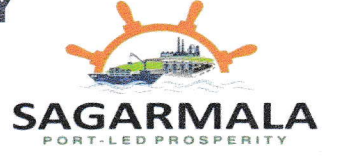




ನವ ಮಂಗಳೂರು ಬಂದರು ಪ್ರಾಧಿಕಾರ
नव मंगलूर पत्तन प्राधिकरण
NEW MANGALORE PORT AUTHORITY
(Fully Solar Powered)

भारत सरकार (पत्तन, पोत परिवहन और जलमार्ग मंत्रालय)
Govt of India (Ministry of Ports, Shipping and Waterways)
ಪಣಂಬೂರು ಪಣಮ್ಬೂರ Panambur / ಮಂಗಳೂರು ಮಂಗಲೂರ Mangalore - 575010

75
Azadi Ka
Amrit Mahotsav



No.NMPA/TM/SM/2023

Date: 13.02.2023

TRADE NOTICE

Sub: Performance norms and Penalty/ Incentive for Dry Bulk cargo vessels at New Mangalore Port Authority – reg.



The Performance norms & penalty/incentive policy for Dry Bulk cargo vessels at NMPA duly approved by the Board has been notified in the Karnataka state Gazette No.158 dated 30.01.2023 (Copy enclosed). The revised policy will be effective from 30 days from the date of notification in the gazette of Karnataka and shall be in force for a period of one year from the effective date of implementation of the policy. The existing policy will be continuing till such time the above revised policy comes into effect.

Accordingly the revised policy for performance norms and penalty/incentive for Dry Bulk cargo vessels at NMPA will be effective from 01.03.2023 and will remain valid upto 28.02.2024.

Encl: as above.


for **TRAFFIC MANAGER**

To,

All the Port Users.

Cc to: *The President Association of NMP stevedores, Mangalore*
The President, Mangalore Steamer Agents Association
The President C&F Agents Association
Sr.DTM/DTM(C/A)/DTM (O/R)/ATM Gr-I(C)/ATM Gr.I(Op)for necessary action.
Sr. Accounts Officer (Rev) for necessary action.
Sr.DD (EDP) with a request to display the trade notice in the NMPA website along with enclosure and implement the revised policy in the IPOS/ERP.
FA&CAO, for kind information.
PS to Dy. Chairman for kind information of Dy. Chairman, NMPA
PS to Chairman for kind information of Chairman, NMPA

ದೂರವಾಣಿ / ದೂರಭಾಷ / Phone : 0824- 2407341, 2887399

आईएसओ 9001:2015, 14001:2015, 45001: 2018 एवं आईएसपीएस अनुपालनकर्ता पत्तन

An ISO 9001:2015, 14001:2015, 45001: 2018 & ISPS Compliant Port



ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು

ಸಂಪುಟ ೧೫೮ Volume 158	ಬೆಂಗಳೂರು, ಸೋಮವಾರ, ೩೦, ಜನವರಿ, ೨೦೨೩(ಮಾಘ, ೧೦, ಶಕವರ್ಷ, ೧೯೪೪) BENGALURU, MONDAY, 30, JANUARY, 2023(MAGHA, 10, SHAKAVARSHA, 1944)	ಸಂಚಿಕೆ ೨೨ Issue 22
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ಭಾಗ ೩

ಸರ್ಕಾರದ ಆಯಾ ಇಲಾಖೆಗಳ ಮುಖ್ಯಸ್ಥರ ಮತ್ತು ಸ್ಥಳೀಯ ಪ್ರಾಧಿಕಾರಿಗಳಿಗೆ
ಸಂಬಂಧಿಸಿದ ಅಧಿಸೂಚನೆಗಳು

ಕರ್ನಾಟಕ ಸರ್ಕಾರ

ಜಿಲ್ಲಾಧಿಕಾರಿ ಹಾಗೂ ಜಿಲ್ಲಾ ದಂಡಾಧಿಕಾರಿಗಳ ಕಾರ್ಯಾಲಯ, ಶಿವಮೊಗ್ಗ ಜಿಲ್ಲೆ.

OFFICE OF THE DEPUTY COMMISSIONER & DIST. MAGISTRATE, SHIMOGA DISTRICT.

ದೂರವಾಣಿ/PHONE : 08182-271101/221010/221100. ಫ್ಯಾಕ್ಸ್ / FAX : 277082. ಇ-ಮೇಲ್/E-MAIL : deo.shimoga@gmail.com

NO: SMGDC.RV.(2E)CR.09/2022-23.

Date:23 -04-2023.

ತಿದ್ದುಪಡಿ ಅಧಿಸೂಚನೆ

ಕರ್ನಾಟಕ ಭೂಸುಧಾರಣೆ ಕಾಯ್ದೆ-1961ರ ಕಲಂ 38ಎ ರಡಿ ಶಿವಮೊಗ್ಗ ಜಿಲ್ಲೆ ಭದ್ರಾವತಿ ತಾಲ್ಲೂಕು ಮಾಳೇನಹಳ್ಳಿ ಗ್ರಾಮ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ ಬರುವ ಮಾಳೇನಹಳ್ಳಿ ಹೊಸ ಬಡಾವಣೆ ದಾಖಲೆ ರಹಿತ ಜನವಸತಿ ಪ್ರದೇಶವನ್ನು ಕಂದಾಯ ಗ್ರಾಮವನ್ನಾಗಿ ಘೋಷಿಸುವ ಸಂಬಂಧ ಹೊರಡಿಸಲಾದ ಅಧಿಸೂಚನೆ ಸಂಖ್ಯೆ : SMGDC.RV.(2E)CR.09/2022-23. ದಿನಾಂಕ:23-09-2022 ರಾಜ್ಯಪತ್ರ ಪ್ರಕಟಣೆ ದಿನಾಂಕ:30-09-2022ರಲ್ಲಿ ಕೆಳಕಂಡ ಕೋಷ್ಟಕ-1ರಂತೆ ಪ್ರದೇಶವನ್ನು ಸಂಗಮೇಶ ಬಡಾವಣೆ ಎಂದು ಘೋಷಿಸಲಾಗಿರುತ್ತದೆ.

ಪ್ರಸ್ತುತ ತಹಶೀಲ್ದಾರ್ ಭದ್ರಾವತಿ ತಾಲ್ಲೂಕು ಮತ್ತು ಭೂದಾಖಲೆಗಳ ಸಹಾಯಕ ನಿರ್ದೇಶಕರು ಭದ್ರಾವತಿ ಇವರುಗಳು ಮರುಪರಿಶೀಲಿಸಿ ಅಧಿಸೂಚಿತ ಜನವಸತಿ ಪ್ರದೇಶದ ಜಮೀನುಗಳ ಪೋಷಾಡು ಹಾಗೂ ಸ್ವಲ್ಪ ವಿಸ್ತೀರ್ಣ ಕುರಿತು ಪರಿಷ್ಕೃತ ವರದಿ ಸಲ್ಲಿಸಿದ್ದು ಕೋಷ್ಟಕ-02ರಲ್ಲಿರುವಂತೆ ಪ್ರದೇಶವನ್ನು "ಮಾಳೇನಹಳ್ಳಿ ಹೊಸ ಬಡಾವಣೆ" ಜನವಸತಿ ಪ್ರದೇಶವೆಂದು ಓದಿಕೊಳ್ಳಲು ಈ ತಿದ್ದುಪಡಿ ಅಧಿಸೂಚನೆ ಹೊರಡಿಸಿದೆ.

(೧೨೦೯)

Survey No. 86/6 (Old Survey No.86/2), the said lands have been converted for residential purpose by virtue of the Government order/approval by the High power committee constituted by the state Government by order of approval vide No. RD 40 LRM2015. Dated 16-09-2016 and RD 13 LRM 2015 dated 16-07-2018, Situated at SEEGEHALLI VILLAGE, Yeshwanthpura Hobli, Bengaluru North Taluk, Bengaluru and site measuring is East to West 40 Ft (Forty Feet) and North to South : 30 feet (Thirty feet) in all measuring 1200 Square feet or 1.1019 Guntas and bounded on:

East by : Site No. 26
West by : 30 ft Road
North by : Site No. 38
South by : Site No. 40

ಈ ನೋಟೀಸನ್ನು ನನ್ನ ಸಹಿ ಹಾಗೂ ಕಛೇರಿ ಮೊಹರು ನಿಶಿಯೊಂದಿಗೆ ಈ ದಿನ ಅಂದರೆ ದಿನಾಂಕ:೦೮-೦೨-೨೦೨೨ ರಂದು ಹೊರಡಿಸಿರುತ್ತೇನೆ.

ಸಹಿ/-

(ಅಶ್ವತ್ಥ ನಾರಾಯಣ)

ಸಹಕಾರ ಸಂಘಗಳ ಜಂಟಿ ನಿಬಂಧಕರು,
ಬೆಂಗಳೂರು ಪ್ರಾಂತ್ಯ, ಬೆಂಗಳೂರು.

PR-127

पत्तन,पोत परिवहन और जलमार्ग मंत्रालय
नव मंगलूर पत्तन प्राधिकरण
पणंबूर, मंगलूर

संख्या एनएमपीए/टीएम/एसएम/2023

दिनांक 16-01-2023

अधिसूचना

महा पत्तन प्राधिकरण अधिनियम 2021 (2021 का 1) की धारा 27 द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, नव मंगलूर पत्तन के लिए महा पत्तन प्राधिकरण मंडल एतद्वारा नव मंगलूर पत्तन प्राधिकरण ड्राई बल्क कार्गो के लिए बर्थिंग नीति के तहत अपेक्षित निष्पादन मानदंडों और प्रोत्साहनों/शास्तियों को अधिसूचित करता है, जैसा कि संलग्न आदेश में है।

हस्ता/-

हि -/ (कप्तान दहमांशु शेखर)
यातायात प्रबंिक
नव मंगलूर पत्तन प्राधिकरण

ನಿರ್ಯಾತಕ ಹಾರ್ಬರ್ ಮೊಬೈಲ್ ಕ್ರೇನ್) ಎಚ್‌ಎಮ್‌ಸಿ) को शिप गियर चालू होने तक उपलब्धता की शर्त पर संलग्न करने के लिए उत्तरदायी हैं।

viii बेहतर दक्षता प्राप्त करने के लिए 2 से अधिक एचएमसी का उपयोग करने वाले पोतों के मामले में, 2 एचएमसी के लिए उत्पादकता मानदंडों पर विचार करते हुए प्रोत्साहन/शास्ति की गणना की जाएगी।

ix. जहां पोत निर्धारित उत्पादकता मानदंडों को पूरा नहीं कर रहा है, एनएमपीए उपयुक्त निर्धारित दर पर शास्ति शुल्क, यदि कोई हो, के अलावा पोत के जोखिम और लागत पर पोत को एंकरेज में स्थानांतरित करने का अधिकार सुरक्षित रखता है।

x. एनएमपीए वार्षिक आधार पर उत्पादकता मानदंडों की समीक्षा कर सकता है और स्थानीय परिस्थितियों, बर्थ इंफ्रास्ट्रक्चर के उन्नयन और पिछले निष्पादन आदि पत्तन, पोत परिवहन और जलमार्ग मंत्रालय द्वारा जारी महा पत्तनों हेतु यथा निर्धारित ड्राई बल्क कार्गो के लिए बर्थिंग नीति, 2016 के आधार पर, यदि आवश्यक हो, तो इसे संशोधित कर सकता है।

ग (ड्राई बल्क कार्गो पोत के लिए एंकरेज प्रभार :

ड्राई बल्क कार्गो के लिए एंकरेज शुल्क एनएमपीए के दरमान के सामान्य संशोधन में यथा निर्धारित माना जाए।

2. उपर्युक्त प्रावधान राज्य राजपत्र में पारित आदेश की अधिसूचना की तिथि से 30 दिनों की समाप्ति के बाद प्रभावी होंगे और प्रभावी होने की तिथि से एक वर्ष की अवधि के लिए वैध रहेंगे। मौजूदा नीति तब तक जारी रहेगी जब तक

**Ministry of Ports, Shipping and waterways
New Mangalore Port Authority
Panambur, Mangalore**

No. NMPA/TM/SM/2023

Dated: 16-01- 2023

NOTIFICATION

In exercise of powers conferred by Section 27 of Major Port Authorities Act 2021 (1 of 2021), the Board of Major Port Authority for New Mangalore Port, hereby notifies Performance norms and incentives/ penalties required under Berthing Policy for Dry bulk cargo for New Mangalore Port Authority as in the Order appended hereto.

**Capt.HIMANSHU SHEKHAR
TRAFFIC MANAGER
New Mangalore Port Authority**

New Mangalore Port Authority**No. NMPA/TM/SM/2023****ORDER****(Passed on 13.12.2022)**

This relates to notification of Performance norms and incentives/ penalties required under Berthing Policy for Dry bulk cargo for New Mangalore Port Authority.

1. The existing Performance norms and incentives/ penalties required under Berthing Policy for Dry bulk cargo for New Mangalore Port Authority was last approved by TAMP Vide Order No. TAMP/48/2021-NMPT dated 26th October 2021 and notified in the Official Gazette vide No. 537 dated 1st November 2021. The revised Berthing Policy was implemented w.e.f 21/11/2021 and was valid up to 28/11/2022.
2. As the validity of the order was expiring on 28 Nov. 2022, performance review of Dry Bulk vessels was undertaken. For the period from 1st November 2021 till 31st August 2022 (10 months), 67 bulk cargo vessels were handled at port operated berths by the stevedoring and shore handling agents. Out of this, forty-eight (48) vessels, i.e., 72% of vessels have achieved above 5% of the performance norms and have been awarded incentives. Six (6) vessels i.e., 9% of vessels have incurred neither penalty nor incentive since their performances are at par or within the limit of (+/-) 5% of the prescribed norms. Thirteen (13) Vessels i.e., 19% of vessels have incurred penalty.
3. Ministry of Ports, Shipping and waterways (MOPSW) vide Letter No F.No.PD-I 2019/26/2022-PD-IV dated 10 Nov 2022 has directed all the Major Ports to follow the Policy guidelines for Berthing Policy of Dry Bulk cargo in letter and spirit.
4. As per guidelines, if more than 60%-70% of the vessels are achieving the set norms, then the port should increase the norms and if more than 70% of ships cannot meet the norms, Chairperson in consultation with Board can relax the performance norms. In the period under review 81% of vessel has achieved the set performance norms.
5. In this regard, meetings were held with the registered stevedoring and shore handling agents of NMP to review the performance norms. In the meetings, New Mangalore Port Stevedore Association and the other stevedoring agents submitted that during the year, the stevedoring and shore handling agents of Port endeavored to achieve the norms for most of the vessels. The stevedoring and shore handling agents highlighted that the existing Mobile Harbour Cranes are ageing and meeting performance norm using these cranes is getting harder. The stevedoring and shore handling agents are penalized for non-performance by Ship cranes which may not be in their control. For labour intensive cargoes like fertilizers and bagged cargoes like Sugar, it was submitted that productivity of the vessels are generally lower because of the intrinsic nature of the work. It was suggested that a moderate increase may be done for those cargoes where norms are achieved and for those cargoes where norms are not met, the benchmark performance norms may be reduced. The dry bulk cargoes such as Fertilizers (Urea, DAP, MOP, Other Finished Fertilizers) and Food Grains are cargoes that are handled seasonally and hence it is challenging for the stevedoring and shore handling agents to maintain and provide resources such as labour

and equipment. Also, during the peak season, there is shortage of adequate storage space (especially covered storage) inside the Port.

6. After due consultation with the stakeholders and in conformity with the ministry guidelines, the performance norms were reviewed in such a manner that any adverse impact on cargo throughput is avoided.
7. In the result, and for the reasons give above, the Board of New Mangalore Port Authority vide Resolution No 132/2022-23 dated 13 December 2022 has approved the Performance norms and incentives/ penalties required under Berthing Policy for Dry bulk cargo for New Mangalore Port Authority attached at Annexure – I. This Policy and conditionalities governing the application of the policy will be effective from 30 days from the date of notification of this Order in the Official Gazette of Karnataka and shall be in force for a period of 1 year from the date of effect of the policy. The approval accorded will automatically lapse thereafter unless specifically extended by this Authority. The Board of New Mangalore Port Authority by above said resolution approved the extension of existing policy notified by TAMP vide Order No. TAMP/48/2021-NMPT dated 26th October 2021 till the effective implementation of the revised policy (Annexure – I).

Capt.HIMANSHU SHEKHAR
TRAFFIC MANAGER
New Mangalore Port Authority

Annexure-I

1. Fixation of Incentives and Penalties along with the Performance norms for implementation of Berthing Policy for NMPA is as follows:

(a) Productivity Norms for dry bulk cargo:

(Tonnes/ day)

Sl. No.	Commodity	MHC of 100T and above capacity (2 Nos.)	64T MH C (2Nos.)	Ship Crane (4Nos.)
1	Coal	22000	11000	13000
2	Pet Coke	16400	10000	12000
3	Met Coke	12000	7700	7500
4	Urea	11600	9000	7500
5	DAP/SOP	11600	9000	7500
6	MOP	12900	9500	8500
7	Sulphur	12000	9500	8000
8	Gypsum and other Ores and Minerals	20000	9600	11000
9	Limestone/ Dolomite	12000	11000	9000

10	Bentonite	12000	8000	7300
11	Rock Phosphate and other FRM	4000	3700	3500
12	Other Finished fertilizer	11600	9000	8000
13	Iron Ore Fines	21600	12000	14500
14	Food Grains	10400	5200	5000
15	River Sand	20000	14000	16000
16	Industrial Salt	14500	13500	12000

(b) Incentive/ Penalty:

Based on the performance norm for the commodity-infrastructure combination fixed from time to time, the duration of ship's stay in hours will be stipulated by the port on ship to ship basis. For each ship, actual berth stay will be calculated based on "end of inward Pilotage" to sailing time. The actual berth stay will be compared with stipulated berth stay for the ship- commodity combination. Following incentive or penalties will be levied in case of lower or higher stay of ship as compared to stipulated time.

Sl. No.	Description	Incentive	Penalties
(i).	Ship stays within 5%(higher or lower) of stipulated time	---NIL--	---NIL--
(ii).	Ship stays more than 5% higher than the stipulated time	---NA--	No. of additional hours X Rs.3500/- per hour or part thereof.
(iii).	Ship stay more than 5% lower than the stipulated time	No. of additional hours saved X Rs. 350/- per hour or part thereof.	---NA--

Note:

- i. In computing actual performance achieved by each ship for the purpose of calculating penalty/ incentive any stoppage of operations on account of port-related or weather-related issues will be discounted. Such exclusions will be limited to:
 - a) Break-down/ non-availability of port provided equipment at berth.
 - b) Weather related stoppages as indicated in the Statement of Facts (SOF).
 - c) Shifting of ships between berths on account of port. Port is required to maintain a record of a historical data of the frequency of such cases.
 - d) Any delays in sailing post vessel readiness to sail on account of port i.e. pilot/ tug unavailability, tidal conditions.
 - e) Draft surveys within the prescribed norms for ships. As a guideline maximum 30

minutes per party for interim draft survey should be allowed. Any additional time incurred in draft surveys will be considered in berth stay. Port should also make all attempts to ensure that in case of multi-party consignments, common surveyors are appointed so as to reduce time lost during interim draft surveys. Any stoppages because of other reasons are not to be excluded for calculation of performance norms, unless specifically approved by Board.

- ii. Steamer Agents to submit the 'vessel planning' prior to berthing of the vessel.
- iii. The Stipulated time of stay of vessel shall be calculated based on the total cargo discharged/loaded from the vessel during the stay at berth and the performance norm prescribed for the commodity. For example, a vessel carrying 44,000 tonnes of coal handled through two Nos. of MHC of 100T and above capacity the stipulated time of stay of vessel will be 48 hours i.e. $(44,000/22,000) \times 24$.
- iv. The penalty of Rs. 3,500/- per hour or part thereof for the stay of vessel at berth higher than the stipulated time of stay of vessel at berth and incentive of Rs.350/- per hour or part thereof for the stay of vessel at berth lower than the stipulated time of stay of vessel at berth.
- v. If the total stay at berth of a vessel is 3 hours lower than the stipulated time, the Stevedores are eligible for incentive of Rs.1,050/- (i.e. Rs.350*3) and in case of vessel stays 3 hours higher than the stipulated time they shall be liable to pay Rs.10,500/- (i.e. Rs.3,500*3) in case of penalty.
- vi. Since licenses are issued by the Port to Stevedores for handling cargo and the stevedores indent resources for handling cargo, the Stevedores would avail incentive and also bear the penalty.
- vii. The geared vessels are expected to operate all cranes till the completion of loading/unloading of cargo. Such geared vessels which are unable to engage all or any ship crane for cargo loading/unloading operations due to breakdown of ship cranes or any other reasons not attributable to port, the vessel agent/importer/exporter is liable to engage Harbour Mobile Crane (HMC) subject to availability till the ship gears is/ are made operational.
- viii. In case of vessels using more than 2 HMCs to achieve better efficiency, the incentive/penalty to be calculated considering the productivity norms for 2 HMCs.
- ix. Where the vessel is not achieving the prescribed productivity norms, NMPA reserve the right to shift the vessel to anchorage at the risk and cost of the ship in addition to levy of penalty charges, if any, at the above prescribed rate.
- x. NMPA may review the productivity norms on annual basis and revise the same, if

required, based on local conditions, up-gradation of berth infrastructure and past performance etc. as stipulated in the Berthing Policy for Dry bulk cargo for Major Ports, 2016 issued by the Ministry of Port, Shipping and Waterways (MOPSW).

(c) Anchorage charges for Dry Bulk Cargo Vessels:

The Anchorage charges for dry bulk cargo may be considered as prescribed in the general revision of the Scale of Rates of NMPA.

2. The above provisions will come into effect after expiry of 30 days from the date of notification of the Order passed in the State Gazette and shall remain valid for period of one year from the date it comes into effect. The existing policy will be continuing till such time this revised policy comes into effect.

PD-12

ಕರ್ನಾಟಕ ಸರ್ಕಾರ

ಸಂಖ್ಯೆ:ಆಇ 702 ವೆಚ್ಚ-12/2022

(ಇ-ಆಫೀಸ್ ಕಡತ)

ಕರ್ನಾಟಕ ಸರ್ಕಾರದ ಸಚಿವಾಲಯ

ವಿಧಾನ ಸೌಧ

ಬೆಂಗಳೂರು, ದಿನಾಂಕ:18.11.2022

ಅಧಿಸೂಚನೆ

"Celebrate Design by The People of Bengaluru, For The People Of Bengaluru And To The People Of Bengaluru" ಕಾರ್ಯಕ್ರಮ ಆಯೋಜನೆಗೆ The Design Community of Bengaluru led by the Association of Designers of India and Srishti Manipal Institute of Art, Design and Technology ಇವರ ಸೇವೆಯನ್ನು ರೂ.1,50,00,000/- ಗಳ ವೆಚ್ಚದಲ್ಲಿ ನೇರವಾಗಿ ಪಡೆಯಲು ಕರ್ನಾಟಕ ಸಾರ್ವಜನಿಕ ಸಂಗ್ರಹಣೆಗಳಲ್ಲಿ ಪಾರದರ್ಶಕತೆ ಅಧಿನಿಯಮ-1999 ರ ಕಲಂ 4(ಜಿ) ರಡಿ ಪ್ರದತ್ತವಾದ ಅಧಿಕಾರ ಚಲಾಯಿಸಿ, ನಗರಾಭಿವೃದ್ಧಿ ಇಲಾಖೆಗೆ ಪಾರದರ್ಶಕತೆ ಕಾಯ್ದೆಯಿಂದ ವಿನಾಯಿತಿ ನೀಡಿದೆ.

ಉತ್ತಮ ಗುಣಮಟ್ಟದ ಸೇವೆಯನ್ನು ಸಮಂಜಸ ದರದಲ್ಲಿ ಸಂಗ್ರಹಿಸುವುದನ್ನು ನಗರಾಭಿವೃದ್ಧಿ ಇಲಾಖೆಯು ದೃಢಪಡಿಸಿಕೊಳ್ಳುವುದು. -

ಕರ್ನಾಟಕ ರಾಜ್ಯಪಾಲರ ಆಜ್ಞಾನುಸಾರ

ಮತ್ತು ಅವರ ಹೆಸರಿನಲ್ಲಿ

(ಕಾಂತಮ್ಮ ಎನ್.ಎಂ)

ಸರ್ಕಾರದ ಅಧೀನ ಕಾರ್ಯದರ್ಶಿ

ಆರ್ಥಿಕ ಇಲಾಖೆ (ಸಂಗ್ರಹಣಾ ಕೋಶ)

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