal 4.14%
1	Bagged cargo	BAGGED CARGO	900	800	0	0	0	0	0	0	0	0	0.00	NA	NA
2	Jumbo Bags	JUMBO BAGS	1680	666	10000	7600	17600	3520	3520	24640	4928	29568	44.40	45.14	27.08
3	Iron and steel- coils and slabs	IRON & STEEL COILS	4080	3600	60000	6000	66000	13200	13200	92400	18480	110880	30.80	31.32	18.79
4		IRON & STEEL CR COILS / HR COILS		0	0	0	0	0	0	0	0	0.00	NA	NA	
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	840	1333	50000	5000	55000	11000	11000	77000	15400	92400	69.30	70.47	42.28
6		IRON & STEEL PIPES of <3 Mts		800	24000	2400	26400	5280	5280	36960	7392	44352	55.44	56.37	33.82
7		IRON & STEEL PIPES of >3 Mts		1100	24000	2400	26400	5280	5280	36960	7392	44352	40.32	41.00	24.60
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		900	24000	2400	26400	5280	5280	36960	7392	44352	49.28	50.11	30.07
9	Timber logs-Soft	TIMBER LOGS-SOFT	960	800	0	0	0	0	0	0	0	0	0.00	NA	NA
10	Timber logs-Hard	TIMBER LOGS-HARD	1440	1000	0	0	0	0	0	0	0	0	0.00	NA	NA
11	Granites and Marbles	GRANITES & MARBLE	1500	900	25000	2500	27500	5500	5500	38500	7700	46200	51.33	52.20	31.32
Method 2 [Cargo unloaded onto wharf and loaded onto trucks and going to consignees premises or vice versa]															
1	Bagged cargo	BAGGED CARGO	900	800	0	38500	38500	7700	7700	53900	10780	64680	80.85	82.21	49.33
2	Jumbo Bags	JUMBO BAGS	1680	666	10000	7600	17600	3520	3520	24640	4928	29568	44.40	45.14	27.08
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	4080	3600	60000	6000	66000	13200	13200	92400	18480	110880	30.80	31.32	18.79
4		IRON & STEEL CR COILS		2100	60000	6000	66000	13200	13200	92400	18480	110880	52.80	53.69	32.21
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	840	1333	60000	6000	66000	13200	13200	92400	18480	110880	83.16	84.56	50.74
6		IRON & STEEL PIPES of <3 Mts		800	0	0	0	0	0	0	0	0.00	NA	NA	
7		IRON & STEEL PIPES of >3 Mts		1100	0	0	0	0	0	0	0	0.00	NA	NA	
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		900	30000	3000	33000	6600	6600	46200	9240	55440	61.60	62.64	37.58
9	Timber logs-Soft	TIMBER LOGS-SOFT	960	800	60000	6000	66000	13200	13200	92400	18480	110880	138.60	140.93	84.56
10	Timber logs-Hard	TIMBER LOGS-HARD	1440	1000	60000	6000	66000	13200	13200	92400	18480	110880	110.88	112.75	67.65
11	Granites and Marbles	GRANITES & MARBLE	1500	900	0	0	0	0	0	0	0	0	0.00	NA	NA
Method 3 [Cargo unloaded onto truck and transported to storage yard within the port premises or vice versa]															
1	Bagged cargo	BAGGED CARGO	900	800	0	0	0	0	0	0	0	0	0.00	NA	NA
2	Jumbo Bags	JUMBO BAGS	1680	666	59500	10350	69850	13970	13970	97790	19558	117348	176.20	179.17	107.50
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	4080	3600	222000	22200	244200	48840	48840	341880	68376	410256	113.96	115.88	69.53
4		IRON & STEEL CR COILS		2100	205000	20500	225500	45100	45100	315700	63140	378840	180.40	183.44	110.06
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	840	1333	175000	17500	192500	38500	38500	269500	53900	323400	242.55	246.63	147.98
6		IRON & STEEL PIPES of <3 Mts		800	84000	8400	92400	18480	18480	129360	25872	155232	194.04	197.31	118.39
7		IRON & STEEL PIPES of >3 Mts		1100	151500	15150	166650	33330	33330	233310	46662	279972	254.52	258.81	155.29
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		900	101000	10100	111100	22220	22220	155540	31108	186648	207.39	210.88	126.53
9	Timber logs-Soft	TIMBER LOGS-SOFT	960	800	0	0	0	0	0	0	0	0	0.00	NA	NA
10	Timber logs-Hard	TIMBER LOGS-HARD	1440	1000	0	0	0	0	0	0	0	0	0.00	NA	NA
11	Granites and Marbles	GRANITES & MARBLE	1500	900	92500	9250	101750	20350	20350	142450	28490	170940	189.93	193.13	115.88
Method 4 [Cargo unloaded onto wharf and loaded onto trucks & transported to storage yard within the port premises or vice versa]															
1	Bagged cargo	BAGGED CARGO	900	800	33000	41800	74800	14960	14960	104720	20944	125664	157.08	159.73	95.84
2	Jumbo Bags	JUMBO BAGS	1680	666	59000	10300	69300	13860	13860	97020	19404	116424	174.81	177.75	106.65
3	Iron and steel- coils and slabs	IRON & STEEL HR COILS	4080	3600	222000	22200	244200	48840	48840	341880	68376	410256	113.96	115.88	69.53
4		IRON & STEEL CR COILS		2100	205000	20500	225500	45100	45100	315700	63140	378840	180.40	183.44	110.06

Sr. No	Cargo Group	Commodity	Productivity Standards considered per shift (as per guidelines) (in tonne)	Productivity Standards considered per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Per tonne rate (in Rs.)	Upfront tariff per tonne per shift considering coastal concession policy	
					Equipment Hire Cost	Labour cost @ 5% of the Equipment Hire cost	Total Equipment hire cost & Labour Cost	Operational overheads @ 20%	Administrative overheads @ 20%	Total Cost				Foreign 95.86%	Coastal 4.14%
5	Iron and steel- pipes, tubes, plates	IRON & STEEL PLATES & SLABS	840	1333	0	0	0	0	0	0	0	0	0.00	NA	NA
6		IRON & STEEL PIPES of <3 Mts		800	84000	8400	92400	18480	18480	129360	25872	155232	194.04	197.31	118.39
7		IRON & STEEL PIPES of >3 Mts		1100	151500	15150	166650	33330	33330	233310	46662	279972	254.52	258.81	155.29
8		UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD		900	101000	10100	111100	22220	22220	155540	31108	186648	207.39	210.88	126.53
9	Timber logs-Soft	TIMBER LOGS-SOFT	960	800	145000	14500	159500	31900	31900	223300	44660	267960	334.95	340.59	204.35
10	Timber logs-Hard	TIMBER LOGS-HARD	1440	1000	148500	14850	163350	32670	32670	228690	45738	274428	274.43	279.05	167.43
11	Granites and Marbles	GRANITES & MARBLE	1500	900	118000	11800	129800	25960	25960	181720	36344	218064	242.29	246.37	147.82

**KANDLA PORT TRUST
UPFRONT TARIFF FOR STEVEDORING AND SHORE HANDLING SERVICES**

Definitions and General conditions

(I). Definitions:

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

(II). General conditions:

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

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

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

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

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

(a). **DRY BULK CARGO (DB):**

[illegible]

	Concentrate, Zinc Concentrate & Lead Concentrate.														
(a).	For other than Iron Ore & Iron Ore Pellets	53.52	32.11	50.03	30.02	8.61	5.17	66.01	39.61	70.31	42.19	17.22	10.33	83.23	49.94
(b).	Iron ore and iron ore pellets	52.63	52.63	49.00	49.00	8.47	8.47	64.92	64.92	69.15	69.15	16.93	16.93	81.85	81.85
7	Bentonite & Bauxite	66.90	40.14	62.54	37.52	10.76	6.46	66.37	39.82	62.78	37.67	21.52	12.91	87.89	52.73
8	Shredded Scrap, Pig Iron, Ingots HB Iron, Aluminium Ingots and similar Dry Cargo	134.64	80.78	125.92	75.55	0.00	0.00	110.01	66.01	0.00	0.00	57.40	34.44	200.89	120.53
9	Heavy Melting Scrap & Boulder Stones	187.00	112.20	174.89	104.93	0.00	0.00	152.80	91.68	0.00	0.00	79.72	47.83	252.45	151.47
10	Gypsum, Other Ores & Minerals	69.79	41.88	64.76	38.86	12.42	7.45	71.75	43.05	80.03	48.02	16.56	9.94	91.06	54.64
11	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	69.79	41.88	64.76	38.86	12.42	7.45	102.10	61.26	110.38	66.23	24.84	14.90	124.18	74.51
12	Salt	66.90	40.14	62.54	37.52	10.76	6.46	66.37	39.82	71.75	43.05	21.52	12.91	89.69	53.81
13	Alumina, Pig Iron & similar Dry Bulk Cargo	54.01	32.41	50.11	30.07	12.81	7.69	79.01	47.41	85.41	51.25	25.62	15.37	83.28	49.97

(b). **BREAK BULK CARGO (BB)**

Sr. No.	COMMODITY GROUP	ST-BB (WITH WINCHMAN FOREIGN RATE)	ST-BB (WITH WINCHMAN COASTAL RATE)	ST-BB (WITHOUT WINCHMAN) FOREIGN RATE	ST-BB (WITHOUT WINCHMAN) COASTAL RATE	SH-M1 FOREIGN RATE	SH-M1 COASTAL RATE	SH-M2 FOREIGN RATE	SH-M2 COASTAL RATE	SH-M3 FOREIGN RATE	SH-M3 COASTAL RATE	SH-M4 FOREIGN RATE	SH-M4 COASTAL RATE
1	BAGGED CARGO	190.03	114.02	176.40	105.84	0.00	0.00	82.21	49.33	0.00	0.00	159.73	95.84
2	JUMBO BAGS	193.64	116.18	177.27	106.36	45.14	27.08	45.14	27.08	179.17	107.50	177.75	106.65
3	IRON & STEEL HR COILS	76.38	45.83	72.75	43.65	-	-	31.32	18.79	115.88	69.53	115.88	69.53
4	IRON & STEEL COILS	-	-	-	-	31.32	18.79	-	-	-	-	-	-
5	IRON & STEEL CR COILS	130.94	78.56	124.71	74.83	-	-	53.69	32.21	183.44	110.06	183.44	110.06
6	IRON & STEEL PLATES & SLABS	179.37	107.62	169.55	101.73	70.47	42.28	84.56	50.74	246.63	147.98	0.00	0.00
7	IRON & STEEL PIPES of <3 mtrs.	192.10	115.26	175.75	105.45	56.37	33.82	0.00	0.00	197.31	118.39	197.31	118.39
8	IRON & STEEL PIPES of >3 mtrs.	139.71	83.83	127.82	76.69	41.00	24.60	0.00	0.00	258.81	155.29	258.81	155.29
9	UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD	185.94	111.56	171.41	102.85	50.11	30.07	62.64	37.58	210.88	126.53	210.88	126.53
10	TIMBER LOGS-SOFT	202.06	121.24	188.43	113.06	0.00	0.00	140.93	84.56	0.00	0.00	340.59	204.35
11	TIMBER LOGS-HARD	144.57	86.74	133.66	80.20	0.00	0.00	112.75	67.65	0.00	0.00	279.05	167.43
12	GRANITES & MARBLE	218.52	131.11	206.41	123.85	52.20	31.32	0.00	0.00	193.13	115.88	246.37	147.82

*** Following abbreviations are used in SOR:**

ST – DB – Stevedoring Operations – Dry Bulk

SH – M1 – Shore Handling – Dry Bulk - Method 1 –

Cargo unloaded onto truck for direct delivery to consignees premises.

SH – M2 – Shore Handling – Dry Bulk - Method 2 -

Cargo unloaded onto truck (without hopper) and moved to storage yard within the port premises.

SH – M3 – Shore Handling – Dry Bulk - Method 3 -

Cargo unloaded onto truck through hopper and moved to storage yard within the port premises for storage.

SH – M4 – Shore Handling – Dry Bulk - Method 4 -

Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises.

SH – M5 – Shore Handling – Dry Bulk - Method 5 -

Cargo unloaded onto wharf and loaded onto trucks and transported to storage yard.

ST – BB – Stevedoring Operations – Break Bulk

SH – M1 – Shore Handling – Break Bulk - Method 1 –

Cargo unloaded onto truck for direct delivery to consignees premises or vice versa.

SH – M2 – Shore Handling – Break Bulk - Method 2 –

Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises or vice versa.

SH – M3 – Shore Handling – Break Bulk - Method 3 -

Cargo unloaded onto truck and transported to storage yard within the port premises or vice versa.

SH – M4 – Shore Handling – Break Bulk - Method 4 -

Cargo unloaded onto wharf and loaded onto trucks and transported to storage yard within the port premises or vice versa.

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

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

B. For Break Bulk Cargo:

Sr. No.	COMMODITY GROUP	PERFORMANCE STANDARD PER DAY(MT)
1	BAGGED CARGO	2400
2	JUMBO BAGS	2000
3	IRON & STEEL COILS	10800
4	IRON & STEEL PLATES & SLABS	4000
5	IRON & STEEL PIPES	3000
6	UNSPECIFIED IRON & STEEL like TUBES, BEAMS & WIRE ROD	2700
7	TIMBER LOGS-SOFT	2400
8	TIMBER LOGS-HARD	3000
9	GRANITES & MARBLE	2700

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

TAMP/5/2017-KPT	:	Proposal from Kandla Port Trust (KPT) for fixation of upfront tariff for Stevedoring and Shore Handling operations at KPT under the new Stevedoring and Shore handling Policy, 2016.
------------------------	----------	---

The summary of comments received from the Kandla Stevedores Association Limited (KSAL) is tabulated below:

Sl. No.	Comments received from users / user organisations
1.	Kandla Stevedores Association Limited (KSAL)
(i).	Subsequent to the issuance of Guidelines for Determination of upfront Tariff for Stevedoring and Shore Handling Operations, the KPT has held meetings with the Association and its members in order to sensitize the trade on the Guidelines on fixation upfront tariff for Stevedoring and Shore Handling Operations at KPT.
(ii).	Ongoing through the proposed Draft Scale of Rates towards upfront tariff for Stevedoring and Shore Handling Operations under different methods contained in the said proposal, KSAL find that the same are in conformity with the discussions held on the modalities of fixation of upfront tariff as contained in the Guidelines and in KSAL view are in order.
(iii).	However, it is pertinent to highlight that as the proposed upfront tariff rates are based on the per shift average emoluments for various categories of workers required (Annexure D of the subject Proposal) it is imperative that the said per shift average emoluments are to be considered for the Charges for Composite Rate for On Board Labour of Cargo Handling Division which now forms a part of the General Scale of Rates of KPT as both are interlinked.
(iv).	Towards this end KPT refer to TAMP Order passed on the 21st June, 2016 in case No. TAMP/18/2016-KPT notified subsequently, pertaining to the revision in SOR of KPT and specifically wish to draw TAMP's attention to the contents of the following paragraphs of the said Order : Para (y) at Page 45 (last four sentences of the said Para are reproduced below: <i>"In any case, as stated above under the new guidelines issued by the MOS recently, all concerned ports including KPT will have to approach this Authority seeking norm based tariff for the Stevedoring and shore handling operations.".</i> Para (z) (aa) at Page 46 & 47 (last three sentences of the said Para are reproduced below: <i>"In any case, as stated earlier, the tariff will have to be determined under the new Stevedoring and Shore handling Policy based on the proposal to be filed by the KPT.".</i>
(v).	A perusal of the aforesaid Paras would show that finality of On Board Composite Labour Rates and restoration of a productivity linked mechanism were linked to the current proposal of fixation of tariff for Stevedoring and Shore Handling Operations at KPT.
(vi).	In view of the above, it is requested that the current charges in the KPT SOR for Composite Rate for On Board Labour of Cargo Handling Division be suitably revised based on the actuals of per shift average emoluments for various categories of workers required as considered in the current proposal at Annexure D as both are interlinked as also interdependent.

2. A joint hearing in this case was held on 22 February 2017 at the KPT premises. The KPT made a brief Power Point presentation of its proposal. At the joint

hearing, the KPT and the concerned users/ user organizations have made the following submissions:

Kandla Port Trust (KPT)

(Traffic Manager)

- (i). Makes a brief power point presentation of its proposal. Hard copy is given.
- (ii). We have placed the proposal before the Board. Board has approved it. We have then filed the proposal before TAMP.
- (iii). Productivity norms are considered for most of the cargo groups as per the norms prescribed in the Stevedoring & Shore Handling Guidelines. However, for some cargo groups, the productivity norms prescribed in the guidelines have been modified based on the productivity norms achieved presently by the KPT.
- (iv). Capital Cost towards equipment for handling cargo between ship and shore is reckoned with in the form of Equipment Hire Charges.
- (v). No License Fee is considered as no land is allotted for stevedoring operations.
- (vi). Royalty / Revenue Share is not considered for determination of upfront tariff.
- (vii). We have worked out on-board labour deployment as per the norms prescribed in the National Tribunal Award (NIT).
- (viii). Port will continue to collect wharfage, storage and any other charges as per the SOR. HMC operation is out of the scope of this proposal.
- (ix). One Tindal/Leader is required for Stevedoring operations as per NIT Award. However, the guidelines do not consider the same and including the same, the upfront tariff will be little higher than the tariff proposed in the proposal. We are revising the proposal. We are not sure whether pension payable to the relevant labour of Cargo Handling Division is to be considered. We will examine.
[Stevedores association: Port has considered overtime.]
- (x). Performance norms proposed are much closer to the productivity norms prescribed in the guidelines. Performance below standard will impact the stevedores. Stevedores will be benefited if they perform above the standards. In no situation user is affected.

Chairman, Kandla Port Trust

- (i). There are certain variables considered in the upfront tariff fixation viz., productivity norms for which regular monitoring is required. The review needs to be carried out once in year and hence, the validity may be fixed for one year.
- (ii). The Stevedores will not get penalized for non-achievement of the performance norms if the review of performance norms is not being monitored regularly.

[Member (Finance), TAMP: Stevedoring & Shore handling guidelines issued by the MOS prescribe review of tariff once in 3 years. The changes in the policy, if any, may be proposed by the KPT, which can be taken up with the MOS]

Kandla Port Steamship Agent's Association (KPSAA)

- (i). Finance and Traffic Department of KPT have put lot of efforts in preparing the proposal. They deserve to be complimented.
- (ii). We agree in principle to the proposal of KPT.
- (iii). There should not be any difference between labour cost paid to KPT and the labour cost considered in determination of upfront tariff.

[Dy. Chairman, KPT: The tariff, if any, for the proposed ROB will be charged extra like wharfage charges.]

Kandla Port Stevedores Association.

- (i). The proposal of KPT more or less (99.9%) captures all operations while determining the upfront tariff. Eventualities have been taken care of. We also give credit to TAMP for lot thought process to bring out different methods of operation for shore handling of the cargo.
- (ii). Please confirm that the Scale of Pay considered for estimation of labour cost is correct. Further, the Overtime considered in arriving per shift labour should be excluded. WPI shall take care of increase in labour cost from time to time.

[KPT, Traffic Manager: We are paying the Overtime Charges for operational staff for their working on holidays and Sundays and hence, to be included. We have considered ₹500/- per labour per shift for misc. services viz., sweeping in the hatch, on wharf and in case of Granites dunning etc., for which the port labour will not agree to work]

- (iii). The KPT SOR prescribes separate tariff for On-board labour charges and the upfront tariff to be approved for stevedoring and shore handling

operations have to supersede the part of tariff prescribed in the SOR for On-board labour charges. Which we need stress and to Confirm. We need clarity as soon as the rates are notified by TAMP that these rates will be the labour rates which will be payable or charged to stevedores. Otherwise it doesn't work.

- (iv). The upfront tariff proposed for all the cargoes are inclusive of one Winch Operator. We also need to have a separate tariff for exclusive Winch man because where ever only the shore crane of the port is used, no Winch man will be deployed.

[Member (Finance), TAMP: The KPT can discuss with the users/ user associations and can revise the proposal. If the changes proposed, if any, are beyond the purview of TAMP, the same will be taken up with the MOS]

[KPT, Traffic Manager: We will relook our proposal and file a fresh proposal as early as possible. We need final rates and would like to levy the tariff from 1 April 2017 onwards.]
