



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 ಪಗಂಬೂರು Panambur / ಮಂಗಳೂರು ಮಂಗಲೂರು Mangalore - 575010

No.53/2/2024/TGA.4

Date: 26.11.2024

**TRADE NOTICE**

Sub : Revised Scale of Rates for Upfront Tariffs for Stevedoring and Shore  
Handling Services at NMPA - Reg

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The revised Scale of Rates for Upfront Tariffs for Stevedoring and Shore Handling Services at New Mangalore Port Authority, duly approved by the Board vide Resolution No-99/2024-25, has been notified in the State Gazette of Karnataka under No. PD – 148, Part 3, Volume 159, Issue 224 dated 21.11.2024. The revised Scale of Rates shall come into force after expiry of 30 days from the date of notification of the Order in the State Gazette of Karnataka. The existing Scale of Rates for Upfront Tariffs will continue until the above revised rates come into effect.

Accordingly, the revised Scale of Rates for Upfront Tariffs for Stevedoring and Shore Handling Services at New Mangalore Port Authority will come into effect from 21.12.2024 which shall remain valid for a period of three (3) years i.e., upto 20.12.2027.

Encl: Revised Scale of Rates

TRAFFIC MANAGER  
New Mangalore Port Authority

To:  
All Stevedoring and Shore Handling Agents

Copy to :  
President, Association of NMP Stevedores /President, Mangalore Steamer Agents  
Association / President C&F Agents' Association  
FA&CAO  
Sr.DTM / DTM (RCHW) / DTM (O/c)  
Sr.DD (EDP) to publish Trade Notice and its enclosures on NMPA website  
Ps to Chairman / Ps to Dy. Chairperson for information of Chairman / Dy. Chairperson

ದೂರವಾಣಿ / ದೂರಭಾಷ / Phone : 0824 - 2407341, 2887399

आईएसओ 9001:2015, 14001:2015 आईएसओ एवं 450011:2018 आईएसपीएस अनुपालनकर्ता पत्तन  
An ISO 9001:2015, 14001:2015 ISO 450011:2018 & ISPS Complaint Port


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

No. 53/2/2024/TGA.4

Dated: 18.10.2024

**NOTIFICATION**

In exercise of powers conferred by Section 27 of the Major Port Authorities Act 2021 (1 of 2021), the Board of Major Port Authority for New Mangalore Port, hereby notifies the Revision of the Scale of Rates for Upfront Tariffs for Stevedoring and Shore Handling Services at New Mangalore Port Authority as in the Order appended hereto.



Satish Kumar  
Traffic Manager  
New Mangalore Port Authority

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**New Mangalore Port Authority**

**No.53/2/2024/TGA.4**

**ORDER**

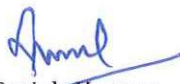
**(Passed on 23<sup>rd</sup> August, 2024)**

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This relates to the revision of the Scale of Rates for Upfront Tariffs for Stevedoring and Shore Handling Services at New Mangalore Port Authority (NMPA) under the Stevedoring and Shore Handling Guidelines, 2016.

1. The Scale of Rates for Upfront Tariffs for Stevedoring and Shore Handling Services at NMPA and Performance Standards following Stevedoring and Shore Handling Guidelines, 2016 issued by the Ministry of Ports, Shipping and Waterways was approved by TAMP vide its order No. TAMP/69/2016-NMPT dated 19<sup>th</sup> March, 2018. This order was notified in the Gazette of India on 25<sup>th</sup> May, 2018 vide Gazette No. 195. This notified order came into effect from 23<sup>rd</sup> June, 2018 and validity was prescribed for a period of 3 years i.e. 22<sup>nd</sup> June, 2021.
2. Further, TAMP vide its order No. TAMP/69/2016-NMPT dated 13<sup>th</sup> March, 2021 has extended the validity of the existing Scale of Rates for Upfront Tariffs for Stevedoring and Shore Handling Services at NMPA for a period of 3 years from 23<sup>rd</sup> June, 2021 to 22<sup>nd</sup> June, 2024 and this order was notified in the Gazette of India on 11<sup>th</sup> June, 2021 vide Gazette No. 232.

3. As per Clause 2.3 of the Stevedoring and Shore Handling Guidelines, 2016 once the Upfront Tariffs 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 this will be valid for a period of three (3) years.
4. The Upfront Tariffs are subject to indexation from time to time and have been increased to 14.58% over the existing Upfront Tariffs.
5. A proposal to revise the existing Upfront Tariffs for Stevedoring and Shore Handling Services, by increasing by 3% in line with General revision of Scale of Rates of the Port with regard to cargo related charges, vide Trade Notice dated 13<sup>th</sup> June, 2024 was circulated among Stevedoring and Shore Handling Agents, other concerned Port Users and also displayed in NMPA's website to invite their views, comments and suggestions. However, no comments or suggestions were received.
6. A meeting was held on 28<sup>th</sup> June, 2024 with Stevedoring and Shore Handling Agents and other concerned Port Users to know their views, comments and suggestions on the NMPA's proposal of Revision of the Upfront Tariffs for Stevedoring and Shore Handling Services, wherein the Port Users agreed to the NMPA's proposal of increase of 3% over the existing indexed Upfront Tariffs for Stevedoring and Shore Handling Services for the next 3 years.
7. The proposed Revision of Scale of Rates for Upfront Tariffs for Stevedores and Shore Handling Services was placed before the Tariff Committee of NMPA on 30<sup>th</sup> July, 2024 which was duly recommended by the Committee to the Board of NMPA.
8. The Board of New Mangalore Port Authority vide Resolution No. 99/2024-25 dated 23<sup>rd</sup> August, 2024 approved the Revised Scale of Rates (SOR) for Upfront Tariffs for Stevedoring and Shore Handling Services at New Mangalore Port Authority which is annexed to this order. This revised Scale of Rates will come into force after expiry of 30 days from the date of notification in the Official Gazette of Karnataka and shall remain valid for next 3 years. The Board of New Mangalore Port Authority by above said Resolution also approved the continuation of existing Scale of Rates for Upfront Tariffs for Stevedoring and Shore Handling Services notified by TAMP vide order No. TAMP/69/2016-NMPT dated 13<sup>th</sup> May, 2021 till the effective implementation of the Revised Scale of Rates.

  
Satish Kumar  
Traffic Manager  
New Mangalore Port Authority

**NEW MANGALORE PORT AUTHORITY**  
**UPFRONT TARIFF FOR STEVEDORING AND SHORE HANDLING SERVICES**  
**SCALE OF RATES**

**CHAPTER I**  
**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 license issued by the Directorate 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 and Shore handling Agent' is an authorized agent who has been issued the "Stevedoring and Shore handling License" for loading and unloading and stowage of cargo in any form on board the vessels in Port, arranging and receiving the cargo to/from the hook point, intermodal Transport from wharf to stack 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 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 case 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 Licence 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 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/PPP operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2005, 2008, 2013 and 2019.
- (vi) This tariff is applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.
- (vii).
- a. The tariff notified is ceiling level.
  - b. The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The authorized agent may, if he so desires, charge lower rates and/or allow higher rebates and discounts.
  - c. The authorized agent may also, if he so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
  - d. The authorized agent should, however, notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the NMPA.
- (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 26 of MPA Act shall continue to be levied by Port as per NMPA 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 1<sup>st</sup> January 2017 and 31<sup>st</sup> 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 1<sup>st</sup> April of the relevant year till 31<sup>st</sup> March of the following year.

- (xii). The performance norms to be achieved remains the same for handling both foreign and coastal cargoes.
- (xiii). The tariffs are for handling cargo meant for export and import. If the cargo to be handled is coastal, Coastal charges prescribed will apply.
- (xiv). (a) From the date Commercial Operation (CoD) till 31<sup>st</sup> 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 Annex on Performance Standards.
- (c) For this purpose, the Operator shall approach the concerned Major Port Authority 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 Authority 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 Authority to the operator that it has achieved the performance Standards notified along with the upfront tariff.
- (f) In the event the Major Port Authority confirms that the operator has not achieved the Performance Standards as notified by NMPA 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 2.9. above of the normative tariff guidelines, 2016.
- (xv) All the operators shall furnish to the Major Port Authority annual reports on cargo traffic, ship berth day output, per shift output within a month following the end of financial year in respect if Stevedoring/ shore handling operations licensed by the port. Any other information which may be required by NMPA shall also be furnished to them from time to time.
- (xvi). NMPA shall publish on its website all such information received from operators. However, NMPA shall consider a request from any operator 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. NMPA's decision in this regard would be final.
- (xvii). The performance norms prescribed for various commodities shall be the minimum that should be achieved by the operator. These performance norms shall be incorporated in the bid documents/licence.
- (xviii). The performance actually achieved by the operator shall be monitored by the Port 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 terms contained in the agreement entered in to with the operator by the Port/Licence.



- (xix). In the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by the NMPA, he may prefer a representation to NMPA which, thereafter, shall conduct an inquiry into the representation and will take necessary action on the findings as per the provisions of the contract conditions of the Agreement.
- (xx). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.50 shall be taken as 0.50 unit and fractions of 0.50 and above shall be treated as one unit, except where otherwise specified.
- (xxi). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.
- (xxii). As per coastal policy direction issued by the MOS and notified by this Authority vide Order No. TAMP/4/2004-Genl.dated 7 January 2005 and 15 March 2005.
- (a). The cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL (including crude oil), iron ore and iron ore pellets, should not exceed 60% of the corresponding charges for normal cargo/container related charges.
- (b). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship shore transfer and transfer from/to quay to from storage yard including wharfage.
- (c). In case of container related charges, the concession is applicable on composite box rate. Where itemised charges are levied, the concession will be on all the relevant charges for ship shore transfer and transfer from/to quay to/from storage yard as well as wharfage on cargo and containers.  
(As and when there is a change in the policy direction issued by the MOS on the coastal concession policy, the same will be communicated to the port.)

## CHAPTER II STEVEDORING CHARGES

### 2.1 Dry Bulk Cargo

Sl. No	Cargo	Stevedoring charges per ton or part thereof (in Rs.)			
		With Grab		With Ship Grab or Without Grab	
		Foreign	Coastal	Foreign	Coastal
1	All Fertilizers that can be directly used without processing – MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate etc.	103.55	62.12	53.98	32.38
2	Fertilizer Raw Materials which are used for production of Finished Fertilizer - Sulphur, Rock Phosphate.	109.54	65.72	59.98	35.98
3	Food grains- Rice, wheat, Maize, other Food grains Cereals, Pluses, Bran of tall kinds, Peas, Bulgur wheat, Corn Soya blend, Seeds of all kinds, Oilseeds, Sugar; candy or cube in bulk, Cattle Feed/Animal Feed, Bone and Bone Meal, Oil Cakes, Fodder, Copra cake, all types of Oil Extractions.	123.17	73.90	73.61	44.16
4	Non coking coal- Thermal coal	136.14	136.14	86.58	86.58

*Ans*

5	Coking coal				
	a) All types of Coal other than Thermal Coal such as: Calcined petroleum Coke, / Charcoal, Metallurgical Coke, Coking Coal, coke of all kinds and charcoal of all kinds.	145.85	87.51	96.25	57.75
	(a) Petroleum Coke	145.76	145.76	96.20	96.20
6	Iron Ore: Fines & Lumps, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	108.86	108.86	59.29	59.29
	a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc				
	b) Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	181.44	108.86	98.83	59.29
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk Cargo such as; River sand, stone dust, Fly Ash, Blast furnace slag, Dolomite chips, limonite sand, Mill Scale Other fluxing materials, Chalk, Rock sand	94.56	56.73	44.99	26.99
8	Gypsum and other Ores and Minerals Ores Other than Iron Ore, Bauxite, Copper Concentrate, Led and Zinc Ore, and Minerals other than Bentonite such as: Manganese, Ferro Silicon, Silicon Manganese, High Carbon Ferrochrome, Gypsum, Chrome Ore/Chrome Concentrate, Magnetite. Graphite, Silicon Carbide, Mullite, Barytes, Feldspar, etc.	105.41	63.25	55.85	33.51

## 2.2 Break Bulk Cargo

Sl. No	Cargo	Stevedoring charges per ton	
		Foreign	Coastal
1	Bagged cargo All cargo in bags of various weights (25,50,60 kg. etc.) that are manually handled such as: Cashew Nuts, Cashew Kernels, Tamarind Seed, Cement, Rice, Wheat and other food grains, Salt, Sugar, Candy or cube, Soda Ash	145.13	87.07
2	Jumbo Bags All cargo in bags of various weights (0.5, 1.0, 1.5 MT etc.) that are handled only by hooking the bags to slings; and include cargo in boxes, cartons, barrels, drums or rolls such as: Wood Pulp in boxes, Processed wood such as Boards, Poles, Plywood, News Print, Oil- Animal or Vegetables in barrels, Rubber- Raw, Rubber- Manufactured, Synthetic Resin, Paper, Paper products and news print, Asphalt and Bitumen in barrels etc.,	97.21	58.32
3	Iron and steel coils and slabs All Iron and Steel coils and slabs of varying weights and dimensions: Include all Metal products and Asbestos of similar nature.	117.05	70.23

*And*



4	Iron and steel pipes, tubes, plates All Iron and steel pipes, tubes, plates of varying weights and dimensions: include all Metal Products and Asbestos of similar nature such as: Iron and Steel Materials, Aluminium products, Alumina Billets, Steel Pipes, Aluminium ingots, Asbestos, etc.		441.35	264.81
5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.		141.27	84.76
6	Granites and Marbles Granite Blocks of all dimensions normally in the range of 3.0 to 40.0 MT per block and marbles of varying weight such as: Granite, Granite Blocks & Marbles, Stones- Sculptural, engraved slabs, dressed etc.		237.44	142.47
7	Containers Empty	Up to 20'	468.61	281.16
		Above 20' and Up to 40'	702.92	421.76
		Above 40'	937.22	562.33
8	Containers Laden	Up to 20'	535.55	321.34
		Above 20' and Up to 40'	803.32	482.01
		Above 40'	1071.10	642.56
9	Project Cargo Cargo for specific projects, often with OOG specifications and handled through specialized means such as: Project material, Project equipment, Railway coaches and wagons. All types of project cargo including over dimensional consignment etc.		223.75	134.24
10	Machinery and Machinery parts All type of Machinery and Machinery products that are of varying weights and dimensions such as: Machinery and Spares, Machinery parts, Military Goods, Arms, Ammunition, Explosives and Defense Stores, Tank and Tank Parts and Defense equipment/ machinery.		234.74	140.84

### Notes for schedule 2.1 and 2.2

1. The Stevedoring charges given above are for the transfer of the cargo from the ship hold to the wharf or vice versa using ship board cranes/equipments and to be charged by the Stevedoring and Shore handling Agents to the shipping company or its agent for carrying out the stevedoring operation.
2. In case Harbour Mobile Crane is deployed, hire charges per ton at the rate specified in NMPA Scale of Rates will be additional. The hire charges for Harbour Mobile Crane includes grab and, therefore, Stevedoring charges for "without grab" shall be applicable for dry bulk cargo.
3. The charges specified is a composite rate and includes all activities required to be performed for the stevedoring operation including the deployment of equipment inside the ship hatches for cargo handling such as sweeping, leveling etc. and no other charges can be levied.

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**CHAPTER III**  
**SHORE HANDLING CHARGES**

**3.1 Dry Bulk Cargo**

Sl. No	Cargo	Shore Handling charges per ton or part thereof (in Rs.)									
		Method1		Method2				Method 3			
		Foreign	Coastal	Within 1 Km		Beyond 1 Km		Within 1 Km		Beyond 1 Km	
Foreign	Coastal			Foreign	Coastal	Foreign	Coastal	Foreign	Coastal		
1	Finished Fertilizers. All Fertilizers that can be directly used without processing such as MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate etc.	31.23	18.74	111.03	66.62	148.04	88.82	142.26	85.35	179.27	107.56
2	Fertilizer – Raw Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.	31.23	18.74	123.36	74.02	164.49	98.70	154.59	92.76	195.72	117.43
3	Food grains- All type of food grains, Cereals, Pulses, Bran of all kinds, Peas, Bulgur wheat, Corn Soya blend, Seeds of all kinds, Oilseeds, Sugar; candy or cube in bulk, Cattle Feed/Animal Feed, Bone and Bone Meal, Oil Cakes, Fodder, Copra cake, all types of Oil Extractions, etc.	31.23	18.74	151.40	90.84	201.87	121.12	182.63	109.58	233.10	139.86
4	Non coking coal (Thermal coal) Thermal Coal	31.23	31.23	121.78	121.78	153.01	153.01	153.01	153.01	184.24	184.24

*Amo*

5	Coking coal a) All types of Coal other than Thermal Coal and petroleum Coke such as: Coke/Charcoal, Metallurgical Coke, Coking Coal, coke of all kinds and charcoal of all kinds, etc.	31.25	18.75	135.40	81.24	170.12	102.07	166.65	99.98	201.36	120.73
	b) Petroleum Coke	31.23	31.23	135.32	135.32	170.02	134.61	166.55	166.55	201.24	201.22
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc. a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc	31.23	31.23	94.11	94.11	124.06	124.06	125.33	125.33	155.29	155.19
	b) Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	52.05	31.23	156.85	94.11	206.75	124.06	208.89	125.33	258.80	155.29
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo All type of Alumina River sand, stone dust, Fly Ash, Blast furnace slag, Dolomite chips, Ilmenite sand, Mill Scale, Other fluxing materials, Chalk, Rock sand etc.	31.23	18.74	150.35	90.21	188.91	113.34	181.58	108.95	220.14	132.09
8	Gypsum and other Ores and Minerals  Ores other than	31.23	18.74	114.85	68.91	153.15	91.89	146.08	87.65	184.38	110.63

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Iron Ore, Bauxite, Copper Concentrate, Lead and Zinc Ore, and Minerals other than Bentonite such as: Manganese Ore, Charge Chrome, Ferro Manganese, Ferro Silicon, Silicon Manganese, High Carbon Ferrochrome, Gypsum, Chrome ore / Chrome Concentrate, Magnesite. Graphite, Silicon Carbide, Mullite, Barytes, Feldspar, etc.											
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Sl. No.	Cargo	Shore Handling charges per ton or part thereof (in Rs.)									
		Method 4		Method 5				Method 6			
				Within 1 Km		Beyond 1 Km		Within 1 Km		Beyond 1 Km	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1	Finished Fertilizers. All Fertilizers that can be directly used without processing such as MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate etc.	83.27	49.97	194.30	116.58	231.31	138.79	164.23	98.54	201.24	120.74
2	Fertilizer – Raw Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.	92.53	55.52	215.89	129.54	257.02	154.21	182.48	109.48	223.61	134.16

*Amo*

Sl · N o.	Cargo	Shore Handling charges per ton or part thereof (in Rs.)									
		Method 4		Method 5				Method 6			
				Within 1 Km		Beyond 1 Km		Within 1 Km		Beyond 1 Km	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
3	Food grains- All type of food grains, Cereals, Pulses, Bran of all kinds, Peas, Bulgur wheat, Corn Soya blend, Seeds of all kinds, Oilseeds, Sugar; candy or cube in bulk, Cattle Feed/Animal Feed, Bone and Bone Meal, Oil Cakes, Fodder, Copra cake, all types of Oil Extractions, etc.	113.56	68.13	264.96	158.98	315.43	189.25	223.95	134.37	274.43	164.66
4	Non coking coal (Thermal coal) Thermal Coal	112.42	112.42	234.21	234.21	265.43	265.43	138.97	138.97	170.19	170.19
5	a) All types of Coal other than Thermal Coal and petroleum Coke such as: Coke/Charcoal, Metallurgical Coke, Coking Coal, coke of all kinds and charcoal of all kinds, etc.	124.98	74.99	260.38	156.23	295.10	177.06	154.50	92.70	189.22	113.53
	b) Petroleum Coke	124.91	124.91	260.23	260.23	294.93	294.93	154.40	154.40	189.10	189.09

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6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore etc.	76.99	76.99	171.11	171.11	201.05	201.05	105.87	105.87	135.81	135.81
	a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc										
	b) Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore etc.	128.33	76.99	285.18	171.11	335.09	201.05	176.46	105.87	226.36	135.81
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo All type of Alumina River sand, stone dust, Fly Ash, Blast furnace slag, Dolomite chips, Ilmenite sand, Mill Scale, Other fluxing materials, Chalk, Rock sand etc.	138.79	83.27	289.14	173.49	327.70	196.62	148.43	89.06	186.97	112.19
8	Gypsum and other Ores and Minerals Ores other than Iron Ore, Bauxite, Copper Concentrate, Lead and Zinc Ore, and Minerals other than Bentonite such as: Manganese Ore, Charge Chrome, Ferro Manganese, Ferro Silicon,	86.14	51.69	201.01	120.60	239.29	143.58	169.90	101.94	208.18	124.91

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Silicon Manganese, High Carbon Ferrochrome, Gypsum, Chrome ore / Chrome Concentrate, Magnesite. Graphite, Silicon Carbide, Mullite, Barytes, Feldspar, etc.										
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### 3.2 Break Bulk Cargo

Sl. No.	Commodity	Shore Handling charges per ton or part thereof (in Rs.)							
		Method1		Method 2		Method 3		Method 4	
		Foreign	coastal	Foreign	coastal	Foreign	coastal	Foreign	coastal
1	Bagged cargo All cargo in bags of various weights (25,50,60 kg. etc.) that are manually handled such as: Cashew Nuts, Cashew Kernels, Tamarind Seed, Cement, Rice, Wheat and other food grains, Salt, Sugar, Candy or cube, Soda Ash etc.	NA	NA	33.04	19.83	NA	NA	122.14	73.28
2	Jumbo Bags All cargo in bags of various weights (0.5, 1.0, 1.5 MT etc.) that are handled only by hooking the bags to slings; and include cargo in boxes, cartons, barrels, drums or rolls such as: Wood Pulp in boxes, Processed wood such as Boards, Poles, Plywood, News Print, Oil-Animal or Vegetables in barrels, Rubber- Raw, Rubber- Manufactured, Synthetic Resin, Paper, Paper products and news print, Asphalt and Bitumen in barrels etc.,	17.70	10.62	NA	NA	86.85	52.10	NA	NA

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3	Iron and steel coils and slabs All Iron and Steel coils and slabs of varying weights and dimensions: include all Metal products and Asbestos of similar nature.		12.12	7.27	17.77	10.67	154.67	92.81	172.45	103.47
4	Iron and steel pipes, tubes, plates All Iron and steel pipes, tubes, plates of varying weights and dimensions: include all Metal Products and Asbestos of similar nature such as: Iron and Steel Materials, Aluminum products, Alumina Billets, Steel Pipes, Aluminum ingots, Asbestos, etc.		58.88	35.32	48.36	29.02	387.30	232.38	435.65	261.38
5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.		NA	NA	96.93	58.16	NA	NA	281.11	168.66
6	Granites and Marbles Granite Blocks of all dimensions normally in the range of 3.0 to 40.0 MT per block and marbles of varying weight such as: Granite, Granite Blocks & Marbles, Stones- Sculptural, engraved slabs, dressed etc.		29.79	17.87	NA	NA	396.46	237.88	NA	NA
7	Container Empty	Up to 20'	141.67	85.00	299.36	179.62	2094.70	1256.83	2394.08	1436.45
		Above 20' and Up to 40'	212.49	127.49	449.06	269.43	3142.06	1885.23	3591.10	2154.67
		Above 40'	283.32	169.99	598.74	359.24	4189.41	2513.64	4788.14	2872.89
8	Container Laden	Up to 20'	161.90	97.14	628.21	376.92	2966.10	1779.66	3594.30	2156.58
		Above 20' and Up to 40'	242.86	145.72	942.31	565.39	4449.14	2669.48	5391.45	3234.87
		Above 40'	323.80	194.28	1256.41	753.85	5932.18	3559.31	7188.59	4313.16
9	Project Cargo Cargo for specific projects, often with OOG specifications and handled through specialized means such as: Project material, Project equipment, Railway		54.95	32.97	90.67	54.41	420.71	252.43	556.11	333.67

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	coaches and wagons. All types of project cargo including over dimensional consignment etc.								
10	Machinery and machinery parts All type of Machinery and Machinery products that are of varying weights and dimensions such as: Machinery and Spares, Machinery parts, Military Goods, Arms, Ammunition, Explosives and Defense Stores, Tank and Tank Parts and Defense equipment/ machinery.	54.95	32.97	90.67	54.41	420.71	252.43	556.11	333.67

### 3.3 Charges for loading/unloading cargo on Railway wagons

Sl. No.	Commodity	Handling charges per ton or part thereof (In Rs)	
		Railway siding inside wharf	Railway siding at Panambur Marshalling yard
1	All types of Dry bulk cargo	73.96	87.11
2	Bagged Cargo	197.01	233.06
3	Container Empty	1315.13	1751.32
		1972.70	2626.98
		2630.25	3502.64
4	Container Laden	1322.31	1758.51
		1983.47	2637.76
		2644.63	3517.01
			3278.088

### Notes for schedule 3.1, 3.2 and 3.3

1. Description of methods mentioned above for Shore handling operations is given below:

#### For Dry Bulk Cargo:

Method	Details of Handling Methods
1	Cargo unloaded onto truck for direct delivery to consignee premises (with hopper)
2	Cargo unloaded onto truck (Without hopper) and moved to storage yard within the Port premises
3	Cargo unloaded onto truck through hopper and moved to storage yard within the Port premises for storage
4	Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises.
5	Cargo unloaded onto wharf and loaded on to Trucks and transported to storage yard
6	Export: Cargo unloaded onto Storage yard and loaded onto trucks and transported to the Berth.

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**For Break Bulk Cargo:**

Method	Details of Handling Methods
1	Cargo/Container unloaded onto truck for direct delivery to consignees premises or vice versa
2	Cargo/Container unloaded onto wharf and loaded onto trucks and going to consignee premises or vice versa
3	Cargo/Container unloaded onto truck and transported to Storage yard within Port premises or vice versa
4	Cargo/Container unloaded onto wharf and loaded onto trucks and transported to Storage yard within Port premises or vice versa

- (i). The charges prescribed are for the entire shore handling activities consisting of the receipt of the cargo at the hook point, handling on the wharf, transportation to the storage point, storage, delivery of the cargo to the consignee for the import cargo. The reverse cycle will be for the export cargo.
- (ii). The charge for handling cargo at railway siding includes loading of cargo/container at stack yard, transportation and unloading from trucks/tipper/trailers and loading on to railway wagons and vice versa including trimming, covering etc.
- (iii). The charges specified are a composite rate for above service and no other charges can be levied.
- (iv). The Stevedoring and Shore Handling Agent has to engage the Port composite labour gangs for the Shore Handling operation and pay to the Port the per ton levy as per the prevailing Scale of Rate for the supply of the cargo handling workers.
- (v). Any incentives to be paid to the Port workers as per the statutory agreement are to be paid to the Port or the worker as the case may be by the Stevedoring and Shore Handling Agent.

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## Performance Standards

### A. Dry Bulk Cargo:

The performance standards for Dry bulk cargo to be achieved for 100% WPI escalation will be as the performance norms approved by Authority vide Order No. TAMP/97/2016-NMPT dated 21 July 2017 under the berthing Policy issued by the MOS vide letter No.PD-11033/73/2013-PT(pt) dated 16 June 2016.

### B. Break Bulk Cargo:

Sl. No.	Cargo	Performance Standards
1	Bagged cargo	900 Tons
2	Jumbo bags	1680 Tons
3	Iron and steel-coils and slabs	4080 Tons
4	Iron and steel-pipes, tubes, plates	840 Tons
5	Timber hard	1440 Tons
6	Granites and marbles	1000 Tons
7	Containers empty	160 TEUs
8	Containers laden	140 TEUs
9	Project cargo	600 Tons
10	Machinery and machinery parts	600 Tons

Note for A & B - The norms specified are applicable for both the stevedoring and shore handling Operations.

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