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Tariff Authority for Major Ports

G.No. 195 **New Delhi,** **25 May 2018**

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 New Mangalore Port Trust (NMPT) for fixation of upfront tariff for Stevedoring and Shore Handling Operations at NMPT under the Stevedoring and Shore Handling Guidelines, 2016, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports

Case No. TAMP/69/2016-NMPT

New Mangalore Port Trust … Applicant

QUORUM

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

O R D E R

(Passed on this 19th day of March 2018)

This case relates to the proposal dated 15 November 2016 received from New Mangalore Port Trust (NMPT) for fixation of upfront tariff for Stevedoring and Shore Handling Operation at NMPT under the Stevedoring and Shore Handling Guidelines, 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 Operations 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 Gazette No.407 dated 15 November 2016 and intimated to all the Major Port Trusts on 21 November 2016.

3. In pursuance of the said Guidelines, the NMPT has, vide its letter dated 15 November 2016 filed a proposal for fixation of upfront tariff for Stevedoring and Shore Handling Operations at NMPT. The main points made by the NMPT in its proposal dated 15 November 2016 are summarised below:

(i). As on date, the port has 15 operational berths, the details of which are given in the table below.

Details of the cargo berths at NMPT

Sl. No.	Berth	Length in metres	Depth in metres	Cargo handled
1	Berth No. 1	125	7.0	Break bulk
2	Berth No. 2	198	10.5	Break bulk
3	Berth No. 3	198	10.3	Break bulk
4	Berth No. 4	198	9.5	Break bulk/ Liquid ammonia/ Phos. acid
5	Berth No. 5	198	9.5	Break bulk/ Cement/ Edible oil
6	Berth No. 6	198	9.5	Break bulk
7	Berth No. 7	198	9.5	Break bulk
8	Berth No. 8	300	12.5	Iron ore (Mech) (KIOCL)
9	Berth No. 9	330	10.5	POL/ LPG
10	Berth No. 10	320	14.0	Crude/ POL
11	Berth No. 11	320	14.0	Crude/ POL
12	Berth No. 12	320	12.5	POL/ Chemicals
13	Berth No. 13	350	14.0	Liquid cargo
14	Berth No. 14	350	14.0	Multipurpose
15	Berth No. 15	350	14.0	Coal (UPCL)

(ii). The port handled a total traffic of 35.58 million tonnes during the year 2015-16. The details of the cargo handled during this year and previous four years is given in the table below:

Cargo Traffic through the Port (in million tons)

Commodity	2011-12	2012-13	2013-14	2014-15	2015-16
POL, Crude & Product	22.245	24.301	24.647	22.972	23.931
Iron ore	3.036	2.616	3.123	1.555	0.506
Fert. Finished	0.804	0.519	0.454	0.649	0.732
Fert. Raw Material	0.021	0.017	0.050	0.055	0.079
Coal Thermal	1.390	2.553	2.928	2.726	3.319
Coal Coking	2.632	4.358	5.420	5.452	3.050
Container	0.645	0.692	0.747	0.921	1.105
Container **(In 1000 TEUs)**	(45)	(48)	(50)	(63)	(76)
Others	2.168	1.980	1.996	2.236	2.860
Total	32.941	37.036	39.365	36.566	35.582

(iii). (a). The above table indicates that the crude and POL traffic more or less has remained the same over the five years period. The iron ore traffic and fertilizer has been declining; but the coal traffic is steadily increasing. There is appreciable growth in container traffic.

(b). The crude, POL and Product are handled at berth numbers 9, 10, 11, 12 and 13. The iron ore is handled at berth number 8 by KIOCL. Though this berth number 8 is dedicated berth for handling iron ore by KIOCL, the berth is used by the port to handle dry bulk cargo such as coal, fertilizer, minerals, lime stone etc.

(c). The fertilizer and coal are handled at berth number 14. The berth number 15 is given to private operator UPCL to handle coal meant for their thermal power plant. The break bulk cargo and containers are handled at berth numbers 1 to 4 and 6 and 7. Berth number 5 is a dedicated berth for cement handling and for liquid cargo such as edible oil through pipeline connection to the tank.

(d). The above scenario indicates that the requirement for stevedores exist only for those cargo which are handled at berth numbers 1 to 4, 6, 7, 8 and 14. The bulk cargo handled at berth number 8 will continue only up to the period the berth is privatised to handle containers.

(iv). Cargo Handling:

(a). Leaving the POL and other liquid cargo, the dry bulk cargo is the predominant cargo. In the Guidelines issued by the Ministry, the dry bulk cargo has been categorised under 12 major groups. Accordingly, the dry bulk cargo handled by the Port are segregated as per this grouping and presented in the below table. It gives the details of only those cargo handled by the Port and does not contain the cargo handled by the Private operator. As such these cargoes were handled at the berths 1 to 4, 6, 7, 8 and 14 normally.

(b). Dry Bulk Cargo handled during 2013-16

(in tonnes)

Sl. No.	Cargo	2013-14	2014-15	2015-16	Handled at berth numbers
1	Finished Fertilizer	4,54,286	6,49,272	7,32,476	2,3,4,6,7,8, 14
2	Fertilizer Raw Material	49,663	82,360	79,320	2,3,7,14
3	Food grains	FG 1,17,250	Maize 6600	Cattle feed 10,000 Wheat 27,000	2,3,4
4	Non Coking Coal Thermal	--	--	--	--
5	Coking coal	54,20,386	54,51,942	30,50,198	2,3,6,7,8,14

6	Iron ore, Iron ore pellets, Bentonite, Bauxite, Copper concentrate, Zinc ore	IOF 16,57,552 GYP 2,46,320 Bent. 40,275	IOF 8,19,530 IOF (JSW) 1,55,995 IOL 82500 GYP 3,40,872 Bent. 41,764 Bauxite 84,100	IOF 1,28,940 GYP 3,30,178 Bent. 60,000 Latrite 17,664	2,3,6,7,,8,14
7	Shredded scrap	--	--	--	--
8	Heavy Melting Scrap (HMS)	--	--	--	--
9	Other ores and minerals	--	--	--	--
10	Lime stone, Dolomite, Clinker, Clay, sand and other similar dry bulk	LS 55,110 Soda Ash 3250	LS 27,500 Soda Ash 2859	Soda Ash 7629	1,2,3,8
11	Salt	--	--	--	--
12	Aluminium pig iron ingots and similar dry bulk cargo	--	--	--	--
	Total	**80,44,092**	**77,36,016**	**44,43,405**	

(c). The table above indicates that the Port handles only 7 cargo groups out of the 12 cargo groups given in the Guide Lines. Of them, the coking coal constitutes the major percentage followed by iron ore fines and other minerals.

(d). The break bulk cargo handled by the Port is very small in the range of a million tons. The details of the type and quantity of the break bulk cargoes handled during the past three years is given in the table below:

Break Bulk Cargo handled during 2013-16

Sl. No.	Cargo	2013-14	2014-15	2015-16	Handled at berth numbers
1	Bagged Cargo	--	--	--	--
2	Jumbo Bags	--	--	--	--
3	Iron & Steel Coils and Slabs	--	--	--	--
4	Iron & Steel Pipes, Tubes, Plates		14,960		1,2,3,4,6,7,14
5	Timber logs soft	--	--	--	--
6	Timber logs hard	3,19,733	68,366	5139	3,6,7,14
7	Granites and Marbles	13,224	10,528	1,44,391	1,2,3,4,6,8,14
8	Container Empty				
9	Container Laden	7,47,197*	9,21,132*	11,05,153*	1,2,3,4,6,7,14
10	Project Cargo	--	--	--	--
11	Motor Vehicles other than RO RO	--	--	--	--
12	Machinery and Machine parts	30,338	Machinery 14,295 Build. Matl 2150	64,399	1,2,3,4,6,7,,14
	Total	**11,10,492**	**10,31,401**	**13,19,082**	

(e). The table above indicates that the predominant break bulk cargoes are containers, timber, granites and machinery parts. The method of handling of both the dry bulk and break bulk cargo need to be studied in order to ascertain the type of handling equipment used the place and type of storage used for the storage of various cargoes.

(v). **<u>Cargo handling methods adopted</u>**:

(a). **Dry Bulk Cargo handling**

(i). Fertilizer and FRM and food grains:
The fertilizer or the fertilizer raw material or the food grains are unloaded from the ships by three different means. One is the use of the ship crane, the second one is the use of the Port owned 64 Ton capacity Harbour Mobile Crane (HMC) at berth numbers 2, 3, 4, 6, and 7. The third one is the handling at berth number 14 using the private HMC of 100 ton capacity. The cargo unloaded is loaded onto the tipper directly for transporting it to the storage yard/shed. A pay loader is used for loading the cargo which gets spilled or at times the cargo is also dumped on the wharf for loading on to the tippers subsequently with the use of the pay loader.

All these three cargoes are stored in closed sheds which are situated about 600 m from the berths. All of them are at a distance less than a km from the berths. At the sheds, poclain of 20 ton capacity is used both for loading the trucks coming to take delivery of the cargo, as well as for stacking the cargo.

(ii). Coking Coal:
The coking coal is unloaded from the ship at berth number 14 using 100 ton HMC which belonged to private operators. Major quantity of coal is handled at this berth. Balance quantity is handled at berth numbers, 2, 3, 6 and 7 using either 64 ton HMC or ship cranes. The coal is moved to the open storage yard which is more than one km. The coal is handled at the storage yard by 40 ton pay loader.

(iii). Iron ore fines and other ores:
The handling of these cargoes is similar to the handling method adopted for handling fertilizer.

(iv). Lime stone, dolomite and other similar cargoes:
The handling of these cargoes is similar to the handling method adopted for coking coal.

(v). To sum up, the following are the methods adopted
Ship to shore handling by 64 ton HMC,

Handling methods for bulk cargo

Sl. No.	Cargo group (as in GL)	Ship to shore	On the wharf	Wharf to storage	At storage yard / shed
1	1, 2, 3	64 ton HMC	20 ton pay loader	20 ton tippers	20 ton poclain
2	1, 2, 3	100 ton HMC	20 ton pay loader	20 ton tippers	20 ton poclain
3	5, 6, 10	64 ton HMC	20 ton pay loader	20 ton tippers	40 ton poclain
4	5, 6, 10	100 ton HMC	20 ton pay loader	25 ton tippers	40 ton poclain

(b). **Break Bulk Cargo handling**

There are only very few break bulk cargo handled at the port. Leaving the containers, the Port handles Iron and Steel, Timber, Granite and some Machinery Parts.

(i). Containers:

The containers are handled in conventional method. Either 64 ton HMC or ship crane is used for ship to shore operation. The movement of containers from the wharf to the stack yard is carried

out by reach stacker and FLT as the yard is close to the wharf. The receipt and delivery operation at the yard is also done by the reach stacker or FLT.

(ii). Iron and Steel, Machinery parts:

These cargoes are unloaded using the ship crane and moved to the storage yard using tractor trailers of 20 ton capacity. The delivery of the cargo and unloading and stacking are all done by 12 ton capacity mobile crane. The storage yard is very close to the berths.

(iii). Granite and timber:

The handling is similar to the iron and steel cargo. The only difference is that the storage yard is far away and the distance is more than a km.

The handling methods adopted for handling break bulk cargo is summarised below:

Handling methods for break bulk cargo

Sl. No.	Cargo group (as in GL)	Ship to shore	On the wharf	Wharf to storage	At storage yard/shed
1	3,4,12	Ship cranes		20 ton tractor trailer	12 ton mobile crane
2	6, 7	Ship cranes		20 mobile crane	12/20 ton mobile crane
3	9	Ship cranes, 64 ton HMC		40 ton tractor trailer	Reach stacker, FLT

(vi). Cargo handling productivity:

(a). The cargo handling productivity expressed in terms of tonnage handled per shift per gang or hook can vary widely with reference to the variations in the factors contributing to the productivity. The Guidelines provides the normative values for the productivity for the bulk cargo handling as well as for break bulk cargo handling. However the Ministry has also issued 'Berthing policy for Dry Bulk Cargo for Major Ports, 2016, wherein the procedure for calculation of productivity for dry bulk cargo alone has been prescribed. It has not dealt with such procedures for Break Bulk Cargo handling. Hence the productivity norms prescribed in the stevedoring Guidelines for Break Bulk Cargo will be followed in toto. In respect of the Dry Bulk Cargo it may not be possible to adopt the values that would be arrived at by following the procedures prescribed in the berthing policy. The reason is that the productivity values are to be calculated commodity wise, berth wise, ship type wise. As such there are as many values as there are variables. It may not be possible to prescribe tariff items with all these variations. Hence it is proposed to adopt the normative values prescribed in the stevedoring Guidelines for the bulk cargo also and improving it wherever possible.

(b). Productivity realised and proposed:

The berth day productivity realised by the port vary with reference to the type of equipment used in the loading and unloading operation of the cargo between the ship and the shore. It also varies with the type of cargo

handled, the major variation being between the bulk and break bulk. The productivity achieved during the year 2015-16 for the bulk and break bulk cargoes are analysed and given below.

(i). Bulk cargo handling:

(a). At berth numbers 1 to 4, 6 to 8 and 14, ship cranes with grab attachments are used for handling the bulk cargoes. Besides at berth numbers 1 to 4, 6 and 7, the HMC of 64 ton capacity is also used. The productivity achieved during the year 2015-16 is given in the tables below:

Productivity of bulk cargo handling using ship grab

Cargo	Tonnage handled at Berth number in tons per gang per shift								
	1	2	3	4	6	7	8	14E	14W
Fertiliser	--	903	---	--	---	407	1205	---	---
FRM	--	---	---	--	---	927	---	735	3356
Food grains	--	---	709	--	---	---	---	---	---
Non coking coal	--	---	---	--	---	1400	1780	2006	1666
Coking coal	--	---	---	--	1469	1132	1799	1586	1367
Iron ore fines, bentonite, gypsum etc.	--	---	---	--	1184	1477	1605	1568	1389
Lime stones	--	---	---	--	---	---	1480	---	---

Productivity of bulk cargo handling using HMCs

Cargo	Tonnage handled at Berth number in tons per gang per shift								
	1	2	3	4	6	7	8	14E	14W
Fertiliser	---	1702	1880	2500	2043	---	-	---	3144
FRM	---	2225	---	---	---	1919	-	---	2750
Food grains	--- 71	---	2500	---	---	---	-	---	---
Non coking coal	---	---	---	---	---	3071	-	3150	4395
Coking coal	---	---	2460	---	2290	2843	-	---	3416
Iron ore fines, bentonite, gypsum etc.	---	---	---	---	---	2892	-	---	4675
Lime stones	---	---	---	---	---	---	-	---	---

The above two tables give the productivity achieved by the port for the cargoes handled separately for handling with the use of ship cranes and HMCs.

(b). The productivity calculated as per the procedure laid down in the Berthing Policy is given in the table below:

Productivity of bulk cargo handling as per Berthing Policy

Sl. No.	Commodity	100 ton MHC			64 ton MHC			Ship Crane		
		Panamax	Supermax	Handymax	Panamax	Supermax	Handymax	Panamax	Supermax	Handymax
1	Thermal Coal	4790	4590	4496	2395	2295	2248	1347	1291	1265
2	Coking Coal	4790	4590	4496	2395	2295	2248	1347	1291	1265
3	Pet Coke	4959	4752	4655	2479	2376	2328	1395	1337	1309
4	Met Coke	4564	4374	4285	2282	2187	2142	1284	1230	1205
5	Urea	4508	4320	4232	2254	2160	2116	1268	1215	1190
6	DAP	4508	4320	4232	2254	2160	2116	1268	1215	1190
7	MOP	3874	3713	3637	3099	2970	2909	1743	1671	1637
8	Sulphur	3944	3780	3703	3155	3024	2962	1775	1701	1666
9	Gypsum	5071	4860	4761	4057	3888	3809	2282	2187	2142

10	Limestone	5353	5130	5025	4282	4104	4020	2409	2309	2261
11	Bentonite	5409	5184	5078	2705	2592	2539	1521	1458	1428
12	Rock Phosphate	4508	4320	4232	3606	3456	3385	2029	1944	1904
13	Fertilizer	4508	4320	4232	2254	2160	2116	1268	1215	1190
14	Iron Ore Fines	9157	8775	8596	7325	7020	6877	3296	3159	3095
15	Food Grain	3381	3240	3174	1690	1620	1587	951	911	893

(c). The Guidelines also give the normative values for the bulk cargo handling for various commodities. The table as given in the Guidelines is reproduced below.

Productivity norms prescribed in the Guidelines for bulk cargo:

Cargo Group No.	Cargo	Norm in tons per hook per shift	Average no. of hooks per shift
1	Finished fertiliser	900	3
2	Fertiliser Raw Material (FRM)	810	3
3	Food grains	660	3
4	Non Coking coal (Thermal coal)	1000	4
5	Coking coal	900	4
6	Iron ore, iron ore pellets, Bentonite, Bauxite, Copper concentrate, lead and zinc ore	1460	4
7	Shredded scrap	700	3
8	Heavy Melting Scrap (HMS)	360	3
9	Other ores and minerals	870	3
10	Limestone, Dolomite, Clinker, Clay, Sand and other similar dry bulk cargo	1080	3
11	Salt	1000	4
12	Aluminium and pig iron ingots and similar dry bulk cargo	1120	3

(d). The norms given above are for handling the bulk cargo using the ship crane with grab attachment. However the Guidelines have not specified any norms for handling the bulk cargo with the use of HMC with different capacity.

(e). The use of HMCs is more prevalent now in number of major ports. In the last few years, while fixing the tariff for the use of HMCs in cargo handling, TAMP has come out with certain norms to be adopted for the productivity of the HMCs. For the HMCs of 100 ton capacity the norm adopted is 12,500 tons per HMC per day. In the case of Kandla Port, the norm adopted for 60 ton HMC is 10,000 tons per day. Converting these aspects, the norms proposed to be adopted for 60 ton (in NMPT it is 64 ton) and 100 ton HMCs are 3400 and 4200 tons respectively.

(ii). Break bulk cargo handling:

(a). The break bulk is handled at berth numbers 1, 2, 3, 6, 7, 8, 14E and 14W. Out of the 12 cargo groups only 4 cargo groups are handled excluding containers. Besides, there could be possibility of iron and steel cargo coming in the near future. Hence it is proposed to consider the iron and steel cargo also which come under group number 3 and 4

of the Guidelines. The productivity achieved during the year 2015-16 for these 4 cargo groups which are handled now are given below in the table

Productivity of break bulk cargo handling

Cargo	Productivity in tons per hook per shift at the berth								
	1	2	3	4	6	7	8	14E	14W
Bagged cargo	---	356	108	---	---	---	---	---	---
Timber hard	---	---	---	---	326	---	---	---	---
Granites	2837	940	---	---	---	---	---	624	---
Machineries	690	---	1166	---	901	1202	128	---	764

(b). Productivity norms prescribed in the Guidelines for break bulk cargo is as follows:

Cargo group no.	Cargo	Productivity norm in tons per hook peer shift
1	Bagged cargo	330
2	Jumbo bags	560
3	Iron and steel-coils and slabs	1360
4	Iron and steel-pipes, tubes, plates	280
5	Timber soft	320
6	Timber hard	480
7	Granites and marbles	500
8	Containers empty	200
9	Containers laden	1050
10	Project cargo	The cargoes are non-homogeneous and they come in different size, shape and weight. Tariff to be prescribed on per shift basis based on the productivity achieved by any of the ports in handling such cargo. The cost shall be worked out for handling these cargoes for a shift.
11	Motor vehicles other than RORO	
12	Machinery and machinery parts	

(c). The productivity norms prescribed for bagged cargo is 330 tons per hook per shift. This compares well with the value of 356 tons achieved at berth number 2. Hence the productivity values prescribed in the Guidelines will be adopted as such with certain changes where it has become necessary.

(vii). Determination of capital and operating cost for stevedoring:

(a). Capital cost:

The Guidelines prescribes that there is no capital cost involved in the stevedoring operation as there is no investment in the infrastructure. The investment made for deployment of cargo handling equipment is to be reckoned in the form of equipment hire cost. Hence there is no capital cost considered

(b). Operating cost:

As per the Guidelines, the operating cost is to be assessed under the following four categories.

(i). Equipment hire cost

(ii). Labour cost
(iii). Operational overheads
(iv). Administrative overheads

The operating cost is worked out separately for bulk cargo and break bulk cargo handling.

(c). Bulk cargo handling:

(i). There are only 7 groups of bulk cargo handled by the port at present. The method of handling and the equipment used had already been discussed. The equipment that will be considered for calculation of hire charges will be on the basis of the Guidelines and the hire charges for these equipments are given in the table below:

Hire charges for equipment

Cargo	**Hire charges for equipments required for STS including the ship board equipment (in ₹ / shift)**			
	With Ship crane	**With 64 ton HMC**	**With 100 ton HMC**	**Remarks**
Fertilizer	40250	179444	223034	The details are furnished in the working sheet
FRM	40250	179444	223034	
Food grains	40250	179444	223034	
Non coking coal	40250	179444	223034	
Coking coal	40250	179444	223034	
Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	40250	179444	223034	
Limestone, Dolomite etc.	40250	179444	223034	

(ii). Labour cost:

(a). The Guidelines provides the norms for the deployment of labour for various types of cargo. The norms prescribed are reproduced below.

Norms prescribed for labour in the Guidelines

Group No.	**Cargo**	**Norms for manpower requirement**				
		Tindal per shift	**Signalman per hook**	**Mazdoor per hook**	**Operator per equipment**	**No. of hooks per shift**
1	Finished fertilizer	0	1	0	1	3
2	FRM	0	1	0	1	3
3	Food grains	0	1	0	1	3
4	Non coking coal	0	1	0	1	4
5	Coking coal	0	1	0	1	4
6	Iron ore, pellets, Bentonite, Bauxite, Gypsum etc.	0	1	0	1	4
7	Shredded scrap	0	1	0	1	3
8	Heavy Melting Scrap	0	1	0	1	3
9	Other ores and minerals	0	1	0	1	3
10	Limestone, Dolomite, Clinker, Clay, Sand etc.	0	1	0	1	3
11	Salt	0	1	0	1	4
12	Alumina and pig iron ingots etc.	0		0	1	3

The manpower cost for handling various bulk cargoes is to be worked out for the number and type of manpower prescribed in the norms. The cost of the labour of different category is on the basis of the cost prevailing now which includes the basic cost and the allowance and the piece rate and other earnings through incentives is to be accounted.

(b). However, the practice followed at NMPT is to recover the cost of the labour in the form of per ton levy. This levy is as per the rate approved by TAMP and notified in the SOR. Further, the labour deployed at the port for the on board stevedoring work and on shore handling work is a composite gang comprising of different categories. The type of labour and the number to be deployed are arrived at as per the settlement entered into with the labour unions under Clause 12 (3) of Industrial Dispute Act, 1947.

In order to comply with the ground realities prevailing at NMPT, it is proposed to adopt the per ton cost of the labour into the upfront tariff calculations. As such, there will not be any cost accounted in this calculation towards labour. Thus to the rate ultimately arrived without the inclusion of the labour cost component, the notified labour cost prevailing now will be added and the final rate will be arrived at.

(c). However, in this process, per ton cost cannot be added fully for the calculation of the stevedoring cost, as per tonne levy is based on deployment of the entire labour gang on both on board and on shore. Hence this per tonne labour cost has to be apportioned between the stevedoring and shore handling activities. Considering the gang composition and the categories and number of labours deployed in each category, it is proposed to apportion the total labour cost equally between the stevedoring and shore handling activities.

(d). Further, per ton labour cost has been given for various commodities in the SOR. There are in total 44 categories listed in the SOR, of which 13 are break bulk cargo and the rest 31 are bulk cargoes. These commodities are grouped under the 12 groups each given in the Guidelines for the bulk and break bulk cargoes. While carrying out this exercise it is found that the number of commodities coming under each group varied from 1 to 5. For handling of each of the commodity, the labour cost is found different. Hence it is proposed to take the average value of the per ton cost of the commodities coming under each group of the cargo classification given in the Guidelines. Following this approach, per tonne cost of the labour had been worked out.

(iii). **Operational overheads cost**:

The Guidelines prescribes that the operational overheads be calculated as 20% of the sums of the cost of the equipment hire and the labour cost. Accordingly this cost has been worked out.

(iv). **Administrative overheads cost**:

For this also, the Guidelines prescribes that this cost be calculated as 20% of the sums of the cost of equipment hire and the labour cost. This value has been calculated accordingly.

(v). **Total operating cost**:

The total operating cost is the sum of the above four costs.

(d). **Break bulk cargo handling:**

The operating cost for the break bulk cargo handling has been calculated on the same way as done for the bulk cargo handling. However in this case, the cargo is handled only by the use of the ship cranes and hence costs had been worked out only for handling various break bulk cargo with the use of the ship cranes.

(viii). **<u>Stevedoring cost</u>**:

(a). **Bulk cargo handling**:

(i). The stevedoring cost for the handling of various cargoes is to be arrived at as the sum of the total operating cost and the margin costs. The values are calculated for various bulk cargos and provided in the table below. The values in the table are for providing the service per shift.

Stevedoring cost for bulk cargo handling using ship crane.

Group No.	Cargo	Total cost including margin excluding labour in ₹	Productivity in tons per shift	Cost per ton excluding labour in ₹	Labour cost per ton in ₹	Total cost per ton per shift in ₹
1	Fertilizer	67620	900	75	52	127
2	FRM	67620	810	83	50	133
3	Food grains	67620	660	102	39	141
4	Non coking coal	67620	1000	68	28	96
5	Coking coal	67620	900	75	39	114
6	Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	67620	1460	46	41	87
10	Limestone,, Dolomite etc.	67620	1080	63	38	101

(ii). The same procedure is adopted for calculation of the stevedoring cost for handling the above bulk cargo with the use of port 64 ton HMC and 100 ton HMC. The values are given below:

Stevedoring cost for bulk cargo handling using HMC

Cargo group	Cargo	Stevedoring cost per ton with the use of 64 ton HMC	Stevedoring cost per ton with the use of 100 ton HMC
1	Fertilizer	97	98
2	FRM	106	107
3	Food grains	97	98
4	Non coking coal	94	95
5	Coking coal	96	97
6	Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	94	95

10	Limestone,, Dolomite etc.	95	95

(iii). The stevedoring cost arrived at for the bulk cargo handling with the use of HMCs and given in the table above are based on the performance norms discussed earlier, i.e., 3400 tons and 4200 tons per shift respectively for the 64 tons and 100 tons HMCs respectively. Further, the hire charge values available in the SOR for these cranes were adopted to arrive at the equipment hire cost.

(b). Break bulk cargo handling:

The stevedoring cost for the handling of various break bulk cargoes is to be arrived at as the sum of the total operating cost and the margin costs as done for the bulk cargoes. The values are calculated for various break bulk cargoes and provided in the table below. The values in the table are for providing the service per shift. Further, these values are for the operation carried out with the use of ship cranes only. It is presumed that the HMCs are not deployed for handling the break bulk cargo.

Stevedoring cost for break bulk cargo handling

Group No.	Cargo	Total cost including margin excluding labour in ₹	Productivity in tons per shift	Cost per ton excluding labour in ₹	Labour cost per ton in ₹	Total cost per ton per shift in ₹
1	Bagged cargo	1008	300	3.4	39	43
2	Iron and steel coils and slabs	20238	1360	14.9	111	126
3	Iron and steel pipes, tubes plates	20238	400	50.8	111	162
4	Timber hard	3360	480	7.0	111	118
5	Granites	21000	500	42.0	39	81
6	Machineries	8400	900	9.0	126	135

(ix). **Shore handling operation**:

The procedure followed for determination of the stevedoring cost will be followed for the calculation of the shore handling cost.

(a). **Capital cost**:

The Guidelines prescribes that there is no capital cost involved in the cargo handling operation also as there is no investment in the infrastructure. The investment made for deployment of cargo handling equipment is to be reckoned in the form of equipment hire cost. Hence there is no capital cost considered

(b). **Operating cost**:
As per the Guidelines, the operating cost is to be assessed under the following four categories.
(1). Equipment hire cost
(2). Labour cost
(3). Operational overheads
(4). Administrative overheads
The operating cost is worked out separately for bulk cargo and break bulk cargo handling.

(i). **Bulk cargo handling**:

(a). Equipment hire cost:

The equipment hire cost is calculated only for the 7 groups of bulk cargo considered for the stevedoring operation. The method of handling and the equipment used had already been discussed. The equipment that will be considered for calculation of hire charges will be on the basis of the Guidelines and the hire charges for these equipments are given in the table below for the bulk cargo handling on shore.

Equipment hire cost for bulk cargo handling

Group No.	Cargo	Equipment hire cost
1	Fertilizer	71897
2	FRM	70549
3	Food grains	75989
4	Non coking coal	77478
5	Coking coal	75572
6	Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	86244
7	Limestone, Dolomite etc.	79002

(b). Labour cost:

The NIT award does not cover the labour deployed in shore handling operations. In the absence of it the Guidelines has stipulated that the labour cost is to be taken as 5% of the equipment hire cost for the dry bulk cargo handling and for the break bulk cargo handling, 10% is to be considered.

As indicated earlier, the Port supplies the labour for cargo handling work as a composite gang to carry out work on board and on shore. It was also indicated earlier the method of calculation of the labour cost taking into consideration the ground realities prevailing at the port. It was also indicated that the total labour cost thus calculated will be apportioned between the stevedoring and shore handling operation equally. Hence the labour cost that will be accounted in the shore handling operation will be the same as that accounted for stevedoring operation.

(c). Overhead costs:

The Guidelines specifies 20% of the sum of the equipment hire and labour costs for the operational overheads and the same for the administrative overheads. The values had been calculated as specified.

(d). Operating cost:

The operating cost had been calculated as per the Guidelines.

(e). Shore handling cost (Stevedoring with ship cranes):
The shore handling cost is arrived at as a sum of the operating cost determined earlier and the margin. The margin is 20% of the operating cost as per the Guidelines. The calculated values for the shore handling operation following the above procedures are given in the table

below. These values are the scenario when the Stevedoring operation is carried out with the ship cranes.

Shore handling cost for bulk cargo handling

Gr. No.	Cargo	Total cost including margin excluding labour in ₹	Productivity in tons per shift	Cost per ton excluding labour in ₹	Labour cost per ton in ₹	Total cost per ton per shift in ₹
1	Fertilizer	120786	900	134	52.1	186
2	FRM	118522	810	146	50.3	197
3	Food grains	127662	660	193	38.9	232
4	Non coking coal	130163	1000	130	27.9	158
5	Coking coal	126961	900	141	39.1	180
6	Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	144890	1460	99	40.5	140
7	Limestone, Dolomite etc.	132724	1080	123	37.9	161

(f). Shore handling cost (Stevedoring with HMC cranes):

The procedure followed for the calculation of shore handling cost when the stevedoring operation is carried out with ship crane, is adopted as such for the calculation of the shore handling cost when the stevedoring operations are carried out with the use of 64 ton and 100 ton HMCs. The values are given in the table below.

Shore handling cost for bulk cargo handling (HMCs)

Gr. No.	Cargo	Total cost per ton per shift in ₹	
		When Stev. is with 64 ton HMC	When Stev. is with 100 ton HMC
1	Fertilizer	106	101
2	FRM	104	99
3	Food grains	112	107
4	Non coking coal	89	83
5	Coking coal	100	95
6	Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	101	96
7	Limestone, Dolomite etc.	99	93

(ii). Break bulk cargo handling:

(a). Operating cost:

The procedure followed for calculation of the shore handling cost for the bulk cargo had been followed for calculation of the shore handling cost for the break bulk cargo also.

(b). Shore handling cost:

The shore handling cost is calculated in the same way by adding the margin with the total operating cost and dividing

it by the productivity norm. The values thus arrived at are given below in the table.

Shore handling cost for break bulk cargo handling

Gr. No.	Cargo	Total cost including margin excluding labour in ₹	Productivity in tons per shift	Cost per ton excluding labour in ₹	Labour cost per ton in ₹	Total cost per ton per shift in ₹
1	Bagged cargo	28980	300	97	39	136
2	Iron and steel coils and slabs	128671	1360	95	111	206
3	Iron and steel pipes, tubes plates	80371	400	201	39	240
4	Timber hard	80661	480	168	112	280
5	Granites	83752	500	168	39	207
6	Machineries	303807	900	338	125	463

(x). **Container handling cost**:

In the Guidelines container handling is falling under the break bulk cargo handling group and two groups are given, one for handling empty container and another for handling laden container. Further the productivity norm for these two are given in tons per shift. Instead it is proposed to provide the values for these two groups in terms of per TEU handling cost both for stevedoring and shore handling activity.

The productivity norm prescribed has been changed into 70 TEUs for both empty and laden handling. The details are given in the working sheet. On this basis, the stevedoring cost for container handling had been worked out.

As regards the shore handling for empty or laden container handling, one front end loader is accounted. For transportation to the yard, two 20 T and 40 T tractor trailers are used for the empty and laden container handling.

On the above basis, the container handling cost worked out and the resultant values are given below.

Container handling cost

Gr. No.	Cargo	Stevedoring charges per TEU in ₹	Shore handling charges per TEU in ₹
1	Container Empty	575	1441
2	Container Laden	3015	1565

(xi). The tariff proposed by the NMPT is as follows:

(a). Bulk cargo Stevedoring charges:

Gr. No.	Cargo	Stevedoring cost per ton in ₹		
		Ship crane	64 Ton HMC	100 ton HMC
1	Fertilizer	127	97	98
2	FRM	133	106	107
3	Food grains	141	97	98
4	Non coking coal	96	94	95
5	Coking coal	114	96	97
6	Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	87	94	95
7	Limestone, Dolomite etc.	101	95	95

(b). Bulk cargo Shore handling charges:

	Cargo	Shore handling cost per ton in ₹

Gr. No.		Ship crane	64 Ton HMC	100 ton HMC
1	Fertilizer	186	106	101
2	FRM	197	104	99
3	Food grains	232	112	107
4	Non coking coal	158	89	83
5	Coking coal	180	100	95
6	Iron ore, iron ore pellets, Bentonite, Gypsum, Bauxite etc.	140	101	96
7	Limestone,, Dolomite etc.	161	99	93

(c). Break Bulk Cargo Stevedoring & Shore handling charges:

Gr. No.	Cargo	Stevedoring cost Per ton in ₹	Shore handling cost Per ton in ₹
1	Bagged cargo	43	136
2	Iron and steel coils and slabs	127	206
3	Iron and steel pipes, tubes plates	163	240
4	Timber logs hard	118	280
5	Granites and marble	81	207
6	Machinery and machinery parts	135	463
7	Container Empty	574	1441
8	Container Laden	2787	1565

(xii). **Performance norms:**

(a). Productivity norms prescribed for bulk cargo:

Cargo Group No.	Cargo	Norm in tons per hook per shift	Average no. of hooks per shift
1	Finished fertilizer	900	3
2	Fertilizer Raw Material (FRM)	810	3
3	Food grains	660	3
4	Non Coking coal (Thermal coal)	1000	4
5	Coking coal	900	4
6	Iron ore, iron ore pellets, Bentonite, Bauxite, Copper concentrate, lead and zinc ore	1460	4
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar dry bulk cargo	1080	3

Note: The norms specified is applicable for both the stevedoring and shore handling.

(b). Productivity norms prescribed for break bulk cargo:

Cargo group no.	Cargo	Productivity norm in tons per hook per shift
1	Bagged cargo	330
2	Jumbo bags	560
3	Iron and steel-coils and slabs	1360
4	Iron and steel-pipes, tubes, plates	280
5	Timber soft	320
6	Timber hard	480
7	Granites and marbles	500
8	Containers empty	200
9	Containers laden	1050
10	Project cargo	The cargoes are non-homogeneous and they come in different size, shape and weight. Tariff to be prescribed on per shift basis based on the

		productivity achieved by any of the ports in handling such cargo. The cost shall be worked out for handling these cargoes for a shift

Note: The norms specified is applicable for both the stevedoring and shore handling

4. The NMPT has submitted proposed Scale of Rates (SOR) and Performance Standards for the said project and Budgetary offers along with its proposal. The NMPT has also furnished a copy of the approval of the Board of Trustees of the NMPT approving the Upfront Tariff proposal, vide its letter dated 14 December 2016.

5. In accordance with the consultative procedure prescribed, a copy of the proposal of NMPT was forwarded vide our letter dated 21 November 2016 to the concerned users/ user organisations/ prospective bidders (as suggested by NMPT) seeking their comments. The Association of New Mangalore Port Stevedores has furnished its comments and the NMPT has responded.

6. Based on the preliminary scrutiny of the proposal, the NMPT was requested vide our letter dated 04 May 2017 to furnish additional information / clarifications on a few points by 15 May 2017. After seeking extensions of time, the NMPT vide its letter dated 23 June 2017 has furnished its reply on the additional information/ clarifications sought by us. While furnishing its reply on the information/ clarifications sought by us, the NMPT has submitted the revised proposal. The highlights of the revised proposal are brought out in the subsequent paragraphs. A summary of the additional information/ clarifications sought by us and reply furnished by NMPT thereon are tabulated below:

Sl. No.	**Information/ clarifications sought by us**	**Reply furnished by NMPT**
1.	**<u>Productivity Parameters</u>:**	
(i).	The (cargo-wise) productivity norms prescribed in the guidelines for dry bulk cargo for stevedoring operations at Annex-II read with Annex-V is common productivity norms with reference to handling cargo by ship crane or shore crane or Harbour Mobile Crane (HMC) (100 tonnes as per the note under the Annex) or combination of these. The guidelines do not prescribe separate productivity norms for each handling equipment. The New Mangalore Port Trust (NMPT) has, however, in its proposal, considered different productivity parameters for handling by ship cranes and by HMC. Further, for HMC, port has considered two different capacity HMC i.e. 64 tonne HMC and for 100 tonne HMC with productivity parameters 3400 tonnes / shift / hook for all cargo groups for 64T HMC and 4200 tonnes / shift / hook for all cargo groups for 100T HMC. The upfront tariff sought is also for three different methods of handling viz., ship crane, 64T HMC and 100T HMC for stevedoring and shore handling operations. The guidelines do not permit fixation of equipment rate. Hence, the NMPT to propose cargo wise single rate. Other Major Ports have also filed the proposal for fixation of upfront reference tariff following the norms prescribed and	Single Upfront Tariff for Stevedoring operation has been proposed in the revised proposal, cargo wise as per the Norms prescribed in the Guidelines. However if Harbour Mobile Crane (HMC) is deployed the hire cost will be additional. The hire charges of HMC shall be as per the scale of rate approved by the TAMP.

	not based on individual handling equipment.	
(ii).	As far as the shore handling activity is concerned, the guidelines prescribe 5 methods for movement of cargo at shore at Clause 4.4.1 and 4.4.2 of the guidelines. Whereas, port has proposed shore handling rate linked to cargo handled by ship crane, 64T HMC and 100T HMC which is not envisaged in the guidelines. Keeping in view the point no.(i), NMPT to propose a single tariff for handling cargo instead of linking it to the individual handling equipment so as to be in consonance with the Stevedoring & Shore handling Guidelines.	Single Upfront Tariff for Shore Handling operations for various cargo handled at NMPT has been proposed in the revised proposal.
(iii).	Annex-III and IV to the Clause 3.3 of the Stevedoring and Shore handling guidelines stipulate the productivity norms for both dry bulk cargo and break bulk cargo for each of cargo classification. The productivity parameters considered by the NMPT for Iron & steel – pipes, tubes, plates (break bulk cargo) with the use of ship crane is 400 per hook per shift as against productivity norm of 280 per hook per shift prescribed in the ibid guidelines. The port has not furnished reasons for the said deviation. The NMPT to modify the productivity norms at the normative level prescribed in the guidelines.	The productivity norms as 280 Ton per hook per shift for commodity “Iron and steel pipes, tubes, plates” has been considered in the revised proposal as per guidelines for working of upfront tariff for the above Break bulk Cargo.
(iv).	**Equipment hire cost for both Stevedoring and Shore Handling operations**:	
	(a). Clause 3.5.6 and 4.5.6 of the Stevedoring and Shore Handling Guidelines stipulate that the equipment hire cost shall be estimated for normative list of equipment to be taken on hire as per norms prescribed at relevant Annex – VI, VII and IX attached to the Guidelines. The NMPT 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. However, the port has not furnished any detailed workings showing number of equipment and capacity of equipment (other than HMC) considered by it for arriving at the proposed rate. The NMPT to furnish the details of arriving the total hire charges indicating no. of equipment, capacity, etc. Also, confirm that the port has considered the equipment as per the normative list of equipment to be taken on hire as per norms prescribed in Stevedoring and Shore handling Guidelines. In case of any	The equipment hire charges for Stevedoring and Shore Handling Operation have been estimated as per the Normative list of equipment prescribed in the guidelines with minor changes in type of equipment and capacity considered in the revised proposal as per the availability of equipment with the Stevedores and Shore Handling agents and Port. The details of arriving total hire charges indicating number of equipment capacity have been furnished.

	deviation from the prescribed norm, the port to justify the deviation.	
	(b). The NMPT has furnished the copies of quotations in support of hire charges considered by the port in the proposal. As per the quotation of Aspinwall & Co., the hire charges for HM front end 2021 is ₹16,800 per shift and as per quotation submitted by Delta Infralogistics (Worldwide) Ltd it is ₹16000+ ₹500/shift. However, the NMPT has considered ₹15,800 per shift for the same in table - A. The NMPT to correct the mismatch in figures.	The necessary correction as pointed out by TAMP has been carried out.
	(c). In page no.17 of the proposal showing calculation of operating cost for stevedoring operation for break bulk cargo, the equipment hire cost for laden container is considered at ₹1,04,695.5 / hook / shift for handling by ship crane with manual spreader whereas ₹3000 / hook / shift has been considered for empty container for same handling equipment. The NMPT may examine and make suitable correction in the proposal.	The hire charges for one spreader per hook per shift for handling laden containers by ship crane has been considered in the revised proposal i.e. ₹3000/- per hook per shift.
	(d). The performance norms given for the handling of empty and laden containers in the guidelines are 200 tonnes and 1050 tonnes per shift. However, the NMPT has reported that by adopting conversion ratio of 3 tonnes for empty TEU and 15 tonnes for the laden TEU, the productivity comes to 67 and 70 TEUs respectively. The NMPT has also stated that since, there was no much difference for these two categories, it has considered productivity norms for the handling of container empty and laden at 70 TEUs only. However, the NMPT has proposed the performance norms in tonnes only. The NMPT to propose performance standards for containers in TEUs as considered by the port in upfront tariff calculation.	The performance norm for containers in TEU's has been prescribed in the proposed Scale of Rates.
	(e). Clause 4.4.1 of the Stevedoring and Shore handling Guidelines stipulates the adoption of different handling methods for shore handling operations. Five methods for dry bulk cargo and four methods for break bulk cargo have been prescribed for arriving at upfront tariff rates. Please explain explicitly which of the five method is considered for arriving at proposed upfront tariff rates. It is seen that the NMPT has proposed upfront tariff under only one method for both dry bulk cargo and break bulk cargo under shore handling operation. The NMPT to confirm that the other methods are not applicable at the port.	The methods adopted for dry bulk cargo and break bulk cargo are as under: **Dry Bulk Cargo**: Dry bulk cargo are discharged by ship crane / Harbour Mobile Crane onto wharf and loaded onto tippers using pay loaders. The cargo is transported to Stack Yard / Shed and Stacked by Poclain. The Poclain loads dry bulk cargo on to trucks for delivery. In case of Food Grain and fertilizer the cargo is unloaded on tippers through hoppers and transported to Shed for storage where poclains are used for stacking and delivery. The cargo cannot be directly discharged onto trucks due to large size of

		Grabs. Following methods are adopted for dry bulk cargo in proposal: **Method 5** - Cargo unloaded onto the wharf and loaded on to trucks and transported to Storage Yard for all dry bulk cargo within 1 KM except for Iron ore which is beyond 1 KM. **Method 3** – Cargo unloaded onto Trucks through hopper and moved to storage yard with in port premises. **Break Bulk Cargo**: There are very few Break bulk cargo such as iron & steel, timber, granite, machinery, containers etc. handled in port. The break bulk cargo is handled in conventional method using ship crane or HMC. The cargo is unloaded on to tractor trailers and moved to storage yard. The mobile crane/FLT is used for unloading, stacking and delivery of cargo. The containers is handled in conventional method i.e.by ship crane or HMC and loaded on to trailers and moved to container storage yard. The Reach stackers are used for lift on lift of containers at storage yard. The method adopted for break bulk cargo in proposal is : **Method 3** - Cargo unloaded onto trucks and transported to storage yard within the Port Premises or vice versa.
(v).	**Labour Cost for Stevedoring and Shore Handling Operations**:	
	(a). For Stevedoring Operations, Clause 3.5.7 of the guidelines stipulates that labour deployment for handling various commodities shall be only as per the norms prescribed by the National Tribunal Award (NTA). The norms are prescribed in Annex-VIII for various commodities. The guidelines stipulate that the unit rate for labour deployment will be the prevailing actual cost of labour for the quantum of labour prescribed in the norms. For shore handling operation, Clause 4.5.7 stipulates the norm for estimation of labour cost at 5% of the equipment hire cost for dry bulk cargo and 10% of equipment hire cost for break bulk cargo As against the above position, the port has estimated labour cost reportedly based on per tonne levy for deployment of Labour from the Cargo Handling Division (CHD) as prescribed in the existing SOR approved	The labour cost has been considered for Stevedoring and Shore Handling operation in the revised proposal as per the norms prescribed in the guidelines.

	under the Tariff Policy 2015. On perusing the per tonne rate for CHD in the pre-revised Order no.TAMP/19/2011-NMPT dated 06 January 2012, it is seen that per tonne rate of CHD includes wage cost and associated cost of all the employees of CHD as stated by NMPT. Apart from the wage cost of workers of CHD, it also includes allocated management & general overheads and finance & management expenses. Clause 3.5.7 of the guidelines stipulates to consider unit rate for labour deployment which will be the prevailing actual cost of labour for the quantum of labour prescribed in the norms. Therefore, consideration of allocated overheads apart from wage cost does not appear to be in line with Clause 3.5.7. This is not in line with the norms prescribed in the guidelines for estimating the labour cost. The other Major Port Trusts like Kandla Port Trust (KPT), V.O. Chidambaranar Port Trust (VOCPT), etc., where per tonne levy for labour deployment from CHD is prescribed in their respective SOR, have in their proposal for stevedoring and shore handling operations followed the norms prescribed in the guidelines for estimating labour cost. The NMPT to, therefore, modify the labour cost following the norms prescribed in the guidelines.	
	(b). The Stevedoring and Shore handling Guidelines prescribe the norms for estimation of labour cost for stevedoring operations. Further the Norms for estimation of labour Cost for break bulk cargo prescribes 1 number of Tindal per shift for each commodity. However Tindal per shift is not prescribed for Dry Bulk Cargo in the guidelines. It is understood that the deployment of Tindal who is the leader of the gang in the stevedoring operation of Dry Bulk cargo is required as per the NIT award. Therefore, the NMPT may examine the issue in light of above and make necessary modification in the proposed proposal.	The labour cost of Tindal is included for Dry bulk cargo.
(vi).	**Proposed Scale of Rates:**	
	(a). The NMPT has, in the proposed SOR, not proposed any upfront tariff for the cargo groups viz., iron and steel coils & slabs and tubes plates at Section 3.2. (Break Bulk Cargo) in respect of Shore handling operations. However, it has arrived the upfront tariff for the same. The NMPT to include the upfront tariff for the above said two cargo groups under Shore handling charges in Section 3.2. of Chapter III of the proposed SOR.	The Upfront Tariff for Shore Handling operation in respect of break bulk cargo “Iron & Steel-Coils & Slabs and Iron & Steel- Pipes, Tubes, Plates” has been included in the proposed Scale of Rates.

	(b). For some of the cargo groups under both Stevedoring and Shore handling, the upfront tariff proposed in SOR is not matching with that of the calculation of the upfront tariff. The NMPT to correct the mismatch. For e.g. tariff for Laden containers under Stevedoring charges in the Section 2.1. of Chapter II of the proposed SOR is ₹2787 as against ₹3015 as per cost sheet.	The necessary correction has been carried out.
	(c). 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) Ministry of Shipping, Road and Transport and Highways (MSRTH) relates to concessional rate for coastal vessel and coastal cargo. As per para 3 (iii) and 5(2.2) of Order No. TAMP/4/2004–Genl. dated 7 January 2005 passed by 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 NMPT 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.	The concessional rates for coastal cargo as per the Government directives have been prescribed in proposed SOR.
	(d). The port may suitably adjust the proposed rate (i.e. for foreign cargo) to consider the impact of coastal concession as done in the upfront and reference tariff cases. Furnish detailed working of the rate (to be) proposed indicating the share of foreign and coastal cargo.	The necessary adjustment in the proposed rate i.e. rate of foreign cargo has been considered for the impact of coastal concession on the basis of cargo handled in the year 2016-17.
(vii).	**Performance Standards**:	
	(a). The NMPT has proposed the productivity norms as considered by it for calculation of upfront tariff as performance standard for both dry bulk cargo and break bulk cargo. The Operator is anyhow eligible for WPI indexation even if he is not able to achieve the performance standard at 60% at WPI indexation both for dry bulk and break bulk cargo. As per clause 7.1 and 7.2 of Stevedoring and Shore handling guidelines, the	A separate proposal for performance Norms as per the Berthing Policy for Dry bulk has been submitted to the TAMP for approval. The Performance Standards for Dry Bulk and Break bulk cargo have been considered as per the guidelines.

	operator would be entitled to 100% WPI indexation instead of 60% WPI indexation for the second year of operating on achievement of Performance Standards as prescribed in the Berthing Policy issued by the Ministry of Shipping under letter No.PD-1103/73/2013-PT (pt) dated 16 June 2016 for dry bulk cargo. The NMPT is, therefore, requested to propose the performance norms as per the Berthing Policy for Dry Bulk Cargo. The Performance Standards for Break Bulk Cargo may be retained as proposed.	
	(b). The port has proposed performance standards for break bulk cargo viz., Jumbo bags, Timber soft, Project cargo and Motor vehicles other than RORO. But, the NMPT has not proposed any tariff under stevedoring and shore handling operations for these cargo items. The NMPT to correct and propose performance standards only for that break bulk for which upfront tariff is sought.	The Tariff for Jumbo bags and project cargo has been included in the revised proposal. The performance standards have been proposed for the break bulk cargo for which the Tariff has been sought.
	(c). For Machinery and machinery parts the port has not proposed performance standards instead inserted a note as prescribed in the guidelines. The guidelines require the port to propose tariff on per shift basis based on the best productivity achieved by the ports in handling such cargo. The port has considered productivity of 900 per shift per hook for this cargo in tariff calculation. The port may consider to incorporate the same as the performance standards as done for other break bulk cargo, following the guidelines.	The performance standard for Machinery and Machinery parts has been included in the proposed performance standard.

7. A joint hearing in this case was held on 19 January 2017 at the NMPT premises. The NMPT made a power point presentation of its proposal. At the joint hearing, the NMPT and users / user associations have made their submissions.

8.1. At the joint hearing, the Association of New Mangalore Port Stevedores (ANMPS) vide its letter dated 19 January 2017 has furnished its written submissions, alongwith its written submission dated 24 November 2016.

8.2. With reference to written submissions made by ANMPS at the joint hearing, NMPT vide its email dated 27 February 2018 has furnished its comments.

9.1. At the joint hearing, Association of New Mangalore Port Stevedores (ANMPS) requested that a Committee of Port Stevedores, C&F agents etc. be formed by the port to review the proposal and finalize the revised rates taking into consideration the views of users / stakeholders.

9.2. In view of the request by the ANMPS and other users/ user association, NMPT was ready for a discussion with ANMPS and others on the proposal and convey the outcome to this Authority in a week's time. We have, however, not received any further communication either from NMPT in this regard or from ANMPS.

10.1. In the meanwhile, keeping in view that the Ministry of Shipping (MOS) has directed this Authority for immediate action on the Stevedoring proposals filed by the Major Port Trusts, this

Authority vide its Order dated 8 February 2017 has granted ad hoc approval to the upfront tariff for stevedoring and shore handling operations and Performance Standards as proposed by the port as an interim arrangement, pending fixation of final rates by this Authority. 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.

10.2. This Order has been notified in the Gazette of India Extraordinary (Part III Section 4) on 01 March 2017 vide Gazette No. 81. The Order was communicated to the NMPT and to the users on 07 March 2017.

10.3. In response, the NMPT vide its letter no.53/2/2017/TGA.4 dated 02 March 2017 has requested to issue a corrigendum to Order dated 08 February 2017 on some points.

This Authority vide its Order dated 29 March 2017 has amended the Scale of Rates relating to adhoc upfront tariff for Stevedoring and Shore Handling Operations. This Order was notified in the Gazette of India on 28 April 2017 vide Gazette no. 170. The Order was communicated to the NMPT and to the users on 01 May 2017.

11.1. As stated earlier, the NMPT has, while furnishing its reply on the additional information / clarification sought by us, also submitted the revised proposal dated 23 June 2017 and the revised tariff for Foreign and Coastal cargo alongwith Performance standards for fixation of upfront tariff for Stevedoring and Shore Handling Operation at NMPT. The NMPT has modified its original proposal. The modifications done by NMPT are as under:

(i). The port has furnished modified estimates for Stevedoring operations and Shore handling Operations based on the performance norms as per the Stevedoring and Shore Handling Guidelines.

(ii). Single Upfront Tariff for Stevedoring operation has been proposed in the revised proposal, cargo wise as per the Norms prescribed in the Guidelines. However if Harbour Mobile Crane (HMC) is deployed the hire cost will be additional. The hire charges of HMC shall be as per the scale of rate approved by the TAMP.

(iii). Dry bulk cargo are discharged by ship crane / Harbour Mobile Crane onto wharf and loaded onto tippers using pay loaders. The cargo is transported to Stack Yard / Shed and Stacked by Poclain. The Poclain loads dry bulk cargo on to trucks for delivery. In case of Food Grain and fertilizer the cargo is unloaded on tippers through hoppers and transported to Shed for storage where poclains are used for stacking and delivery. The cargo cannot be directly discharged onto trucks due to large size of Grabs.

(iv). The NMPT has proposed following methods for Shore handling Operations in its revised proposal:

For Dry bulk cargo:

Method 5 - Cargo unloaded onto the wharf and loaded on to trucks and transported to Storage Yard for all dry bulk cargo within 1 KM except for Iron ore which is beyond 1 KM.

Method 3 – Cargo unloaded onto Trucks through hopper and moved to storage yard with in port premises.

For Break bulk cargo:

Method 3 - Cargo unloaded onto trucks and transported to storage yard within the Port Premises or vice versa.

(v). Further NMPT has stated that there are very few Break bulk cargo such as iron & steel, timber, granite, machinery, containers etc. handled in port. The break bulk cargo is handled in conventional method using ship crane or HMC. The cargo is unloaded on to tractor trailers and moved to storage yard. The mobile crane/FLT is used for unloading, stacking and delivery of cargo. The containers is handled in conventional method i.e.by ship crane or HMC and loaded on to trailers and moved to container storage yard. The Reach stackers are used for lift on lift of containers at storage yard.

(vi). Performance Standards adopted for determination of tariff for dry bulk cargo is the same as that notified in the Guideline issued by the MOS vide the letter No.PD-11033/73/2013-PT (pt) dated 17 September 2016. The port is predominately handling coal under the dry bulk cargo category. The dry bulk cargo is handled in various berths and in the future the scenario may change with the proposed privatisation of the berth which is currently handling dry bulk predominately. Hence the port has considered that it is prudent to adhere to the norms specified in the Guideline and impose them on the Stevedores to achieve them. Hence the norms specified in the Guideline has been adopted for both dry bulk and break bulk cargos and the same values had been incorporated in the SOR under the Performance Standards.

11.2. Accordingly, the NMPT sought the approval on the following:

(a). Proposed Upfront Tariff for Stevedoring and Shore Handling Operations at NMPT.

(I) **2.1 Dry Bulk cargo Stevedoring charges:**

Gr. No.	Cargo		Stevedoring cost per ton in ₹			
			With Grab		With Ship Grab or without grab	
			Foreign	Coastal	Foreign	Coastal
1	Finished Fertilizers. All Fertilizer that can be directly used without processing such as MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate etc.		132	79	90	54
2	Fertilizer – Raw – Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.		142	85	100	60
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.		165	99	123	74
4	Non coking coal (Thermal coal) Thermal Coal		123	123	81	81
5	Coking coal	All types of Coal other than Thermal Coal and	132	79	90	54

		petroleum Coke such as: Coke/Charcoal, Metallurgical Coke, Coking Coal, coke of all kinds and charcoal of all kinds, etc.				
		Petroleum Coke	132	132	90	90
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	Iron Ore; Fines & Lumps, Iron Ore Pellets etc	97	97	55	55
		Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	162	97	92	55
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		117	70	75	45
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 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.		135	81	93	56

(b). **2.2 Break Bulk Cargo Stevedoring charges:**

Gr. No.	Cargo	Stevedoring cost Per ton in ₹	
		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.	156	94
2	Jumbo Bags	100	60

	All cargo in bags of various weights (0.5, 1.0, 1.5 MT) 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.,			
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.		110	66
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.		425	255
5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.		116	70
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.		246	148
7	Container Empty	Up to 20’	679	408
		Above 20’ and up to 40’	1019	611
		Above 40’	1359	815
8	Container Laden	Up to 20’	679	408
		Above 20’ and up to 40’	1019	611
		Above 40’	1359	815
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.		231	138
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, Arms, Ammunition, Explosives, Defense Stores and Defense equipment/ machinery.		240	144

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 Operators 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 NMPT Scale of Rates will be additional. The hire charge for Harbour Mobile Crane includes grab and therefore Stevedoring charge for "without grab" shall be applicable for dry bulk cargo.

3. The Stevedoring and Shore Handling Operator has to engage the Port composite labour gang for the stevedoring operation and pay to the port the per ton levy as per the prevailing Scale of Rate for the supply of the cargo handling worker

4. Any incentives to be paid to the 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 Operator

5. 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.

(c). **3.1 Dry Bulk cargo Shore handling charges:**

Gr. No.	**Cargo**		**Shore handling cost per ton in ₹**			
			Cargo unloaded onto the wharf and loaded on to trucks and transported to storage yard for all dry bulk cargo		**Cargo unloaded onto trucks through hopper and moved to storage yard within the port premises**	
			Foreign	**Coastal**	**Foreign**	**Coastal**
1	Finished Fertilizers. All Fertilizer that can be directly used without processing such as MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate etc.		150	90	106	64
2	Fertilizer – Raw – Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.		167	100	115	69
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.		204	123	135	81
4	Non coking coal (Thermal coal) Thermal Coal		135	135	98	98
5	Coking coal	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.	150	90	106	64
		Petroleum Coke	150	150	106	106
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate,Led and Zinc Ore etc.	Iron Ore; Fines & Lumps, Iron Ore Pellets etc	121	121	104	104
		Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	202	121	174	104
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo		125	75	93	56

	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				
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 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.	155	93	109	65

(d). **3.2 Break Bulk Cargo Shore handling charges:**

Gr. No.	Cargo	Shore handling cost Per ton in ₹	
		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.	103	62
2	Jumbo Bags All cargo in bags of various weights (0.5, 1.0, 1.5 MT) 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.,	74	44
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.	149	89
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.	448	269
5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.	268	161
6	Granites and Marbles Granite Blocks of all dimensions normally in the range of 3.0 to 40.0 MT per block and marbles	336	202

	of varying weight such as: Granite, Granite Blocks & Marbles, Stones- Sculptural, engraved slabs, dressed etc.			
7	Container Empty	Up to 20'	1956	1174
		Above 20' and up to 40'	2934	1760
		Above 40'	3912	2347
8	Container Laden	Up to 20'	2513	1508
		Above 20' and up to 40'	3770	2262
		Above 40'	5027	3016
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.		606	364
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, Arms, Ammunition, Explosives, Defense Stores and Defense equipment/ machinery.		606	364

Notes for schedule 3.1 and 3.2

1. 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.

2. The Stevedoring and Shore Handling Operator has to engage the Port composite labour gang 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 worker.

3. Any incentives to be paid to the 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 Operator.

4. The charges specified is a composite rate and no other charges can be levied.

(b). **Performance Standards:**

(i). **Productivity norms prescribed for Dry bulk cargo:**

Cargo Group No.	Cargo	Norm in tons per hook per shift
1	Finished fertilizer	900
2	Fertilizer Raw Material (FRM)	810
3	Food grains	660
4	Non Coking coal (Thermal coal)	1000
5	Coking coal	900

6	Iron ore, iron ore pellets, Bentonite, Bauxite, Copper concentrate, lead and zinc ore	1460
7	Limestone, Dolomite, Clinker, Clay, Sand and other similar dry bulk cargo	1080
8	Gypsum, other ore and minerals	870

(ii). **Productivity norms prescribed for Break bulk cargo:**

Cargo group no.	Cargo	Productivity norm in tons per hook per shift
1	Bagged cargo	300 tonnes
2	Jumbo bags	560 tonnes
3	Iron and steel-coils and slabs	1360 tonnes
4	Iron and steel-pipes, tubes, plates	280 tonnes
5	Timber hard	480 tonnes
6	Granites and marbles	500 tonnes
7	Containers empty	70 TEUs
8	Containers laden	70 TEUs
9	Project cargo	300 tonnes
10	Machinery and machinery parts	300 tonnes

Note for a & b: The norms specified is applicable for both the stevedoring and shore handling.

11.3. On perusing the reply furnished by NMPT vide its letter dated 23 June 2017, it was found that port has considered the optimal capacity taking the normative productivity norm per hook / shift; but, has not multiplied it with the normative hooks. For example for Fertilizer cargo NMPT has considered optimal capacity at 900T hooks / shift. This is not in line with the guidelines position. The NMPT has not assessed the optimal capacity as per the Clause 3.3 of the Stevedoring and Shore handling Guidelines. The NMPT was, therefore, requested vide our letter dated 2 January 2018 followed by reminder to reassess the optimal capacity for all dry bulk and break bulk cargo in light of above observation and furnish revised corrected working.

11.4. The NMPT, in response, has vide its email dated 27 February 2018 filed a further revised proposal alongwith the revised tariff for Foreign and Coastal cargo alongwith Performance Standards for fixation of upfront tariff for Stevedoring and Shore Handling Operation at NMPT. The NMPT has modified its earlier proposal. The modifications done by NMPT are as under:

(i). For Shore handling Operations, upfront tariff has been proposed under all 5 methods as prescribed in the guidelines. Further, one more method i.e. No.6 is added for export operation for Dry bulk cargo.

(ii). Number of hooks is considered as 3 per shift instead of 2.5 per shift for break bulk cargo like Bagged cargo, Jumbo Bags, Iron & Steel and Timber since there is no practice of booking labour & Equipment for half shift at NMPT. Performance Norms per shift is accordingly enhanced by considering 03 hooks per shift. As such there will not be any impact on fixation of Tariff.

(iii). The Performance Norms for containers have been converted in TEUs by considering the weight of empty and laden container. In case of empty containers weight of 20' container is taken as 2.5 MT whereas for laden container the average weight of 20' container handled in NMPT is 15 MT. Thus performance Norms per hook per shift for empty container is 80 TEUs (200/2.5) and laden container 70 TEUs (1050/15).

(iv). In case of Shore Handling method 3 for Jumbo bag no equipment has been specified in the Guidelines. Since the Jumbo Bags cannot be handled manually one forklift (5T) per hook has been considered.

(v). The type and capacity of equipment/Tipper/Trailers/Trucks have been considered as per the Guidelines with minor changes based on the availability of same in the Port.

(vi). The Guidelines do not cover the operation of Railway wagon loading i.e. loading of cargo at storage yard and transporting to Railway siding and loading on to the railway wagons. However, the same is proposed based on the equipment/labour deployed for the above activity at NMPT. In case of bagged cargo manual handling is involved, Labour charges are considerably higher than the 10% of equipment cost and, therefore, the same is taken based on actual. The average tonnage/TEUs per rake taken as 3800 MT for Dry bulk cargo, 2200 for bagged cargo and 80 TEUs container based on the cargo handled at NMPT.

(vii). For Shore handling of Dry Bulk cargo, the number of hoppers have been considered corresponding to number of hooks.

(viii). As per the Guidelines Labour cost for Shore Handling operation is 10% of equipment cost. However, there are instances of no equipment prescribed in various methods for shore handling of break bulk cargo. In such cases the labour cost is considered as ₹5000/- per hook per shift (4 labours per hook @ ₹1250/- per labour inclusive of wages, PF, ESI and incentive). For 3 hook labour charges would be ₹15000/- and for 2 hook ₹10000/-.

(ix). The Stevedores and Shore Handling Agents shall continue to pay levy for supply of Cargo handling worker from the Registered Cargo Handling Labour Wing (RCHW) and incentives for cargo handling operation in terms of Chapter VII of Scale of Rate of NMPT approved by TAMP. The rates proposed in the present proposal are for the Upfront ceiling tariff for Stevedoring Operation and the same cannot be compared with RCHW charges collectable by NMPT. The deployment of labour is as per the Industrial Dispute Settlement entered between NMPT and workers representing the Union. During the year 2016-17, RCHW has earned revenue of ₹23.32 Crores as against expenditure of ₹40.03 Crores. Thus, RCHW is operating under huge deficit and any change in the Policy with regard to this subject may have serious financial implication on Port.

(x). In the proposal dated 23 June 2017, the NMPT has proposed upfront tariff under one method for Break Bulk Cargo (Method 4). In the revised proposal, upfront tariff under all 4 methods has been proposed as per Stevedoring and Shore handling Guidelines.

(xi). Productivity norms has been proposed as per Stevedoring and Shore handling Guidelines in the revised proposal.

11.5. Accordingly, the NMPT sought the approval on the revised SOR and Performance Standard as given below:

A. Upfront Tariff for Stevedoring Operations:

2.1. Dry Bulk Cargo

Sl. No.	Cargo	Stevedoring charges per ton or part thereof (in ₹.)			
		With Grab		With Ship Grab or Without Grab	
		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.	89.77	53.86	47.77	28.66

2	Fertilizer – Raw Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.	95.08	57.05	53.08	31.85
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.	107.14	64.28	65.14	39.08
4	Non coking coal (Thermal coal) Thermal Coal	117.10	117.10	75.10	75.10
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.	125.52	75.31	83.50	50.10
	b) Petroleum Coke	125.45	125.45	83.45	83.45
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc. a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc	93.44	93.44	51.44	51.44
	b) Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	155.74	93.44	85.74	51.44
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.	81.81	49.08	39.81	23.88
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 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.	91.42	54.85	49.42	29.65

2.2. Break Bulk Cargo

Sl. No.	Cargo	Stevedoring charges per ton or part thereof (in ₹.)	
		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.	139.19	83.51
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.,	91.07	54.64
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.	103.27	61.96
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.	393.85	236.31

5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.		126.67	76.00
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.		211.72	127.03
7	Containers Empty	Up to 20'	447.14	268.28
		Above 20' and Up to 40'	670.71	402.42
		Above 40'	894.28	536.57
8	Containers Laden	Up to 20'	511.02	306.61
		Above 20' and Up to 40'	766.52	459.91
		Above 40'	1022.03	613.22
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.		209.01	125.41
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.		218.32	130.99

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 NMPT 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 Stevedoring and Shore Handling Agent has to engage the Port composite labour gangs for the stevedoring 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.

4. 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.

5. 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, levelling etc. and no other charges can be levied.

B. SHORE HANDLING CHARGES

3.1. Dry Bulk Cargo:

Sl. No.	Cargo	Shore Handling charges per ton or part thereof (in ₹.)									
		Method1		Method2				Method 3			
				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,	26.46	15.88	94.08	56.45	125.44	75.26	120.54	72.32	151.90	91.14

	Urea, DAP, SOP, NPK, Ammonium Nitrate etc.										
2	Fertilizer – Raw Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.	26.46	15.88	104.53	62.72	139.38	83.63	130.99	78.60	165.84	99.50
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.	26.46	15.88	128.29	76.97	171.05	102.63	154.75	92.85	197.51	118.51
4	Non coking coal (Thermal coal) Thermal Coal	26.00 *(Typographical Error should be 26.46)*	26.00 *(Typographical Error should be 26.46)*	103.19	103.19	129.65	129.65	129.65	129.65	156.11	156.11
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.	26.48	15.89	114.73	68.84	144.15	86.49	141.21	84.72	170.62	102.37
	b) Petroleum Coke	26.46	26.46	114.66	114.66	144.06	144.06	141.12	141.12	170.52	170.52
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc. a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc	26.46	26.46	79.74	79.74	105.12	105.12	106.20	106.20	131.58	131.58
	b) Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	44.10	26.46	132.90	79.74	175.19	105.12	177.00	106.20	219.29	131.58
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.	26.46	15.88	127.40	76.44	160.07	96.04	153.86	92.32	186.53	111.92
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 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.	26.46	15.88	97.32	58.39	129.77	77.86	123.78	74.27	156.23	93.74

Sl. No.	Cargo	Shore Handling charges per ton or part thereof (in ₹)									
		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.	70.56	42.34	164.64	98.78	196.00	117.60	139.16	83.50	170.52	102.31
2	Fertilizer – Raw Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.	78.40	47.04	182.93	109.76	217.78	130.67	154.62	92.77	189.47	113.68
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.	96.22	57.73	224.51	134.71	267.27	160.36	189.76	113.86	232.53	139.52
4	Non coking coal (Thermal coal) Thermal Coal	95.26	95.26	198.45	198.45	224.91	224.91	117.75	117.75	144.21	144.21
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.	105.90	63.54	220.63	132.38	250.05	150.03	130.91	78.55	160.33	96.20
	b) Petroleum Coke	105.84	105.84	220.50	220.50	249.90	249.90	130.83	130.83	160.23	160.23
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc. a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc	65.24	65.24	144.99	144.99	170.36	170.36	89.71	89.71	115.08	115.08
	b) Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	108.74	65.24	241.64	144.99	283.93	170.36	149.52	89.71	191.80	115.08
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.	117.60	70.56	245.00	147.00	277.67	166.60	125.77	75.46	158.43	95.06
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 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.	72.99	43.80	170.32	102.19	202.76	121.66	143.96	86.38	176.40	105.84

3.2. Break Bulk Cargo

Sl. No.	Commodity	Shore Handling charges per ton or part thereof (in ₹)							
		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	28.00	16.80	NA	NA	103.49	62.09
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.,	15.00	9.00	NA	NA	73.59	44.15	NA	NA
3	Iron and steel coils and slabs	10.27	6.16	15.06	9.04	131.06	78.64	146.12	87.67

	All Iron and Steel coils and slabs of varying weights and dimensions: include all Metal products and Asbestos of similar nature.									
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.		49.89	29.93	40.98	24.59	328.17	196.90	369.14	221.48
5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.		NA	NA	82.13	49.28	NA	NA	238.19	142.91
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.		25.24	15.14	NA	NA	335.93	201.56	NA	NA
7	Container Empty	Up to 20'	120.04	72.02	253.66	152.20	1774.91	1064.95	2028.58	1217.15
		Above 20' and Up to 40'	180.05	108.03	380.50	228.30	2662.37	1597.42	3042.86	1825.72
		Above 40'	240.07	144.04	507.33	304.40	3549.82	2129.89	4057.15	2434.29
8	Container Laden	Up to 20'	137.18	82.31	532.30	319.38	2513.27	1507.96	3045.57	1827.34
		Above 20' and Up to 40'	205.78	123.47	798.45	479.07	3769.90	2261.94	4568.35	2741.01
		Above 40'	274.37	164.62	1064.60	638.76	5026.53	3015.92	6091.13	3654.68
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.		46.56	27.94	76.83	46.10	356.48	213.89	471.21	282.73
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.		46.56	27.94	76.83	46.10	356.48	213.89	471.21	282.73

3.3. Charges for loading/unloading cargo on Railway wagons

Sl. No.	Commodity		Handling charges per ton or part thereof (In ₹)	
			Railway siding inside wharf	Railway siding at Panambur Marshalling yard
1	All types of Dry bulk cargo		62.67	73.81
2	Bagged Cargo		166.93	197.48
3	Container Empty	Up to 20'	1114.35	1483.95
		Above 20' and Up to 40'	1671.53	2225.93
		Above 40'	2228.70	2967.90
4	Container Laden	Up to 20'	1120.44	1490.04
		Above 20' and Up to 40'	1680.66	2235.06
		Above 40'	2240.88	2980.08

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.

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

1. 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.

2. 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.

3. The charges specified are a composite rate and no other charges can be levied.

4. 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.

5. 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.

C. Performance Standards:

(i). 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 Determination of Upfront tariff for Stevedoring and Shore Handling Operations.

(ii). Break Bulk Cargo:

Sl. No.	Cargo	Productivity norms per shift
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 is applicable for both the stevedoring and shore handling Operations.

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

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

(i). This Authority vide Order No.TAMP/76/2016-NMPT dated 8 February 2017 approved upfront stevedoring and shore handling operations on adhoc basis as an interim arrangement. Subsequently, NMPT has requested to notify tariff for few new items namely Iron and Steel-coils & slabs and Iron & Steel-pipes, Tubes, plates for shore handling operations, which was also approved by this Authority as an amendment vide Order No.TAMP/69/2016-NMPT dated 29 March 2017. The current exercise is for fixation of final upfront tariff based on the proposal filed by the NMPT.

(ii). (a). At NMPT, port has 15 berths, where Dry Bulk cargo, Break Bulk cargo and liquid cargo are handled at the identified berths. The requirement for stevedores exist only for Dry Bulk cargo and Break Bulk cargo which are handled at berth numbers 1 to 4, 6, 7, 8 and 14.

(b). The Guidelines prescribe norms for twelve broad Commodity Group under each dry bulk cargo and break bulk cargo. The NMPT has proposed upfront tariff for Stevedoring and Shore handling operations for eight dry bulk group viz., (i). Finished Fertilizers, (ii) Fertilizer – Raw Material, (iii) Food Grain, (vi) Non Coking Coal (Thermal Coal), (v) Coking Coal, (vi) Iron Ore, Iron Ore Pellets etc. and Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore etc., (vii) Limestone, Dolomite, Clinker, Clay, Sand & other similar Dry Bulk cargo, (viii) Gypsum and other Ores and Minerals, following the broad cargo classification prescribed in the Guidelines. The port has not proposed rates for four cargo groups viz. Shredded scrap, Heavy Melting Scrap (HMS), Salt and Aluminium pig iron ingots and similar dry bulk cargo as no cargo in these cargo groups has been handled at the port for the years 2013-16.

(c). The NMPT has proposed upfront tariff for Stevedoring and Shore handling operations for ten 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-Hard, (vi) Granites & Marbles, (vii) Containers Empty, (viii) Containers Laden, (ix) Project Cargo, (x) Machinery and Machinery Parts following the broad cargo classification prescribed in the Guidelines. The port has not proposed rates for two break bulk cargo groups viz. timber (soft) and Motor vehicles other than through RORO. The port has not handled these cargo groups during the years 2013 to 2016.

In any case, if the NMPT calls upon the stevedores to handle dry bulk cargo or break bulk cargo for which tariff is not sought in the current proposal, the port may file a proposal seeking upfront ceiling tariff for stevedoring and shore handling operations well in time.

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

(a). For cargo groups under Dry Bulk Cargo, the NMPT has proposed productivity and hooks/ shift strictly in line with productivity norms prescribed in the Guidelines. For break bulk cargo as well, the NMPT has

proposed productivity strictly in line with productivity prescribed in the Guidelines subject to some modifications as explained hereunder:

As regards hooks/ shift, the port has considered number of hooks as 3 per shift instead of 2.5 per shift for break bulk cargo like Bagged cargo, Jumbo Bags, Iron & Steel and Timber citing that there is no practice of booking labour & Equipment for half shift at NMPT. Clause 1.8 of the Stevedoring and Shore handling Guidelines allows this Authority to accept necessary adjustment in norms based on justification furnished by the port keeping in view the port specific conditions. Based on the justification furnished by the NMPT for deviation in number of hooks is accepted as proposed by the NMPT.

The guidelines do not prescribe any productivity norms for Break Bulk Cargo such as Project Cargo and Machinery and Machinery Parts on the ground that these two cargo are not homogeneous in nature and come in different size, shape and weight. Guidelines require the concerned port to considered productivity based on the best productivity achieved by any of the ports in handling such cargo.

The NMPT has considered productivity in respect of each of these two break bulk cargoes at 600 tonnes/ shift. In this regard, it is relevant here to state that the productivity for Project cargo and Machinery and Machinery Parts considered by V.O. Chidambaranar Port Trusts (VOCPT) is 435 tonnes per shift for both these cargo. Visakhapatnam Port Trust (VPT) has considered it at 400 tonnes / shift and 435 per tonnes / shift respectively. The productivity considered by NMPT for Project Cargo and Machinery are found to be higher than the productivity level considered by VPT and VOCPT. The productivity for project cargo considered at other Major Ports like Chennai Port Trust (CHPT), Paradip Port Trust (PPT), Kolkata Port Trust (KOPT) and Jawaharlal Nehru Port Trust (JNPT) is less than 600 tonnes considered by NMPT. In view of the above position, the productivity level considered by the NMPT in its proposal for these two break bulk cargo items is considered as proposed by NMPT. The port is advised to consider the best productivity achieved by any of the Major Port Trusts in handling such cargo during the next review, when the relevant and better performance level will be available for such cargo.

The performance norms prescribed in the guidelines for the handling empty container and laden containers are 200 tonnes and 1050 tonnes per hook per shift. For prescribed norms of 2 hooks/ shift, the normative productivity as per the Guidelines works out to 400 tonnes/ shift and 2100 tonnes per shift for empty container and laden containers respectively. The port has converted Performance Norms for containers from tonnage into TEUs by considering the weight of empty and laden container handled at its port. The NMPT, in its original proposal, had proposed to convert tonnes into TEUs by applying conversion ratio of 3 tonnes per empty TEU and 15 tonnes per laden TEU. In the revised proposal, however, NMPT has considered weight of empty Container at 2.5 tonnes to convert tonnes into TEUs. Average handling capacity for laden container is retained as per its original proposal. Based on the conversion factor so applied, productivity considered by NMPT is 80 TEUs/ hook/ shift for empty container (i.e. 200 tonnes/ 2.5 tonnes per empty container) as against 67 TEUs suggested by the Association of New Mangalore Port Stevedores (ANMPS). The ANMPS has not given the basis for 67 TEUs. NMPT has considered 70 TEUs/ hook/ shift for laden container which is at par with the number suggested by ANMPS (i.e. 1050 tonnes/ 15 tonnes per laden container). Accordingly, for the prescribed norm of 2 hooks per shift, the port has considered productivity at 160 TEUs per shift for empty Container and 140 TEUs per shift for laden container. The productivity level in TEUs considered by the

NMPT taking the productivity norms prescribed in the Guidelines and converting into TEUs based on the weight of the laden and empty containers at its port is relied upon and considered.

(b). The Association of New Mangalore Port Stevedores (ANMPS) has submitted that the productivity norms considered by port are higher and not achievable for the reason that there are issues relating to maintenance and availability of equipment and shortage of manpower. When this was brought to the notice of NMPT, the port has stated that norms as prescribed in the Guidelines have been adopted and has further stated that the productivity norms prescribed are reasonable and can be achieved. In fact, productivity of 356 tonnes has been achieved for bagged cargo at berth no.2 against the norm of 300 tonnes. It has requested the port to bring down the productivity for bagged cargo from 330T/shift to 150/200T/ shift, Iron and Steel coils from 1360 to 500T/shift, Jumbo bags from 560 to 350T/shift, Timber Hard from 480 to 300T/shift and Container Empty from 200 to 120 tons. Maintenance issues are controlled factors and such issues cannot be allowed to impact the normative method of fixation of tariff.

(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 based on the information furnished by NMPT for dry bulk cargo and break bulk cargo is furnished in a statement attached as **Annex - I**.

Since the NMPT has considered productivity as per the norms prescribed in the Guidelines except for deviation in number of hooks for break bulk cargo and conversion of Tonnes to TEUs in respect of containers as explained earlier, the productivity level as considered by the NMPT is taken into account.

(iv). **Rates for the Stevedoring Operations - Dry bulk and Break bulk:**

(a). As stipulated in Clause 3.5.2 of the 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 as discussed in the subsequent paragarphs.

(b). Equipment hire charge:

(i). Annex – VII to the Guidelines prescribes norms for estimation of equipment hire cost for stevedoring operations.

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.

As stated earlier, in the final revised proposal, the NMPT has proposed cargo wise single Upfront Tariff for Stevedoring operation. The port has not considered hire charge for HMC in the upfront tariff calculation. The port has proposed to levy hire charges for HMC separately as per the Scale of Rates notified by this Authority, if deployed by Stevedores. This Authority has in the general revision of SOR of NMPT approved vide Order No.TAMP/22/2015-NMPT dated 27 February 2016 prescribed hire charge in respect of HMC.

The port has proposed a note in the SOR to this effect that hire charge for HMC will be levied additionally as per the Scale of Rates of the NMPT. The note also states that the hire charge for HMC includes grab and, therefore, stevedoring rate without grab is to be

made applicable for dry bulk cargo which do not deploy HMC with grab. Consequent to above, the port has arrived at stevedoring rate separately with grab and without grab.

As regards hatch working, norms prescribe Dozer 5T – 1 number per hatch, grabs 1 no. per hook for a few dry bulk cargo and for a few dry bulk cargo viz. Non coking coal, coking coal, iron ore it is 1 no. of excavator per hatch and 1 no. of Grab per hook.

From the detailed working furnished by the NMPT, it is seen that the NMPT has proposed deployment of pay loaders in place of dozers/ excavators.

The NMPT has considered equipment hire charges as per the Normative list of equipment prescribed in the guidelines with minor changes in type of equipment and capacity considered in the revised proposal as per the availability of equipment with the Stevedores and Shore Handling agents and the Port. It is relevant here to state in this regard that even Deendayal Port Trust and Visakhapatnam Port Trust had proposed pay loaders in place of dozers/ excavators based on the local condition of the port which was accepted by this Authority.

For break bulk cargo the port has proposed equipment deployment as per the norms prescribed in the guidelines. For few break bulk cargo which envisages deployment of 2.5 nos. of DFLT, the port has proposed this equipment at 3 nos. citing that equipment are not deployed for 2.5 shift at its port.

Clause 1.8 of the Stevedoring and Shore handling Guidelines allows this Authority 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 position, and based on justification and analysis given above, equipment deployment proposed by NMPT for stevedoring operation is considered as proposed by NMPT.

(ii). The Association of New Mangalore Port Stevedores (ANMPS) has submitted that the port has not considered the cost towards break down of equipment, non-availability of cranes, ship cranes out of order, Ship demurrage, godown demurrage, wagon damage, cargo shortfall at delivery point etc. The port has stated that the point made by ANMPS about cost consideration of the above items is not covered under Stevedoring and Shore handling guidelines. The port has considered equipment following in general the normative list of equipment with slight deviation based on the equipment being used in practice and has requested this Authority to consider the same. This clarification furnished by NMPT is accepted.

(iii). A comparative position of the equipment deployment proposed by NMPT for Stevedoring operation vis-à-vis the norms prescribed in the Stevedoring and Shore Handling Guidelines and justification furnished by the NMPT for deviation, if any, from the prescribed norms is attached as **Annex - II** for dry bulk cargo and break bulk cargo.

(iv). As per the 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 NMPT has, in its proposal, estimated hire charges for equipments taking into consideration the lowest hire charge of equipment obtained by the port for most of the equipment. For a few items the estimate is based on enquiry of hire charge and some are based on rate prescribed in the SOR of NMPT. The NMPT has furnished a statement in support thereof. The unit rate of equipment hire charge considered by NMPT based on the detailed statement furnished by the port is relied upon.

(v). As stated earlier, the NMPT has not included hire cost of usage of Harbour Mobile Cranes (HMC) in the upfront tariff calculation. The handling rate for usage of the HMC will be as per the rate notified by this Authority which has been excluded in the ceiling tariff proposed by the port. Even in Cochin Port Trust (COPT), Mormugao Port Trust (MOPT) and Visakhapatnam Port Trust (VPT), this Authority has allowed collection of hire charges prescribed in their respective Scale of Rates for HMC separately. Hence, the similar prescription proposed by the NMPT is accepted.

(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 port in the revised proposal has considered the labour deployment following the norms prescribed in the Guidelines.

The ANPSA has pointed out that NTA is not implemented by the port. The ANPSA has viewed that without implementing the award working out the labour Cost is not correct and detrimental to the interest of the Stevedores. The port has maintained that it has followed the norms prescribed in the guidelines for estimating the labour cost. The labour deployment for handling various cargo items is required to be as per the norms prescribed by the NTA. No relaxation is given in the guidelines in this regard on account of non-implementation of NTA by NMPT. Since the labour cost estimated by the port follows the norms prescribed in the guidelines, this Authority is bound to consider the same. The port has proposed to levy the per tonne levy for deployment of labour from Registered Cargo Handling Wing (RCHD) separately which is discussed in subsequent paragraphs.

(ii). The Guidelines do not stipulate any norms towards deployment of one Tindal for Dry Bulk operations. It was understood during processing of stevedoring and shore handling proposal of KPT, that Tindal who is the leader of the Gang is a mandatory requirement per shift. The NMPT was requested to examine the requirement of Tindal in light of above and make necessary modification in the proposal. The NMPT has considered the requirement of Tindal and accordingly modified the proposal. Recognising that the number of labour considered by the NMPT is based on NTA, the labour deployment as proposed by the port is considered.

(iii). The port has furnished detailed working for arriving of labour cost for each of the categories of labour. On perusing the working furnished by the NMPT it is seen that the port has captured the impact of the impending Wage Revision of Class I to IV employees of all Major Ports at 15% of the gross salary. The wage revision reportedly due from 01 January 2017 has not come into effect. The impact of the wage revision on the tariff is not known at this juncture. Consideration of the impact of the wage revision at this stage in prescription of tariff for the stevedoring and shore handling operations to be rendered by stevedores may lead to a position of stevedores collecting a higher tariff from the users but at the same time not parting with the higher wages to the labour due to non-implementation of the wage revision. It is relevant here to state that in case of Chennai Port Trust which also had captured impact of wage revision at 15%, while arriving at upfront tariff for stevedoring and shore handing operations, this Authority had, for reasons cited above decided not to consider the impact of the wage revision to determine the stevedoring rates. Flowing from the decision taken in the CHPT, in NMPT as well, the provision for impending wage revision is not captured on the upfront tariff calculation for stevedoring operations. The NMPT is advised to come up with a separate proposal, if required, for the limited extent of capturing the impact of the increase in labour cost upon finalization of Wage revision in line with the decision taken in the CHPT case.

Subject to above modification, the unit cost of labour which is based on the prevailing cost at the port is considered.

(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 Guidelines.

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

(f). For reasons cited earlier, the port has furnished separate working for stevedoring operations for dry bulk cargo with grabs provided by stevedores and for handling by ship gear / grabs not provided by stevedores.

As regards container, the port has proposed a note in the working for arriving at the upfront tariff stating that the rate prescribed is for container upto 20'. For container from 20' upto 40' container and container above 40', port has stated that the rate shall be 1.5 times and 2.0 times respectively of the rate of 20' container. Since the multiplying factor proposed by the NMPT is in line with the prescription made in working guidelines issued under Tariff Policy 2015 the proposal of NMPT in this regard for stevedoring and shore handling tariff is approved. In the SOR applying the above formula, the port has proposed separate rate for container from 20' up to 40' container and above 40' container, which is approved.

(g). The port has, while arriving at the proposed rate, considered the cargo wise share of foreign cargo and coastal cargo based on cargo traffic handled by the port in the year 2016-17 and has considered the impact of coastal concession while arriving at the proposed tariff. The share of foreign cargo / coastal cargo as considered by the NMPT is relied upon.

(h). A working to arrive at the upfront stevedoring tariff for dry bulk cargo with grabs provided by stevedores, for handling by ship gear / grabs not

provided by stevedores and break bulk cargo as furnished by NMPT and modified working considered by us in view of modification in the labour cost based on the various parameters discussed above is attached as **Annex - III (a) to (c)**.

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

(a). As stipulated in Clause 4.5.2 of the 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 Guidelines list down the five different handling methods for shore handling operations of dry bulk cargo and four methods for handling break bulk cargo. In the final revised proposal dated 22 February 2018, the NMPT has proposed shore handling rates as per the five methods prescribed in the Guidelines for dry bulk cargo. Apart from that, for dry bulk cargo, as stated earlier, port has, in its final revised proposal, sought tariff under method 6 for Export cargo i.e. cargo unloaded onto storage yard and loaded onto trucks and transported to the Berth. The tariff under this method is proposed within 1 km and beyond 1 km. The method 6 proposed by the NMPT for export cycle appears to be comparable to the method 5 prescribed in the guidelines for dry bulk cargo which is for import cycle but reverse cycle as it is meant for export cargo. It is relevant here to state that the Chennai Port Trust had sought separate stevedoring and shore handling tariff for a few dry bulk and break bulk cargo for export cycle citing that there are various factors at its port like reduced availability of space for cargo aggregation/ dumping at the berth, day light traffic restrictions in the city for entry/ exit of heavy laden vehicles into/ out of the port which impact the aggregation of cargo in the export cycle as compared to the import cycle, thereby leading to different productivity of the same cargo in the import cycle and export cycle. At the NMPT, the port has sought only separate shore handling tariff under the method 6 for export dry bulk cargo unloaded onto storage yard and loaded onto trucks and transported to the Berth. The productivity of cargo is considered by the port at par with the productivity considered under other 5 methods. Since the port has sought separate tariff under this method based on equipment deployment proposed for export cargo and based on the position obtained at the CHPT, separate tariff for export cargo under method 6 is considered as proposed by the port.

In respect of break bulk cargo, the NMPT has proposed shore handling rates as per the four methods prescribed in the Guidelines.

The methods of handling dry bulk and break bulk cargo for shore handling operations as envisaged by NMPT for proposing the rates for shore handling operations is relied upon.

(ii). The port has followed the normative level of equipment prescribed in the guidelines for shore handling operations for both dry bulk cargo and break bulk cargo except for minor deviation.

In place of Trucks of 15T prescribed in the guidelines for shore handling operations under various methods, the port has proposed deployment of 25T Tippers. The port has stated that the slight

deviation in the equipment deployment proposed by the port is based on availability of equipment with the shore handling agents and the port. Under method 3 of shore handling operations, for a few dry bulk cargo items viz. finished fertiliser, fertiliser raw material, food grains, gypsum and other minerals, and limestone, dolomite etc., the guidelines prescribe 4 number of hoppers of 30cub. As against that, the port has considered 3 number of hoppers at par with no of hooks considered in arriving at the productivity of above said dry bulk cargo.

For handling Jumbo bag under method 3, the port has proposed deployment of 3 numbers of Fork lift Truck of 5T though not prescribed in normative list of equipment. The port has justified it stating that it is not possible to handle jumbo bags manually.

The number of equipment proposed by the NMPT under Method 6 for export dry bulk cargo are found to be comparable with the number of equipment prescribed under method 5 except for lower number of dozers and payloaders proposed for iron ore, non coking coal and coking coal. Recognising that separate stevedoring and shore handling tariff for export cargo has been proposed by the port in the instant case, the equipment deployment proposed by the port for shore handling operation of dry bulk export cargo under the method 6 is considered as proposed by the NMPT.

(iii). A comparative position of the equipment deployment as per norms prescribed in the Stevedoring and Shore Handling Guidelines, and equipment deployment proposed by NMPT for the methods adopted by the port for Shore handling operation and justification furnished by the NMPT for slight deviation, if any, from the prescribed norms is attached as **Annex - IV** for dry bulk cargo and break bulk cargo.

Clause 1.8 of the Guidelines allows this Authority 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 NMPT for deviation from norms as brought out in said Annex, the equipment profile proposed by NMPT is accepted.

(iv). Clause 4.5.6. of the guidelines stipulates that the concerned port shall obtain the hire cost of equipment from the market for determination of the upfront tariff.

As stated earlier, the NMPT has, in its proposal, estimated hire charges for equipments taking into consideration the lowest hire charge of equipment obtained by the port for most of the equipment, for a few items it is stated to be based on enquiry done by the port. The NMPT has furnished a statement in support thereof. The unit rate of equipment hire charge considered by NMPT based on the statement furnished by the port is, therefore, relied upon.

(c). Labour Cost:

Clause 4.5.7. of the Guidelines stipulates the norm for estimating labour cost for shore handling operations at 5% and 10% of the equipment hire cost for dry bulk cargo ad break bulk cargo respectively. The labour estimated by the NMPT 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. of the Guidelines.

Annex- X to the 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 and transported to storage yard within the port premises or vice versa, the norms do not prescribe any equipment in respect of Jumbo Bags, Iron & Steel- Coils & Slabs, Iron & Steel Pipe, Tubes and Plates, Granites and Marbles, Containers Empty and Container Laden since cargo is directly delivered to consignee premises under this method.

Whilst the NMPT has considered nil equipment as prescribed in the guidelines for these items, the NMPT, while assessing the upfront tariff for these cargo items under the above mentioned method 1, has considered labour cost at ₹15000 for Jumbo Bags, Iron & Steel- Coils & Slabs, Iron & Steel Pipe, Tubes and Plates and ₹10,000 for Granites and Marbles, Containers Empty, Container Laden, Project Cargo and Machinery and Machinery Parts. The labour cost is estimated at ₹5000/- per hook per shift (4 labours per hook @ ₹1250/- per labour inclusive of wages, PF, ESI and incentive). For 3 hooks labour charges is considered ₹15000/- per shift and for 2 hooks at ₹10000/- per shift. Since no equipment is prescribed for these cargo items in the guidelines, the port has requested this Authority to consider admittance of labour cost estimated by the port.

In this context, it is relevant here to state that even while disposing the stevedoring and shore handling tariff proposal of VOCPT, the port had considered equipment as nil as per the guidelines, but had considered labour cost at ₹10,000 per shift which was considered by this Authority. If no equipment is assigned as per norms, then the labour cost which is linked to equipment hire cost will also be nil and consequently overheads, total cost will also be nil and it will not be possible to propose tariff for these few cargo items. In COPT and DPT, the ports have, based on their local condition of handling these break bulk cargo items, proposed equipment for these break bulk items and labour cost linked as percentage to the equipment cost as per the prescribed norms is considered.

Clause 1.8 of Stevedoring and Shore handling Guidelines allows that this Authority to accept necessary adjustments in the norms, based on the justification to be furnished by the concerned Port Trust keeping in view the port specific conditions having impact on the norms prescribed in these guidelines.

In view of the justification furnished by NMPT for the deviation from the norms, the labour cost as estimated by NMPT at ₹15,000/- and ₹10,000/- per shift for a few cargo items as explained above is considered as estimated by NMPT.

(d). Each of the Operational Overheads and Administrative Overheads have to be 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 Guidelines for shore handling operations. The NMPT has considered the Operation Overheads and Administrative Overheads as prescribed in the Guidelines.

(e). As stipulated in Clause 5 of the Guidelines, margin at 20% on the total operating cost has been considered by NMPT to arrive at the upfront shore handling tariff.

(f). The port has, while arriving at the proposed rate, considered the cargo wise share of foreign cargo / coastal cargo based on cargo traffic handled in the

year 2016-17 and has considered the impact of coastal concession while arriving at the proposed tariff. The share of foreign cargo / coastal cargo as considered by the NMPT is relied upon.

(g). The cost statement for determination of the upfront tariff for shore handling operations for dry bulk cargo and break bulk cargo as furnished by NMPT and considered by us based on the various parameters discussed above is attached as **Annex - V**.

(vi). **Rates for the loading/ unloading cargo onto rakes for Railway Movement of cargo:**

(a). The port has stated that the stevedoring and shore handling Guidelines do not prescribe norms for the operation of Railway wagon loading i.e. loading of cargo at storage yard and transporting to Railway siding and loading on to the railway wagons. However, the port proposed shore handling rate for loading and unloading of cargo onto railway wagon reportedly based on the equipment/labour deployed for the above activity at NMPT. The port has furnished separate working for arriving at rate for loading / unloading cargo onto railway wagons under two categories viz. (i) railway siding within wharf (ii) Railway siding at Panambur Marshalling Yard for all types of dry bulk cargo and for two break bulk cargo i.e. bagged cargo and container as well under the above two categories.

(b). The port has considered the productivity of loading and unloading onto rakes at 3800 tonnes/ rake for Dry bulk cargo, 2200 tonnes/ rake for bagged cargo and 80 TEUs/rake for container based on the average loading/ unloading for cargo onto rakes achieved at NMPT. In the absence of any norms prescribed in the guidelines for loading/ unloading cargo onto rakes for railway movement, submission of the port that the loading/ unloading rake considered by the port is based on the average loading/ unloading of these cargo groups onto rake at the NMPT is relied upon and the same is considered.

(c). The port has considered equipment hire charge for this activity based on the per shift hire charge of equipment deployed at its port for this operations.

(d). As regards labour, for dry bulk cargo port has considered it at 5% of the equipment hire cost and for container (break bulk cargo), the port has estimated labour cost at 10% of the equipment hire cost adopting the norms prescribed for shore handling operations. In case of bagged cargo, port has stated that manual handling is involved and that labour charges are considerably higher than the norms prescribed for shore handling operations at 10% of equipment cost. The port has considered labour cost for bagged cargo at ₹15 per tonne at storage yard and ₹48 per tonne at wagon loading point based on the actual labour cost for deployed at the port for this activity. Based on the above justification furnished by the port, the labour cost estimate is considered at the level considered by NMPT.

(e). Each of the Operational Overheads and Administrative Overheads has been estimated by the port at 20% of the equipment hire cost and labour cost, adopting the stipulation contained in Clause 4.5.8 and 4.5.9 of the Stevedoring and Shore Handling Guidelines for shore handling operations.

(f). As stipulated in Clause 5 of the Stevedoring and Shore Handling Guidelines, margin at 20% on the total operating cost has been considered by NMPT to arrive at the handling tariff for loading/ unloading operations on railway wagon.

(g). The cost statement for determination of the upfront tariff for loading/ unloading operations on railway wagon for dry bulk cargo and break bulk cargo as furnished by NMPT and considered by us based on the various parameters discussed above is attached as **Annex - VI**.

(vii). Based on the above analysis and taking into consideration the submissions made by the NMPT the upfront Stevedoring and Shore Handling Charges for dry bulk cargo and Break bulk cargo is approved as proposed by the Port in its proposal subject to modification in the stevedoring rate as explained above and corrections for few arithmetical errors and rounding off errors observed in respect of the computation of rate.

(viii). (a). As per clause 7.1 of the Stevedoring and Shore Handling Guidelines, 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 Ministry of Shipping vide letter no.PD-11033/73/2013-PT (pt) dated 16.06.2016 for dry bulk cargo.

(b). Performance Standards proposed by NMPT for Dry Bulk Cargo for 100% indexation of Ceiling Tariff are discussed in the following paragraphs:

The port had in its original proposal proposed performance standards at par with productivity level considered by in in the upfront tariff calculation for stevedoring tariff. The port was requested to confirm that the proposed Performance Standards is 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 consider 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 NMPT has stated that a separate proposal for performance Norms as per the Berthing Policy for Dry bulk has been submitted to the TAMP for approval. The NMPT has in the final revised proposal of February 2008 proposed a note as regards Performance standards for dry bulk cargo 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 Guidelines issued by the Ministry of Shipping for Determination of Upfront tariff for Stevedoring and Shore Handling Operations.

It is relevant here to state that based on the proposal of the port under the Berthing Policy, this Authority has already approved Performance Standards for Dry Bulk for 100T HMC, 64T HMC and by ship crane vide Order No.TAMP/97/2016-NMPT dated 21 July 2017. The port had then stated that the Performance Standards may be revised subject to outcome of review of performance norms after one year. Accordingly, the validity of the Performance Standards approved by this Authority under Berthing Policy in said Order is prescribed for one year from the effective date of its implementation i.e. from 21 October 2017 to 20 October 2018.

That being so, the note proposed by the NMPT as regards Performance standard for dry bulk cargo which is broadly in line with the Clause 7.1 of Stevedoring and Shore handling Guidelines is approved subject to slight modification. The proposed note is modified to state that Performance standards for dry bulk cargo to be achieved for 100% WPI escalation will be as the Performance norms approved by this 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.

The port is advised to file the proposal for review of performance norms approved by this Authority vide Order dated 21 July 201 under the Berthing Policy atleast two months prior to expiry of its validity.

(c). Performance Standards proposed by NMPT for Break Bulk cargo are discussed below:

(i). As per clause 7.1 of the guidelines. Performance Standard for cargo other than Dry Bulk cargo shall be prescribes by respective port for 100% indexation in SOR.

(ii). It is seen that the port has proposed Performance standards for break bulk cargo at par with the productivity level considered by it in the upfront tariff calculation. Hence, the same is approved as proposed by the port.

(ix). (a). The NMPT has proposed to define the term "Board", "Guidelines" and "Traffic Manager". The term Board is defined in the Major Port Trusts Act, 1963. The term Traffic Manager is not used in the Upfront Tariff Scale of Rates. As regards the term "guidelines" is not found necessary to define this term as nowhere in other Major Port Trust, this term has been defined. The term have also not been defined in the upfront tariff schedule for stevedoring and shore handling operations. Hence definition of these three terms are not prescribed in the SOR.

(b). The NMPT has proposed to define the term "Stevedoring and Shore handling License". License for Stevedoring and Shore handling agents is covered under clause 4 of the Stevedoring and Shore Handling Policy for Major Ports, 2016 issued by the Ministry of Shipping in June 2016 and hence need not be prescribed in the Scale of Rates as it is not a tariff related matter.

(c). The adhoc upfront tariff approved by the NMPT defines the terms "stevedore" and "Shore Handling Agent" separately. As against that, the NMPT has proposed two definitions of the term "Stevedoring and Shore handling Agents" and "Stevedoring and Shore Handling License". The definition of Stevedoring and Shore Handling License as the License issued by the Chairman as per the provisions of the "New Mangalore Port Trust (Licensing of Stevedoring and shore Handling) Regulation 2017. The second definition defines the term an authorized agent who has been issued the "Stevedoring and Shore handling License" for loading and unloading and storage 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. The first definition about issuing license falls under the domain of the Major Port Trust and is governed by the applicable provisions and hence need not be prescribed in the upfront tariff schedule. The second definition is in line with the activities covered under stevedoring and shore handling except in place of the word "stowage" under stevedoring the port has used the word "storage". As per Clause 6.6. of the stevedoring guidelines, wharfage, storage charge and miscellaneous charges shall continue to be levied by the port separately as per the prevailing Scale of Rates. That being so, the proposed definition is modified only to the extent of replacing the word "storage" with "stowage" to be in line with the guideline provision.

(d). The definitions of other relevant terms prescribed by this Authority while approving adhoc upfront tariff schedule for Stevedoring and Shore Handling at NMPT is prescribed in the upfront tariff schedule while approving the final rates.

(x). The port has proposed only four general terms and conditions. This Authority has approved twenty general terms and conditions while granting adhoc upfront tariff which are exhaustive and same are prescribed in the upfront tariff schedule while approving the final rates. The notes 1.2.1 and 1.2.4 proposed by NMPT are already covered in the general notes approved and hence not duplicated. Note No.1.2.3 proposed by the NMPT states that the performance norms to be achieved remain the same for handling both foreign and coastal cargo. Such a note is not prescribed in upfront tariff schedule for stevedoring and shore handling operations at other Major Ports. However, since the proposed note is to bring in explicitly, the same is incorporated as proposed by NMPT at note no.(xii).

The NMPT has also proposed a note no. 1.2.2 under General conditions stating that the tariffs are for handling cargo meant for export and import. If the cargo to be handled is coastal, rates prescribed for Coastal cargo will apply. The proposed note is incorporated as note no (xiii) as proposed by the port. Consequent to insertion of above two notes, the sr. no. (xii) to (xx) in the final SOR are renumbered as (xiv) to (xxii).

(xi). The NMPT has proposed few notes under Schedule of 2.1 and 2.2 relating to stevedoring charges which are discussed hereunder:

(a). The first note proposed by NMPT was already prescribed in the adhoc upfront tariff and hence same is continued to be prescribed.

(b). As stated earlier, the port has proposed note (2) which states that in case Harbour Mobile Crane is deployed, hire charges per ton at the rate specified in NMPT 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. The proposed note is approved for reasons already stated earlier.

(c). The port has stated that the Stevedores and Shore Handling Agents shall continue to pay levy for supply of Cargo handling worker from the Registered Cargo Handling Labour Wing (RCHW) and incentives for cargo handling operation in terms of Chapter VII of the general Scale of Rate of NMPT approved by this Authority. The port has clarified that rates proposed in the present proposal are for the Upfront ceiling tariff for Stevedoring Operation and the same cannot be compared with RCHW charges collectable by NMPT. The deployment of labour is as per the Industrial Dispute Settlement entered between NMPT and workers representing the Union. The port has further stated that during the year 2016-17, RCHW is in huge deficit and any change in the Policy with regard to this subject may have serious financial implication on Port. In this context, the port has proposed note 3 which states that the Stevedoring and Shore Handling operator has to engage the Port composite labour gangs for the stevedoring 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. The proposed note 4 states that incentives to be paid to the 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 Operator. As regards the note proposed by NMPT, it is to state that the SOR approved by this Authority for general revision of SOR of NMPT already prescribes a note that the levy to be paid for deployment of labour for RCHW will be in addition to incentive calculated as per settlement / schemes and payable to NMPT by the licensed stevedores. The port has proposed this note 4 in upfront tariff for stevedoring operations to avoid an ambiguity. It is relevant here to state that Clause 3.5.4. of the Stevedoring and shore handling guidelines states that Port will continue to charge and collect the wharfage, storage charges or any miscellaneous charges prescribed in the Scale of Rates of

the Port. The above notes proposed by NMPT were included in the adhoc upfront tariff approved by this Authority. The same is allowed to continue in the final rate based on the reasoning given by the port. Even the VOCPT had proposed to continue with the per tonne levy for deployment of labour from CHD which was approved by this Authority.

(d). As stated earlier, the port has arrived at separate tariff for loading/ unloading of cargo onto railway wagon. In this context, the NMPT has proposed a note no.5 stating that 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. The proposed note lists down the activities covered therein and hence is approved as proposed by Port.

(xii). As per Clause 2.10 of the 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 proposal of NMPT is of the end of the year 2016, the base year for WPI escalation is prescribed as 01 January 2017. Accordingly, a suitable note is prescribed in the upfront tariff schedule for Stevedoring and Shore Handling operations.

(xiii). Clause 2.8 of the Guidelines states that Major Port Trusts should comply with the policy direction issued 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 needs 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, the NMPT has, in its 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 port has while arriving at the proposed rate considered the share of foreign cargo/ coastal cargo based on 2016-17 actual traffic and has considered the impact of coastal concession which arriving at the proposed tariff as already stated earlier.

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.

As regards, non coking coal (Thermal Coal) and iron ore and iron ore pellets, the NMPT has rightly proposed tariff for both foreign and coastal cargo at par as these cargo items are not eligible for coastal concession. Under Coking coal cargo group, the port has categorised Petroleum coke separately and has not proposed coastal concession for this cargo. In the general SOR of the NMPT also, wharfage rate for Pet coke is proposed the same for both foreign cargo and coastal cargo as POL products are not eligible for coastal concession as per the coastal policy direction issued by the MOS. On the same analogy, for upfront tariff for stevedoring and shore

handling operations, the port has not proposed coastal concession for petroleum coke. Since the proposal of NMPT for non prescription of concessional tariff for coastal petroleum coke cargo is in line with the coastal policy direction issued by the MOS, the same is considered for approval as proposed by the NMPT.

It is relevant to state that in view of submission made by Mormugao Port Trust (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. 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 NMPT, a suitable amendment is issued at that point of time.

(xiv). (a). Clause 2.11. of the 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.

(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, the port is advised 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.

(xv). (a). As per clause 2.7 of the Guidelines, the upfront tariff approved by this Authority are ceiling levels; rebates and discounts are floor levels. The authorised individual stevedoring and shore handling operator may exercise the flexibility to charge lower rates and/or allow higher rebates and discounts.

(b). As per clause 2.9 of the Guidelines, the authorised individual stevedoring and shore handling operator shall charge only for services provided by them. No notional booking of labour and other similar notional charges would be permitted.

(xvi). This Authority while approving upfront tariff for Stevedoring and Shore handling operations on adhoc basis vide Order No.TAMP/69/2016-NMPT 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.

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

14.1. In the result, and for the reasons give above, and based on collective application of mind, this Authority approves the Schedule of Upfront Stevedoring and Shore Handling Charges alongwith the Performance Standards for the NMPT attached as **Annex - VII** and **VIII** respectively.

14.2. The ceiling rates approved are to 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.

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

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

14.5. As stipulated in Clause 8.1. of the Guidelines, the operator shall furnish to the NMPT and to this Authority, 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 this Authority shall also be furnished to them from time to time.

14.6. As stipulated in Clause 8.2. of the Guidelines, this Authority shall publish on its website all such information received from operators and Major Port Trusts. However, this Authority 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. Decision of this Authority in this regard would be final.

14.7. (a). As stipulated in Clause 9.1. of the Guidelines, 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.

(b). As stipulated in Clause 9.2. of the Guidelines, the performance actually achieved by the operator shall be monitored by both the NMPT and this Authority on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port will initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port.

14.8. As stipulated in Clause 10 of the Guidelines, in the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by this Authority, he may prefer a representation to this Authority which, thereafter, shall conduct an inquiry into the representation and give its finding to the NMPT. The NMPT 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

New Mangalore Port Trust

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

Stevedoring operations - Productivity norms

Sr. No.	Commodity group	Productivity norms as per Guidelines			Productivity norms as proposed by NMPT per shift	Deviation (Yes/No)	Justification for deviation, if any, as explained by NMPT
	As per Guidelines		Average No of Hooks per Shift	Productivity Per Shift per day			
I	**Dry bulk**						
1	Finished Fertilizers	900	3	2700	2700	No	NA
2	Fertilizer - Raw Material	810	3	2430	2430	No	
3	Food Grains	660	3	1980	1980	No	
4	Non Coking Coal (Thermal Coal)	1000	4	4000	4000	No	
5	Coking Coal	900	4	3600	3600	No	
6	Iron Ore and Iron Ore Pellets	1460	4	5840	5840	No	
7	Bentonite, Bauxite, Copper Con Led & Zinc.Ore	1460	4	5840	5840	No	
8	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	1080	3	3240	3240	No	
9	Gypsum, other ore and minerals	870	3	2610	2610	No	
II	**Break bulk**						
1	Bagged cargo	300	2.5	750	900	No	NA
2	Jumbo Bags	560	2.5	1400	1680	No	
3	Iron and steel- coils and slabs	1360	2.5	3400	4080	No	
4	Iron and steel- pipes, tubes, plates	280	2.5	700	840	No	
5	Timber logs-Hard	480	2.5	1200	1440	No	
6	Granites and Marbles	500	2	1000	1000	No	
7	Containers Empty	200	2	400	160 TEUs #	No	
8	Containers Laden	1050	2	2100	140 TEUs ##	No	
9	Project Cargo	The Cargo are Homogeneous and they come in different size , shape and weight. Hence no productivity norm prescibed. The tariff to be prescribed in the best productivity achieved by any of the ports in handling such cargo.	No Norms	No Norms	600	NA	----
10	Machinery and Machinery Parts		No Norms	No Norms	600	NA	----

\# Equivalent performance Norms for containers Empty weighing average 2.5 Ton per TEU = 400/2.5=160 TEUs

Equivalent performance Norms for containers laden weighing average 15 Ton per TEU = 2100/15=140 TEUs

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 NMPT is tabulated below:

Sr. No.	Commodity group	As per Guidelines	As proposed by port	Deviation from norm	As per Guidelines	As proposed by port	Deviation from norm, if any and justification furnished by the port
		Handling equipment for ship to shore	Handling equipment for ship to shore		Handling equipment for hatch working	Handling equipment for hatch working	
	Dry bulk						
1	Finished Fertilizeres	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook	Payloader-5T - 1 No. Per hatch, Grabs - 1 No./ hook	1.Instead of Dozers/excavators the port has considered pay loaders. 2.Normative list of equipment are considered except with minor changes in type of equipment and capacity as per the avalibility of equipment with the Stevedors and Port. 3.Pay loader are used for loading dry bulk cargo which spills onto the Wharf for loading onto tipper.
2	Fertilizer-Raw-Materials	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook	Payloader-5T - 1 No. Per hatch, Grabs - 1 No./ hook	
3	Food Grains	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Dozer 5T - 1 No. Per hatch, Grabs - 1 No./ hook	Payloader-5T - 1 No. Per hatch, Grabs - 1 No./ hook	
4	Non Coking Coal (Thermal Coal)	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Excavator -1 No. Per hatch, Grab - 1 No./ hook	Pay loader-10.5 T-1 No. Per hatch, Grab - 1 No./ hook	
5	Coaking Coal	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Excavator -1 No. Per hatch, Grab - 1 No./ hook	Pay loader-10.5 T-1 No. Per hatch, Grab - 1 No./ hook	
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate Led and Zinc Ore	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Excavator -1 No. Per hatch, Grab - 1 No./ hook	Pay loader-10.5 T-1 No. Per hatch, Grab - 1 No./ hook	
7	Other Ores and Minerals	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Dozer-1 No. Per hatch, Grab - 1 No./ hook	Pay loader-5T-1 No. Per hatch, Grab - 1 No./ hook	
8	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk Cargo	Ship Crane or Shore Crane or HMC or combination of these	Ship Crane or HMC or combination of these	No	Dozen 5T -1 No. Per hatch, Grab - 1 No./ hook	Payloader-5T-1No per hatch, Grabs -1/hook	

Note: For HMC, Hire Charges as per SOR approved by TAMP will be levied.

Break bulk

Sr. No.	Commodity group	As per Guidelines	As proposed by port	Deviation from norm	As per Guidelines	As proposed by port	Deviation from norm, if any
		Handling equipment for ship to shore	Handling equipment for ship to shore for number of hooks as applicable		Handling equipment for hatch working	Handling equipment for hatch working	
1	Bagged Cargo	By net slings (maximum load 5T) and hooks if required (2.5 nos.)	Slings-3 Nos.	No	No Equipment	NA	NA
2	Jumbo Cargo	By hooks (2.5 nos.)	Slings -3 Nos.	No	DFLT 5T - 1 No. (2.5 nos.)	DFLT 5T - 3	No Deviation in equipment type and capacity except for considering 3 Nos of DFLT as against 2.5 as port has stated that there is no concept of deployment of equipment for 2.5 hook/hatch.
3	Iron and Steel - Coils and Slabs	By ship cranes using wire rop slings attached to the hooks (2.5 nos.)	Slings -3 Nos.	No	DFLT 30T - 1 No. (2.5 nos.)	DFLT 30T - 3	
4	Iron and Steel - Pipes, Tubes, Plates	By ship cranes using slings (2.5 nos.)	Slings-3 Nos.	No	DFLT 30T - 1 No. (2.5 nos.)	DFLT 30T - 3	
5	Timber logs - Hard	By ship cranes using log grabs	Slings-3 Nos.	No	Log Grabber 10T - 1 No.	Log Grabber 10T- 3	No
6	Granites and Marbles	By ship cranes using slings	Slings-2 Nos.	No	DFLT-30T-1 No.	DFLT 30T - 2	No
7	Containers Empty	By ship cranes using manual spreaders	Manual spreader- 2 Nos	No	No Equipment	NA	NA
8	Containers Laden	By ship cranes using manual spreaders	Manual spreader- 2 Nos	No	No Equipment	NA	NA
9	Project Cargo	By ship cranes using slings	Manual spreader with Slings - 2 Nos.	No	No Equipment	NA	NA
10	Machinery and Machinery Parts	By ship cranes using slings	Slings-2 Nos.	No	No Equipment	NA	NA

Annex - III(a)

DRY BULK CARGO - WITH GRAB PROVIDED BY STEVEDORES

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT

DRY BULK CARGO

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff proposed by NMPT	
				Equipment hire Cost Per Shift	Labour cost Per Shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	117000	27272	144272	28854	28854	201980	40396	242376	89.77	100.00%	0.00%	89.77	53.86
2	Fertilizer-Raw Materials	2430	2430	110250	27272	137522	27504	27504	192530	38506	231036	95.08	100.00%	0.00%	95.08	57.05
3	Food Grains	1980	1980	99000	27272	126272	25254	25254	176780	35356	212136	107.14	100.00%	0.00%	107.14	64.28
4	Non Coking Coal (Thermal Coal)	4000	4000	244000	34819	278819	55764	55764	390347	78069	468416	117.10	100.00%	0.00%	117.10	117.10
5(a)	Coking Coal	3600	3600	234000	34819	268819	53764	53764	376347	75269	451616	125.45	99.85%	0.15%	125.52	75.31
5(b)	Petroleum Coke	3600	3600	234000	34819	268819	53764	53764	376347	75269	451616	125.45	100.00%	0.00%	125.45	125.45
6	Iron Ore, Iron Ore Pellets,	5840	5840	290000	34819	324819	64964	64964	454747	90949	545696	93.44	100.00%	0.00%	93.44	93.44
7	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	290000	34819	324819	64964	64964	454747	90949	545696	93.44	0.00%	100.00%	155.74	93.44
8	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	130500	27272	157772	31554	31554	220880	44176	265056	81.81	100.00%	0.00%	81.81	49.08
9	Gypsum, other ore and minerals	2610	2610	114750	27272	142022	28404	28404	198830	39766	238596	91.42	100.00%	0.00%	91.42	54.85

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT and modified by TAMP

DRY BULK CARGO

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff per tonne per shift considered by TAMP	
				Equipment hire Cost Per Shift	Labour cost Per Shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	117000	24009	141009	28202	28202	197413	39483	236896	87.74	100.00%	0.00%	87.74	52.64
2	Fertilizer-Raw Materials	2430	2430	110250	24009	134259	26852	26852	187963	37593	225556	92.82	100.00%	0.00%	92.82	55.69
3	Food Grains	1980	1980	99000	24009	123009	24602	24602	172213	34443	206656	104.37	100.00%	0.00%	104.37	62.62
4	Non Coking Coal (Thermal Coal)	4000	4000	244000	30657	274657	54931	54931	384519	76904	461423	115.36	100.00%	0.00%	115.36	115.36
5(a)	Coking Coal	3600	3600	234000	30657	264657	52931	52931	370519	74104	444623	123.51	99.85%	0.15%	123.58	74.15
5(b)	Petroleum Coke	3600	3600	234000	30657	264657	52931	52931	370519	74104	444623	123.51	100.00%	0.00%	123.51	123.51
6	Iron Ore, Iron Ore Pellets,	5840	5840	290000	30657	320657	64131	64131	448919	89784	538703	92.24	100.00%	0.00%	92.24	92.24
7	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	290000	30657	320657	64131	64131	448919	89784	538703	92.24	0.00%	100.00%	153.74	92.24
8	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	130500	24009	154509	30902	30902	216313	43263	259576	80.12	100.00%	0.00%	80.12	48.07
9	Gypsum, other ore and minerals	2610	2610	114750	24009	138759	27752	27752	194263	38853	233116	89.32	100.00%	0.00%	89.32	53.59

Annex - III(b)

DRY BULK CARGO - WITH SHIP'S GRAB OR WITHOUT USING GRAB

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT

DRY BULK CARGO

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff proposed by NMPT	
				Equipment hire Cost Per Shift	Labour cost Per Shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	49500	27272	76772	15354	15354	107480	21496	128976	47.77	100.00%	0.00%	47.77	28.66
2	Fertilizer-Raw Materials	2430	2430	49500	27272	76772	15354	15354	107480	21496	128976	53.08	100.00%	0.00%	53.08	31.85
3	Food Grains	1980	1980	49500	27272	76772	15354	15354	107480	21496	128976	65.14	100.00%	0.00%	65.14	39.08
4	Non Coking Coal (Thermal Coal)	4000	4000	144000	34819	178819	35764	35764	250347	50069	300416	75.10	100.00%	0.00%	75.10	75.10
5(a)	Coking Coal	3600	3600	144000	34819	178819	35764	35764	250347	50069	300416	83.45	99.85%	0.15%	83.50	50.10
5(b)	Petroleum Coke	3600	3600	144000	34819	178819	35764	35764	250347	50069	300416	83.45	100.00%	0.00%	83.45	83.45
6	Iron Ore, Iron Ore Pellets,	5840	5840	144000	34819	178819	35764	35764	250347	50069	300416	51.44	100.00%	0.00%	51.44	51.44
7	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	144000	34819	178819	35764	35764	250347	50069	300416	51.44	0.00%	100.00%	85.74	51.44
8	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	49500	27272	76772	15354	15354	107480	21496	128976	39.81	100.00%	0.00%	39.81	23.88
9	Gypsum, other ore and minerals	2610	2610	49500	27272	76772	15354	15354	107480	21496	128976	49.42	100.00%	0.00%	49.42	29.65

DRY BULK CARGO - WITH SHIP'S GRAB OR WITHOUT USING GRAB

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT and modified by TAMP

DRY BULK CARGO

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff per tonne per shift considered by TAMP	
				Equipment hire Cost Per Shift	Labour cost Per Shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	49500	24009	73509	14702	14702	102913	20583	123496	45.74	100.00%	0.00%	45.74	27.44
2	Fertilizer-Raw Materials	2430	2430	49500	24009	73509	14702	14702	102913	20583	123496	50.82	100.00%	0.00%	50.82	30.49
3	Food Grains	1980	1980	49500	24009	73509	14702	14702	102913	20583	123496	62.37	100.00%	0.00%	62.37	37.42
4	Non Coking Coal (Thermal Coal)	4000	4000	144000	30657	174657	34931	34931	244519	48904	293423	73.36	100.00%	0.00%	73.36	73.36
5(a)	Coking Coal	3600	3600	144000	30657	174657	34931	34931	244519	48904	293423	81.51	99.85%	0.15%	81.56	48.93
5(b)	Petroleum Coke	3600	3600	144000	30657	174657	34931	34931	244519	48904	293423	81.51	100.00%	0.00%	81.51	81.51
6	Iron Ore, Iron Ore Pellets,	5840	5840	144000	30657	174657	34931	34931	244519	48904	293423	50.24	100.00%	0.00%	50.24	50.24
7	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	144000	30657	174657	34931	34931	244519	48904	293423	50.24	0.00%	100.00%	83.74	50.24
8	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	49500	24009	73509	14702	14702	102913	20583	123496	38.12	100.00%	0.00%	38.12	22.87
9	Gypsum, other ore and minerals	2610	2610	49500	24009	73509	14702	14702	102913	20583	123496	47.32	100.00%	0.00%	47.32	28.39

Annex - III(c)
BREAK BULK CARGO

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT

BREAK BULK CARGO

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne except for Containers in TEUs	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff proposed by NMPT	
				Equipment hire Cost Per Shift	Labour cost Per Shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Bagged cargo	750	900	1800	72765	74565	14913	14913	104391	20878	125269	139.19	100.00%	0.00%	139.19	83.51
2	Jumbo Bags	1400	1680	18300	72765	91065	18213	18213	127491	25498	152989	91.07	100.00%	0.00%	91.06	54.64
3	Iron and steel coils and slabs	3400	4080	100800	50018	150818	30164	30164	211146	42229	253375	62.10	0.34%	99.66%	103.27	61.96
4	Iron and steel pipes, tubes,plates	700	840	68400	50018	118418	23684	23684	165786	33157	198943	236.84	0.34%	99.66%	393.85	236.31
5	Timber logs-Hard	1200	1440	58560	50018	108578	21716	21716	152010	30402	182412	126.68	100.00%	0.00%	126.68	76.01
6	Granites and Marbles	1000	1000	49000	34888	83888	16778	16778	117444	23489	140933	140.93	16.41%	83.59%	211.72	127.03
7	Containers Empty upto 20' *	400	160	2362	34888	37250	7450	7450	52150	10430	62580	391.13	68.68%	31.32%	447.14	268.28
8	Containers Laden upto 20' *	2100	140	2362	34888	37250	7450	7450	52150	10430	62580	447.00	68.68%	31.32%	511.01	306.61
9	Project Cargo	No Norms	600	10000	34888	44888	8978	8978	62844	12569	75413	125.69	0.34%	99.66%	209.01	125.41
10	Machinery and machinery parts	No Norms	600	12000	34888	46888	9378	9378	65644	13129	78773	131.29	0.34%	99.66%	218.33	131.00

BREAK BULK CARGO

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT and modified by TAMP

BREAK BULK CARGO

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne except for Containers in TEUs	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff per tonne per shift considered by TAMP	
				Equipment hire Cost Per Shift	Labour cost Per Shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Bagged cargo	750	900	1800	64074	65874	13175	13175	92224	18445	110669	122.97	100.00%	0.00%	122.97	73.78
2	Jumbo Bags	1400	1680	18300	64074	82374	16475	16475	115324	23065	138389	82.38	100.00%	0.00%	82.37	49.42
3	Iron and steel coils and slabs	3400	4080	100800	44042	144842	28968	28968	202778	40556	243334	59.64	0.34%	99.66%	99.18	59.51
4	Iron and steel pipes, tubes,plates	700	840	68400	44042	112442	22488	22488	157418	31484	188902	224.88	0.34%	99.66%	373.97	224.38
5	Timber logs-Hard	1200	1440	58560	44042	102602	20520	20520	143642	28728	172370	119.7	100.00%	0.00%	119.70	71.82
6	Granites and Marbles	1000	1000	49000	30717	79717	15943	15943	111603	22321	133924	133.92	16.41%	83.59%	201.19	120.72
7	Containers Empty upto 20' *	400	160	2362	30717	33079	6616	6616	46311	9262	55573	347.33	68.68%	31.32%	397.07	238.24
8	Containers Laden upto 20' *	2100	140	2362	30717	33079	6616	6616	46311	9262	55573	396.95	68.68%	31.32%	453.79	272.28
9	Project Cargo	No Norms	600	10000	30717	40717	8143	8143	57003	11401	68404	114.01	0.34%	99.66%	189.59	113.75
10	Machinery and machinery parts	No Norms	600	12000	30717	42717	8543	8543	59803	11961	71764	119.61	0.34%	99.66%	198.90	119.34

* In respect of Container of 40' and 40' and above, rate will be 1.5 times and 2 times the rate arrived for 20' Container.

Shore handling operations - Equipment estimation- DRY BULK CARGO

Annex - IV

Sl. No.	Commodity group	As per Guidelines- Method -1			As per Guidelines- Method -2 - With 1 Km			As per Guidelines- Method -2 - Beyond 1 Km			As per Guidelines- Method -3 With in 1 Km		
		With Hopper	As proposed by Port	Deviation from norm	Within 1km	As proposed by Port	Deviation from Norms	Beyond 1km	As proposed by Port	Deviation from Norms	Within 1km	As proposed by Port	Deviation from Norms
	Dry bulk												
1	Finished Fertilizers -Urea, DAP, SOP, MOP and NPK	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 3 nos	Yes	Trucks 15T - 12 nos. Payloaders 10T - 2nos. (at storage yard)	Tippers 25T - 12 nos. Payloaders 10T - 2nos. (at storage yard)	Deviation except in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	A. Ship Crane : Trucks 15T - 20 nos, B. HMC Payloaders 10T - 2 nos (at storage yard)	A. Ship Crane : Tippers 25T - 20 nos, B. HMC Payloaders 10T - 2 nos (at storage yard)	Deviation except in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.
2	Fertilizer - Raw Materials	Mobile Hoppers 30 cum - 3 nos	Mobile Hoppers 30 cum - 3 nos	No	Trucks 15T - 12 nos. Payloaders 10T - 2nos. (at storage yard)	Tippers 25T - 12 nos. Payloaders 10T - 2nos. (at storage yard)		Trucks 15T- 20 nos, Payloaders 10T - 2 nos (at storage yard)	Tippers 25T- 20 nos, Payloaders 10T - 2 nos (at storage yard)		Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.
3	Food Grains	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 3 nos	No	Trucks 15T - 12 nos. Payloaders 10T - 2nos. (at storage yard)	Tippers 25T - 12 nos. Payloaders 10T - 2nos. (at storage yard)		Trucks 15T- 20 nos, Payloaders 10T - 2 nos (at storage yard)	Tippers 25T- 20 nos, Payloaders 10T - 2 nos (at storage yard)		Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.
4	Non Coking Coal (thermal coal)	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 4 nos	No	Trucks 15T - 15 nos. Payloaders 10T - 4nos. (at storage yard)	Tippers 25T - 15 nos. Payloaders 10T - 4nos. (at storage yard)		Trucks 15T- 25 nos, Payloaders 10T - 4 nos (at storage yard)	Tippers 25T- 25 nos, Payloaders 10T - 4 nos (at storage yard)		Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 15 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4 nos, Tippers 25T- 15 nos Payloaders 10T - 4 nos (at storage yard)	Deviation except in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.
5	Coking Coal	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 4 nos	No	Trucks 15T - 15 nos. Payloaders 10T - 4nos. (at storage yard)	Tippers 25T - 15 nos. Payloaders 10T - 4nos. (at storage yard)		Trucks 15T- 25 nos, Payloaders 10T - 4 nos (at storage yard)	Tippers 25T- 25 nos, Payloaders 10T - 4 nos (at storage yard)		Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 15 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4 nos,Tippers 25T- 15 nos Payloaders 10T - 4 nos (at storage yard)	
6	Iron Ore, Iron ore pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 4 nos	No	Trucks 15T - 20 nos. Payloaders 10T - 4nos. (at storage yard)	Tippers 25T - 20 nos. Payloaders 10T - 4nos. (at storage yard)		Trucks 15T- 34 nos, Payloaders 10T - 4 nos (at storage yard)	Tippers 25T- 34 nos, Payloaders 10T - 4 nos (at storage yard)		Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 20 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4 nos,Tippers 25T- 20 nos Payloaders 10T - 4 nos (at storage yard)	
7	Gypsum and other ores and minerals	Mobile Hoppers 30 cum - 3 nos	Mobile Hoppers 30 cum - 3 nos	No	Trucks 15T - 12 nos. Payloaders 10T - 2nos. (at storage yard)	Tippers 25T - 12 nos. Payloaders 10T - 2nos. (at storage yard)		Trucks 15T- 20 nos, Payloaders 10T - 2 nos (at storage yard)	Tippers 25T- 20 nos, Payloaders 10T - 2 nos (at storage yard)		Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 12 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.
8	Lime stone, Dolomite, Clinker, Clay, Stand and other similar Dry Bulk Cargo	Mobile Hoppers 30 cum - 4 nos	Mobile Hoppers 30 cum - 3 nos	No	Trucks 15T - 15 nos. Payloaders 10T - 4nos. (at storage yard)	Tippers 25T - 15 nos. Payloaders 10T - 4nos. (at storage yard)		Trucks 15T- 25 nos, Payloaders 10T - 4 nos (at storage yard)	Tippers 25T- 25 nos, Payloaders 10T - 4 nos (at storage yard)		Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 15 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 15 nos Payloaders 10T - 4 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.

Break bulk

Sl.No.	Commodity Group	As per Guidelines- Method -1			As per Guidelines- Method -2			As per Guidelines- Method -3			As per Guidelines- Method -4		
		Method -1	As proposed by Port	Deviation from norm	Method -2	As proposed by Port	Deviation from norm	Method -3	As proposed by Port	Deviation from norm	Method -4	As proposed by Port	Deviation from norm
1	Bagged Cargo	Not Applicable	Not Applicable	No	No Equipment (manually loaded onto truck)	No Equipment (manually loaded onto truck)	No	Not Applicable	Not applicable	No	Trucks 10 T - 9 nos	Trucks Trailer 20T-9 Nos.	A slight deviation based on capacity of equipment available with shore handling agents.
2	Jumbo Cargo	No Equipment	No Equipment	No	Not Applicable	Not Applicable	No	Trucks 15 T - 9 nos	Fork lift 5T -3 No.s at storage yard and Trucks 20T-9 Nos.	Fork Lift considered as manual handling of Jumbo Bags not possibles.	Not Applicable	Not applicable	No
3	Iron & Steel - Coils and Slabs	No Equipment	No Equipment	No	Fork Lift Truck 30 T -1 nos at berth	Fork Lift Truck 30 T -1 nos at berth	No	Mobile Cranes - 30 T - 2 nos at yard, Tractor Trailers - 40 T - 9 nos	Mobile crane 30T-2 and Trailers 40 T-9 Nos.	No	Fork Lift Truck 30 T - 1 nos at berth and Mobile crane - 2 nos at yard, Tractor Trailers - 40 T - 9 nos	Fork lift 30T-1 at Berth, Mobile crane 30T-2 and Trailers 40 T-9	No
4	Iron & Steel - Pipes, Tubes, Plates	No Equipment	No Equipment	No	Fork Lift Truck 10 T -1 nos at berth	Fork Lift Truck 10 T -1 nos at berth	No	Mobile Cranes - 10 T - 2 nos at yard, Tractor Trailers - 40 T - 9 nos	Mobile crane 10 T-2 and Trailers 40 T-9 Nos.	No	Fork Lift Truck 10 T - 1 nos at berth and Mobile cranes 10 T, 2 nos at yard, Tractor Trailers - 40 T - 9 nos	Fork lift 10T-1 at Berth, Mobile crane 10T-2 and Trailers 40 T-9	No
5	Timber Logs - Hard	Not Applicable	Not Applicable	No	Log Grabbers 10 T - 5 nos at berth	Log Grabbers 10 T - 5 nos at berth	No	Not Applicable	Not applicable	No	Log Grabbers 10 T - 5 nos at berth and 2 nos at yard, Tractor Trailers - 40T - 12 nos.	Log grabber 10T-5 No. at Berth and 2 Nos. at Storage yard and Trailers 40T - 12 Nos.	No
6	Granite and Marbles	No Equipment	No Equipment	No	Not Applicable	Not Applicable	No	Mobile Cranes 30 T - 2 nos, Trucks 40T - 12 nos.	Mobile crane 30 T-2 and Trailers 40 T-12 Nos.	No	Not Applicable	Not applicable	No
7	Containers Empty	No Equipment	No Equipment	No	Fork Lift Truck 10T -1 no at berth	Fork Lift Truck 10T -1 no at berth	No	Fork Lift Truck 10 T - 1 no, Tractor trailers 40 T - 12 nos.	Forklift 10T- 1 No. at Container yard and Trailers 40T-12 No.s	No	Fort Lift Truck 10 T - 1 no at berth and 1 no at yard, Tractor trailers 40 T - 12 nos	Forklift 10T- 1 No at berth & 1 No. at Container yard and Trailers 40T-12 Nos.	No
8	Containers Laden	No Equipment	No Equipment	No	1 Top Lifter at berth	1 Reach stacker at berth	No	Top Lifter 1 no, Tractor trailers 40 T - 12 nos.	Reachstacker/TLT- 1 No. at Container yard and Trailers 40T-12 No.s	No	Top Lifter 1 at berth and 1 at yard, Tractor trailers 40 T - 12 nos.	Reach stacker/TLT- 1 No at berth, Reachstacker/TLT - 1 No. at Container yard and Trailers 40T-12 No.s	No
9	Project Cargo	No norms	No Equipment	No	No Norms	Mobile Crane 30T - 2 nos.	No	No Norms	Mobile cranes 30T - 2 at Storage yard and Trailers 40T-6 Nos.	No	No Norms	Mobile cranes 30T - 2 at berth & 2 at Storage yard and Trailers 40T-4 Nos.	No
10	Machinery and Machinery Products	No norms	No Equipment	No	No Norms	Mobile Crane 30T - 2 nos.	No	No Norms	Mobile cranes 30T - 2 at Storage yard and Trailers 40T-6 Nos.	No	No Norms	Mobile cranes 30T - 2 at berth & 2 at Storage yard and Trailers 40T-4 Nos.	No

Sl. No.	Commodity group	As per Guidelines- Method -3 Beyond 1Km			As per Guidelines Method -4			As per Guidelines- Method -5 - with 1 Km			As per Guidelines Method - 5 - Beyond 1 Km			New Method proposed by NMPT - Method - 6	
		Beyond 1km	As proposed by Port	Deviation from Norms	Method - 4	As proposed by Port	Deviation from Norms	Within 1km	As proposed by Port	Deviation from Norms	Beyond 1km	As proposed by Port	Deviation from Norms	Within 1km	Beyond 1km
	Dry bulk														
1	Finished Fertilizers - Urea, DAP, SOP, MOP and NPK	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Payloaders 10T - 3 nos	Payloaders 10T - 3 nos	No	Payloaders 10T - 3 nos (at berth) Trucks 15T - 12 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Tipper 25T - 12 nos, Payloaders 10T - 2 nos (at storage yard)	Deviation except in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Payloaders 10T - 3 nos (at berth) Trucks 15T - 20 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Tippers 25T - 20 nos, Payloaders 10T - 2 nos (at storage yard)	Deviation except in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 12 nos.	Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 20 nos.
2	Fertilizer - Raw Materials	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Payloaders 10T - 3 nos	Payloaders 10T - 3 nos	No	Payloaders 10T - 3 nos (at berth) Trucks 15T - 12 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Tipper 25T - 12 nos, Payloaders 10T - 2 nos (at storage yard)		Payloaders 10T - 3 nos (at berth) Trucks 15T - 20 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Tippers 25T - 20 nos, Payloaders 10T - 2 nos (at storage yard)		Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 12 nos.	Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 20 nos.
3	Food Grains	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Payloaders 10T - 3 nos	Payloaders 10T - 3 nos	No	Payloaders 10T - 3 nos (at berth) Trucks 15T - 12 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Tipper 25T - 12 nos, Payloaders 10T - 2 nos (at storage yard)		Payloaders 10T - 3 nos (at berth) Trucks 15T - 20 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Tippers 25T - 20 nos, Payloaders 10T - 2 nos (at storage yard)		Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 12 nos.	Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 20 nos.
4	Non Coking Coal (thermal coal)	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 25 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4 nos, Tippers 25T- 25 nos Payloaders 10T - 4 nos (at storage yard)	Deviation except in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Payloaders 10T - 6 nos.	Payloaders 10T - 6 nos.	No	Payloaders 10T - 6 nos (at berth) Trucks 15T - 15 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tipper 25T - 15 nos, Payloaders 10T - 4 nos (at storage yard)		Payloaders 10T - 6 nos (at berth) Trucks 15T - 25 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tippers 25T - 25 nos, Payloaders 10T - 4 nos (at storage yard)		Dozer 5T - 2 at berth, Payloader 10T - 4 nos., Tippers - 15 nos.	Dozer 5T - 2 at berth, Payloader 10T - 4 nos., Tippers - 25 nos.
5	Coking Coal	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 25 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4 nos, Tippers 25T- 25 nos Payloaders 10T - 4 nos (at storage yard)		Payloaders 10T - 6 nos.	Payloaders 10T - 6 nos.	No	Payloaders 10T - 6 nos (at berth) Trucks 15T - 15 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tipper 25T - 15 nos, Payloaders 10T - 4 nos (at storage yard)		Payloaders 10T - 6 nos (at berth) Trucks 15T - 25 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tippers 25T - 25 nos, Payloaders 10T - 4 nos (at storage yard)		Dozer 5T - 2 at berth, Payloader 10T - 4 nos., Tippers - 15 nos.	Dozer 5T - 2 at berth, Payloader 10T - 4 nos., Tippers - 25 nos.
6	Iron Ore, Iron ore pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 34 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 4 nos, Tippers 25T- 34 nos Payloaders 10T - 4 nos (at storage yard)		Payloaders 10T - 6 nos.	Payloaders 10T - 6 nos.	No	Payloaders 10T - 6 nos (at berth) Trucks 15T - 20 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tipper 25T - 20 nos, Payloaders 10T - 4 nos (at storage yard)		Payloaders 10T - 6 nos (at berth) Trucks 15T - 34 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tippers 25T - 34 nos, Payloaders 10T - 4 nos (at storage yard)		Dozer 5T - 2 at berth, Payloader 10T - 4 nos., Tippers - 20 nos.	Dozer 5T - 2 at berth, Payloader 10T - 4 nos., Tippers - 34 nos.
7	Gypsum and other ores and minerals	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 20 nos Payloaders 10T - 2 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Payloaders 10T - 3 nos	Payloaders 10T - 3 nos	No	Payloaders 10T - 3 nos (at berth) Trucks 15T - 12 nos, Payloaders 10T - 2 nos (at storage yard)	Payloaders 10T - 3 nos (at berth) Tipper 25T - 12 nos, Payloaders 10T - 2 nos (at storage yard)		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 - 20 nos, Payloaders 10T - 2 nos (at storage yard)		Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 12 nos.	Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 20 nos.
8	Lime stone, Dolomite, Clinker, Clay, Stand and other similar Dry Bulk Cargo	Mobile Hoppers 30 cub - 4 nos, Trucks 15T- 25 nos Payloaders 10T - 4 nos (at storage yard)	Mobile Hoppers 30 cub - 3 nos, Tippers 25T- 25 nos Payloaders 10T - 4 nos (at storage yard)	Yes (no. of hoppers considered at par with no. of hook as 3).Further in place of Trucks of 15T, port has considers Tippers of 25 T. The port has stated that minor deviation in equipment is based on availability of equipment with shore handling agent in the port.	Payloaders 10T - 6 nos	Payloaders 10T - 6 nos	No	Payloaders 10T - 6 nos (at berth) Trucks 15T - 15 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tipper 25T - 15 nos, Payloaders 10T - 4 nos (at storage yard)		Payloaders 10T - 6 nos (at berth) Trucks 15T - 25 nos, Payloaders 10T - 4 nos (at storage yard)	Payloaders 10T - 6 nos (at berth) Tippers 25T- 25 nos, Payloaders 10T - 4 nos (at storage yard)		Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 15 nos.	Dozer 5T - 2 at berth, Payloader 10T - 3 nos., Tippers - 25 nos.

Annex - V

METHOD - 1

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 1- CARGO UNLOADED ONTO TRUCK FOR DIRECT DELIVERY TO CONSIGNEE PREMISES (WITH HOPPER)

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift (in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% *	9 = 20% *	10 =	11 = 20%	12 = (10 +	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	40500	2025	42525	8505	8505	59535	11907	71442	26.46	100%	0.00%	26.46	15.88
2	Fertilizer-Raw Materials	2430	2430	36450	1823	38273	7655	7655	53583	10717	64300	26.46	100%	0.00%	26.46	15.88
3	Food Grains	1980	1980	29700	1485	31185	6237	6237	43659	8732	52391	26.46	100%	0.00%	26.46	15.88
4	Non Coking Coal (Thermal Coal)	4000	4000	60000	3000	63000	12600	12600	88200	17640	105840	26.46	100%	0.00%	26.46	26.46
5	Coking Coal	3600	3600	54000	2700	56700	11340	11340	79380	15876	95256	26.46	99.85%	0.15%	26.48	15.89
6	Petroleum coke	3600	3600	54000	2700	56700	11340	11340	79380	15876	95256	26.46	100.00%	0.00%	26.46	26.46
7	Iron Ore, Iron Ore Pellets,	5840	5840	87600	4380	91980	18396	18396	128772	25754	154526	26.46	100%	0.00%	26.46	26.46
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	87600	4380	91980	18396	18396	128772	25754	154526	26.46	0%	100.00%	44.10	26.46
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	48600	2430	51030	10206	10206	71442	14288	85730	26.46	100%	0.00%	26.46	15.88
10	Gypsum, other ore and minerals	2610	2610	39150	1958	41108	8222	8222	57552	11510	69062	26.46	100%	0.00%	26.46	15.88

METHOD - 2

With in 1 KM

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

(Per MT/Rs)

DRY BULK CARGO - METHOD 2- CARGO UNLOADED ONTO TRUCK (WITHOUT HOPPER) AND MOVED TO STORAGE YARD WITHIN THE PORT PREMISES WITHIN 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs/Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	144000	7200	151200	30240	30240	211680	42336	254016	94.08	100%	0.00%	94.08	56.45
2	Fertilizer-Raw Materials	2430	2430	144000	7200	151200	30240	30240	211680	42336	254016	104.53	100%	0.00%	104.53	62.72
3	Food Grains	1980	1980	144000	7200	151200	30240	30240	211680	42336	254016	128.29	100%	0.00%	128.29	76.97
4	Non Coking Coal (Thermal Coal)	4000	4000	234000	11700	245700	49140	49140	343980	68796	412776	103.19	100%	0.00%	103.19	103.19
5	Coking Coal	3600	3600	234000	11700	245700	49140	49140	343980	68796	412776	114.66	99.85%	0.15%	114.73	68.84
6	Petroleum coke	3600	3600	234000	11700	245700	49140	49140	343980	68796	412776	114.66	100.00%	0.00%	114.66	114.66
7	Iron Ore, Iron Ore Pellets,	5840	5840	264000	13200	277200	55440	55440	388080	77616	465696	79.74	100%	0.00%	79.74	79.74
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	264000	13200	277200	55440	55440	388080	77616	465696	79.74	0%	100.00%	132.90	79.74
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	234000	11700	245700	49140	49140	343980	68796	412776	127.40	100%	0.00%	127.40	76.44
10	Gypsum, other ore and minerals	2610	2610	144000	7200	151200	30240	30240	211680	42336	254016	97.32	100%	0.00%	97.32	58.39

METHOD - 2
Beyond 1 km

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 2- CARGO UNLOADED ONTO TRUCK (WITHOUT HOPPER) AND MOVED TO STORAGE YARD WITHIN THE PORT PREMISES BEYOND 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs /Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	192000	9600	201600	40320	40320	282240	56448	338688	125.44	100%	0.00%	125.44	75.26
2	Fertilizer-Raw Materials	2430	2430	192000	9600	201600	40320	40320	282240	56448	338688	139.38	100%	0.00%	139.38	83.63
3	Food Grains	1980	1980	192000	9600	201600	40320	40320	282240	56448	338688	171.05	100%	0.00%	171.05	102.63
4	Non Coking Coal (Thermal Coal)	4000	4000	294000	14700	308700	61740	61740	432180	86436	518616	129.65	100%	0.00%	129.65	129.65
5	Coking Coal	3600	3600	294000	14700	308700	61740	61740	432180	86436	518616	144.06	99.85%	0.15%	144.15	86.49
6	Petroleum coke	3600	3600	294000	14700	308700	61740	61740	432180	86436	518616	144.06	100.00%	0.00%	144.06	144.06
7	Iron Ore, Iron Ore Pellets,	5840	5840	348000	17400	365400	73080	73080	511560	102312	613872	105.12	100%	0.00%	105.12	105.12
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	348000	17400	365400	73080	73080	511560	102312	613872	105.12	0%	100.00%	175.19	105.12
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	294000	14700	308700	61740	61740	432180	86436	518616	160.07	100%	0.00%	160.07	96.04
10	Gypsum, other ore and minerals	2610	2610	192000	9600	201600	40320	40320	282240	56448	338688	129.77	100%	0.00%	129.77	77.86

METHOD - 3
With in 1 KM

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 3- CARGO UNLOADED ONTO TRUCK THROUGH HOPPER AND MOVED TO STORAGE YARD WITHIN THE PORT PREMISES FOR STORAGE - WITHIN 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs/Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	184500	9225	193725	38745	38745	271215	54243	325458	120.54	100%	0.00%	120.54	72.32
2	Fertilizer-Raw Materials	2430	2430	180450	9023	189473	37895	37895	265263	53053	318316	130.99	100%	0.00%	130.99	78.60
3	Food Grains	1980	1980	173700	8685	182385	36477	36477	255339	51068	306407	154.75	100%	0.00%	154.75	92.85
4	Non Coking Coal (Thermal Coal)	4000	4000	294000	14700	308700	61740	61740	432180	86436	518616	129.65	100%	0.00%	129.65	129.65
5	Coking Coal	3600	3600	288000	14400	302400	60480	60480	423360	84672	508032	141.12	99.85%	0.15%	141.21	84.72
6	Petroleum coke	3600	3600	288000	14400	302400	60480	60480	423360	84672	508032	141.12	100.00%	0.00%	141.12	141.12
7	Iron Ore, Iron Ore Pellets,	5840	5840	351600	17580	369180	73836	73836	516852	103370	620222	106.20	100%	0.00%	106.20	106.20
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	351600	17580	369180	73836	73836	516852	103370	620222	106.20	0%	100.00%	177.00	106.20
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	282600	14130	296730	59346	59346	415422	83084	498506	153.86	100%	0.00%	153.86	92.32
10	Gypsum, other ore and minerals	2610	2610	183150	9158	192308	38462	38462	269232	53846	323078	123.78	100%	0.00%	123.78	74.27

METHOD - 3
Beyond 1 km

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 3- CARGO UNLOADED ONTO TRUCK THROUGH HOPPER AND MOVED TO STORAGE YARD WITHIN THE PORT PREMISES FOR STORAGE - BEYOND 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	232500	11625	244125	48825	48825	341775	68355	410130	151.90	100%	0.00%	151.90	91.14
2	Fertilizer-Raw Materials	2430	2430	228450	11423	239873	47975	47975	335823	67165	402988	165.84	100%	0.00%	165.84	99.50
3	Food Grains	1980	1980	221700	11085	232785	46557	46557	325899	65180	391079	197.51	100%	0.00%	197.51	118.51
4	Non Coking Coal (Thermal Coal)	4000	4000	354000	17700	371700	74340	74340	520380	104076	624456	156.11	100%	0.00%	156.11	156.11
5	Coking Coal	3600	3600	348000	17400	365400	73080	73080	511560	102312	613872	170.52	99.85%	0.15%	170.62	102.37
6	Petroleum coke	3600	3600	348000	17400	365400	73080	73080	511560	102312	613872	170.52	100.00%	0.00%	170.52	170.52
7	Iron Ore, Iron Ore Pellets,	5840	5840	435600	21780	457380	91476	91476	640332	128066	768398	131.58	100%	0.00%	131.58	131.58
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	435600	21780	457380	91476	91476	640332	128066	768398	131.58	0%	100.00%	219.29	131.58
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	342600	17130	359730	71946	71946	503622	100724	604346	186.53	100%	0.00%	186.53	111.92
10	Gypsum, other ore and minerals	2610	2610	231150	11558	242708	48542	48542	339792	67958	407750	156.23	100%	0.00%	156.23	93.74

METHOD - 4

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 4- CARGO UNLOADED ONTO WHARF AND LOADED ONTO TRUCKS AND GOING TO CONSIGNEE PREMISES

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	108000	5400	113400	22680	22680	158760	31752	190512	70.56	100%	0.00%	70.56	42.34
2	Fertilizer-Raw Materials	2430	2430	108000	5400	113400	22680	22680	158760	31752	190512	78.40	100%	0.00%	78.40	47.04
3	Food Grains	1980	1980	108000	5400	113400	22680	22680	158760	31752	190512	96.22	100%	0.00%	96.22	57.73
4	Non Coking Coal (Thermal Coal)	4000	4000	216000	10800	226800	45360	45360	317520	63504	381024	95.26	100%	0.00%	95.26	95.26
5	Coking Coal	3600	3600	216000	10800	226800	45360	45360	317520	63504	381024	105.84	99.85%	0.15%	105.90	63.54
6	Petroleum coke	3600	3600	216000	10800	226800	45360	45360	317520	63504	381024	105.84	100.00%	0.00%	105.84	105.84
7	Iron Ore, Iron Ore Pellets,	5840	5840	216000	10800	226800	45360	45360	317520	63504	381024	65.24	100%	0.00%	65.24	65.24
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	216000	10800	226800	45360	45360	317520	63504	381024	65.24	0%	100.00%	108.74	65.24
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	216000	10800	226800	45360	45360	317520	63504	381024	117.60	100%	0.00%	117.60	70.56
10	Gypsum, other ore and minerals	2610	2610	108000	5400	113400	22680	22680	158760	31752	190512	72.99	100%	0.00%	72.99	43.80

METHOD - 5
With in 1 KM

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 5- CARGO UNLOADED ONTO WHARF AND LOADED ONTO TRUCKS AND TRANSPORTED TO STORAGE YARD - WITHIN 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	252000	12600	264600	52920	52920	370440	74088	444528	164.64	100%	0.00%	164.64	98.78
2	Fertilizer-Raw Materials	2430	2430	252000	12600	264600	52920	52920	370440	74088	444528	182.93	100%	0.00%	182.93	109.76
3	Food Grains	1980	1980	252000	12600	264600	52920	52920	370440	74088	444528	224.51	100%	0.00%	224.51	134.71
4	Non Coking Coal (Thermal Coal)	4000	4000	450000	22500	472500	94500	94500	661500	132300	793800	198.45	100%	0.00%	198.45	198.45
5	Coking Coal	3600	3600	450000	22500	472500	94500	94500	661500	132300	793800	220.50	99.85%	0.15%	220.63	132.38
6	Petroleum coke	3600	3600	450000	22500	472500	94500	94500	661500	132300	793800	220.50	100.00%	0.00%	220.50	220.50
7	Iron Ore, Iron Ore Pellets,	5840	5840	480000	24000	504000	100800	100800	705600	141120	846720	144.99	100%	0.00%	144.99	144.99
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	480000	24000	504000	100800	100800	705600	141120	846720	144.99	0%	100.00%	241.64	144.99
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	450000	22500	472500	94500	94500	661500	132300	793800	245.00	100%	0.00%	245.00	147.00
10	Gypsum, other ore and minerals	2610	2610	252000	12600	264600	52920	52920	370440	74088	444528	170.32	100%	0.00%	170.32	102.19

METHOD - 5
Beyond 1 km

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 5- CARGO UNLOADED ONTO WHARF AND LOADED ONTO TRUCKS AND TRANSPORTED TO STORAGE YARD - BEYOND 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	300000	15000	315000	63000	63000	441000	88200	529200	196.00	100%	0.00%	196.00	117.60
2	Fertilizer-Raw Materials	2430	2430	300000	15000	315000	63000	63000	441000	88200	529200	217.78	100%	0.00%	217.78	130.67
3	Food Grains	1980	1980	300000	15000	315000	63000	63000	441000	88200	529200	267.27	100%	0.00%	267.27	160.36
4	Non Coking Coal (Thermal Coal)	4000	4000	510000	25500	535500	107100	107100	749700	149940	899640	224.91	100%	0.00%	224.91	224.91
5	Coking Coal	3600	3600	510000	25500	535500	107100	107100	749700	149940	899640	249.90	99.85%	0.15%	250.05	150.03
6	Petroleum coke	3600	3600	510000	25500	535500	107100	107100	749700	149940	899640	249.90	100.00%	0.00%	249.90	249.90
7	Iron Ore, Iron Ore Pellets,	5840	5840	564000	28200	592200	118440	118440	829080	165816	994896	170.36	100%	0.00%	170.36	170.36
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	564000	28200	592200	118440	118440	829080	165816	994896	170.36	0%	100.00%	283.93	170.36
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	510000	25500	535500	107100	107100	749700	149940	899640	277.67	100%	0.00%	277.67	166.60
10	Gypsum, other ore and minerals	2610	2610	300000	15000	315000	63000	63000	441000	88200	529200	202.76	100%	0.00%	202.76	121.66

METHOD - 6
With in 1 KM

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 6 EXPORT CARGO UNLOADED ONTO STORAGE YARD AND LOADED ONTO TRUCKS AND TRANSPORTED TO THE BERTH - WITHIN 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	213000	10650	223650	44730	44730	313110	62622	375732	139.16	100%	0.00%	139.16	83.50
2	Fertilizer-Raw Materials	2430	2430	213000	10650	223650	44730	44730	313110	62622	375732	154.62	100%	0.00%	154.62	92.77
3	Food Grains	1980	1980	213000	10650	223650	44730	44730	313110	62622	375732	189.76	100%	0.00%	189.76	113.86
4	Non Coking Coal (Thermal Coal)	4000	4000	267000	13350	280350	56070	56070	392490	78498	470988	117.75	100%	0.00%	117.75	117.75
5	Coking Coal	3600	3600	267000	13350	280350	56070	56070	392490	78498	470988	130.83	99.85%	0.15%	130.91	78.55
6	Petroleum coke	3600	3600	267000	13350	280350	56070	56070	392490	78498	470988	130.83	100.00%	0.00%	130.83	130.83
7	Iron Ore, Iron Ore Pellets,	5840	5840	297000	14850	311850	62370	62370	436590	87318	523908	89.71	100%	0.00%	89.71	89.71
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	297000	14850	311850	62370	62370	436590	87318	523908	89.71	0%	100.00%	149.52	89.71
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	231000	11550	242550	48510	48510	339570	67914	407484	125.77	100%	0.00%	125.77	75.46
10	Gypsum, other ore and minerals	2610	2610	213000	10650	223650	44730	44730	313110	62622	375732	143.96	100%	0.00%	143.96	86.38

METHOD - 6
Beyond 1 km

Working to arrive at upfront tariff for SHOREHANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

DRY BULK CARGO - METHOD 6 EXPORT CARGO UNLOADED ONTO STORAGE YARD AND LOADED ONTO TRUCKS AND TRANSPORTED TO THE BERTH - Beyond 1 KM

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Finished Fertilizers	2700	2700	261000	13050	274050	54810	54810	383670	76734	460404	170.52	100%	0.00%	170.52	102.31
2	Fertilizer-Raw Materials	2430	2430	261000	13050	274050	54810	54810	383670	76734	460404	189.47	100%	0.00%	189.47	113.68
3	Food Grains	1980	1980	261000	13050	274050	54810	54810	383670	76734	460404	232.53	100%	0.00%	232.53	139.52
4	Non Coking Coal (Thermal Coal)	4000	4000	327000	16350	343350	68670	68670	480690	96138	576828	144.21	100%	0.00%	144.21	144.21
5	Coking Coal	3600	3600	327000	16350	343350	68670	68670	480690	96138	576828	160.23	99.85%	0.15%	160.33	96.20
6	Petroleum coke	3600	3600	327000	16350	343350	68670	68670	480690	96138	576828	160.23	100.00%	0.00%	160.23	160.23
7	Iron Ore, Iron Ore Pellets,	5840	5840	381000	19050	400050	80010	80010	560070	112014	672084	115.08	100%	0.00%	115.08	115.08
8	Benotonite, Bauxite, Copper, Concentrate, Led and Zinc, Ore	5840	5840	381000	19050	400050	80010	80010	560070	112014	672084	115.08	0%	100.00%	191.80	115.08
9	Limestone, Dolomite, Clinker, Clay, Sand and other similar Dry Bulk cargo	3240	3240	291000	14550	305550	61110	61110	427770	85554	513324	158.43	100%	0.00%	158.43	95.06
10	Gypsum, other ore and minerals	2610	2610	261000	13050	274050	54810	54810	383670	76734	460404	176.40	100%	0.00%	176.40	105.84

BREAK BULK CARGO
Method 1

Working to arrive at upfront tariff for SHORE HANDLING OPERATION at NMPT as furnished by NMPT and considered by TAMP

BREAK BULK CARGO

METHOD 1 : CARGO / CONTAINER UNLOADED ONTO TRUCK FOR DIRECT DELIVERY TO CONSIGNEES PREMISES OR VICE VERSA

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Bagged cargo	750	900		0	0	0	0	0	0	0	0.00	100.00%	0.00%	0.00	0.00
2	Jumbo Bags	1400	1680		15000	15000	3000	3000	21000	4200	25200	15.00	100.00%	0.00%	15.00	9.00
3	Iron and steel coils and slabs	3400	4080		15000	15000	3000	3000	21000	4200	25200	6.18	0.34%	99.66%	10.27	6.16
4	Iron and steel pipes, tubes,plates	700	840		15000	15000	3000	3000	21000	4200	25200	30.00	0.34%	99.66%	49.89	29.93
5	Timber logs-Hard	1200	1440		0	0	0	0	0	0	0	0.00	100.00%	0.00%	0.00	0.00
6	Granites and Marbles	1000	1000		10000	10000	2000	2000	14000	2800	16800	16.80	16.41%	83.59%	25.24	15.14
7	Containers Empty	400	160		10000	10000	2000	2000	14000	2800	16800	105.00	68.68%	31.32%	120.04	72.02
8	Containers Laden	2100	140		10000	10000	2000	2000	14000	2800	16800	120.00	68.68%	31.32%	137.18	82.31
9	Project Cargo		600		10000	10000	2000	2000	14000	2800	16800	28.00	0.34%	99.66%	46.56	27.94
10	Machinery and machinery parts		600		10000	10000	2000	2000	14000	2800	16800	28.00	0.34%	99.66%	46.56	27.94

METHOD - 2

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT and considered by TAMP

METHOD 2 : CARGO / CONTAINER UNLOADED ONTO WHARF AND LOADED ONTO TRUCKS AND GOING TO CONSIGNEE PREMISES OR VICE VERSA

BREAK BULK CARGO

(Per MT/Rs)

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Bagged cargo	750	900	0	15000	15000	3000	3000	21000	4200	25200	28.00	100.00%	0.00%	28.00	16.80
2	Jumbo Bags	1400	1680	0	0	0	0	0	0	0	0	0.00	100.00%	0.00%	0.00	0.00
3	Iron and steel coils and slabs	3400	4080	20000	2000	22000	4400	4400	30800	6160	36960	9.06	0.34%	99.66%	15.06	9.04
4	Iron and steel pipes, tubes,plates	700	840	11200	1120	12320	2464	2464	17248	3450	20698	24.64	0.34%	99.66%	40.98	24.59
5	Timber logs-Hard	1200	1440	64000	6400	70400	14080	14080	98560	19712	118272	82.13	100.00%	0.00%	82.13	49.28
6	Granites and Marbles	1000	1000	0	0	0	0	0	0	0	0	0.00	16.41%	83.59%	0.00	0.00
7	Containers Empty	400	160	19211	1921	21132	4226	4226	29584	5917	35501	221.88	68.68%	31.32%	253.66	152.19
8	Containers Laden	2100	140	35274	3527	38801	7760	7760	54321	10864	65185	465.61	68.68%	31.32%	532.29	319.37
9	Project Cargo		600	15000	1500	16500	3300	3300	23100	4620	27720	46.20	0.34%	99.66%	76.83	46.10
10	Machinery and machinery parts		600	15000	1500	16500	3300	3300	23100	4620	27720	46.20	0.34%	99.66%	76.83	46.10

METHOD - 3

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT and considered by TAMP

METHOD 3 : CARGO / CONTAINER UNLOADED ONTO TRUCK AND TRANSPORTED TO STORAGE YARD WITHIN PORT PREMISES OR VICE VERSA

BREAK BULK CARGO **(Per MT/Rs)**

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Bagged cargo	750	900	0	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00	0.00
2	Jumbo Bags	1400	1680	66900	6690	73590	14718	14718	103026	20605	123631	73.59	100.00%	0.00%	73.59	44.15
3	Iron and steel coils and slabs	3400	4080	174000	17400	191400	38280	38280	267960	53592	321552	78.81	0.34%	99.66%	131.06	78.64
4	Iron and steel pipes, tubes,plates	700	840	89700	8970	98670	19734	19734	138138	27628	165766	197.34	0.34%	99.66%	328.17	196.90
5	Timber logs-Hard	1200	1440	0	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00	0.00
6	Granites and Marbles	1000	1000	121000	12100	133100	26620	26620	186340	37268	223608	223.61	16.41%	83.59%	335.93	201.56
7	Containers Empty	400	160	134422	13442	147865	29573	29573	207011	41402	248413	1552.58	68.68%	31.32%	1774.91	1064.95
8	Containers Laden	2100	140	166549	16655	183204	36641	36641	256486	51297	307783	2198.45	68.68%	31.32%	2513.27	1507.96
9	Project Cargo		600	69600	6960	76560	15312	15312	107184	21437	128621	214.37	0.34%	99.66%	356.48	213.89
10	Machinery and machinery parts		600	69600	6960	76560	15312	15312	107184	21437	128621	214.37	0.34%	99.66%	356.48	213.89

METHOD - 4

Working to arrive at upfront tariff for STEVEDORING OPERATION at NMPT as furnished by NMPT and considered by TAMP

METHOD 4 : CARGO / CONTAINER UNLOADED ONTO WHARF AND LOADED ONTO TRUCKS AND TRASPORTED TO STORAGE YARD WITHIN PORT PREMISES OR VICE VERSA

BREAK BULK CARGO **(Per MT/Rs)**

Sr. No	Cargo Group	Productivity Standards per shift as per guidelines (in tonne)	Productivity considered by NMPT per shift(in tonne)	Operating Cost						Margin @ 20%	Total Cost including margin	Ceiling Tariff Considered by NMPT	% of Foreign and Coastal Traffic		Upfront tariff arrived by NMPT and considered by TAMP considering coastal concession policy Rs / Tonne	
				Equipment hire Cost Per Shift	Labour cost per shift	Total Equipment cost & Labour Cost	Operational overheads @ 20%	Administrative overheards @ 20%	Total Cost				Foreign	Coastal		
1	2	3	4	5	6	7 = (5+6)	8 = 20% * (7)	9 = 20% * (7)	10 = (7+8+9)	11 = 20% * (10)	12 = (10 + 11)	13	14	15	Foreign	Coastal
1	Bagged cargo	750	900	50400	5040	55440	11088	11088	77616	15523	93139	103.49	100.00%	0.00%	103.49	62.09
2	Jumbo Bags	1400	1680	0	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00	0.00
3	Iron and steel coils and slabs	3400	4080	194000	19400	213400	42680	42680	298760	59752	358512	87.87	0.34%	99.66%	146.12	87.67
4	Iron and steel pipes, tubes,plates	700	840	100900	10090	110990	22198	22198	155386	31077	186463	221.98	0.34%	99.66%	369.14	221.48
5	Timber logs-Hard	1200	1440	185600	18560	204160	40832	40832	285824	57165	342989	238.19	100.00%	0.00%	238.19	142.91
6	Granites and Marbles	1000	1000	0	0	0	0	0	0	0	0	0	16.41%	83.59%	0.00	0.00
7	Containers Empty	400	160	153634	15363	168997	33799	33799	236595	47319	283914	1774.46	68.68%	31.32%	2028.57	1217.14
8	Containers Laden	2100	140	201823	20182	222006	44401	44401	310808	62162	372970	2664.07	68.68%	31.32%	3045.57	1827.34
9	Project Cargo		600	92000	9200	101200	20240	20240	141680	28336	170016	283.36	0.34%	99.66%	471.21	282.73
10	Machinery and machinery parts		600	92000	9200	101200	20240	20240	141680	28336	170016	283.36	0.34%	99.66%	471.21	282.73

ANNEX- VI

Railway loading /unloading of cargo

Working to arrive at Upfront Tariff for Loading and Unloading Cargo on Railway Wagons

A. Dry bulk cargo

Sr. No.	Commodity	Equipment	Tonnage per Rake (Productivity)	Pay loader Stack yard &Railway Siding		Tippers		Total eqpt. cost	Labour charges@ 5% of Equipment Charges	Total cost	Operation OH @ 20% of Total cost	Admn. OH @ 20% of Total Cost	Total Op.Cost	Margin @ 20% of Total Op. Cost	Total cost	Shore handling rate per ton in Rs.
				No. of pay loader	hire charges per shift	No. of Tipper	hire charges per shift									
Railway siding within wharf																
1	All type of Dry Bulk Cargo	Payloader HM2021-5T at storage point -3, pay loader for loading on wagon - 3 and Tipper -6	3800	6	16500	6	6000	135000	6750	141750	28350	28350	198450	39690	238140	**62.67**
Railway siding at Panambur Marshalling Yard.																
2	All type of Dry Bulk Cargo	Payloader HM2021-5T at storage point -3, pay loader for loading on wagon - 3 and Tipper -10	3800	6	16500	10	6000	159000	7950	166950	33390	33390	233730	46746	280476	**73.81**

B. Break Bulk Cargo

Sr. No.	Commodity	Equipment	Tonnage per rake (Productivity)	Labour charges		Trucks		Total charges	Operation OH @ 20% of Total cost	Admn. OH @ 20% of Total Cost	Total Op.Cost	Margin @ 20% of Total Op. Cost	Total cost	Shore handling rate per ton in Rs.
				Storage yard @ Rs. 15/- per ton	wagon loading point @ Rs. 48/- per ton	No. of Trucks	Hire charges per shift							
Railway siding within wharf														
1	Bagged cargo	No. of Trucks -10	2200	33000	105600	10	8000	218600	43720	43720	306040	61208	367248	**166.93**
Railway siding at Panambur Marshalling Yard														
2	Bagged cargo	No. of Trucks -15	2200	33000	105600	15	8000	258600	51720	51720	362040	72408	434448	**197.48**

Railway loading /unloading of cargo

Working to arrive at Upfront Tariff for Loading and Unloading Cargo on Railway Wagons

BREAK BULK CARGO

Sr. No.	Commodity	Equipment	TEUs per Rake(Productivity)	No. of Moves	Reach stacker charges per move	No. of Trailors		Total eqpt. cost	Labour charges@ 10 % of Equipment Charges	Total cost	Operation OH @ 20% of Total cost	Admn. OH @ 20% of Total Cost	Total Op.Cost	Margin @ 20% of Total Op. Cost	Total cost	Shore handling rate per TEU in Rs.
Railway siding within wharf																
1	Container (Empty) Upto 20'	Reach stacker -1 at Storage yard and 1 at Railway loading point, 40T trailor -6	80	2	120.07	6	8000	48240.14	4824.01	53064.15	10612.83	10612.83	74289.82	14857.96	89147.78	**1114.35**
	Container (Loaded) Upto 20'	Reach stacker -1 at Storage yard and 1 at Railway loading point, 40T trailor -6	80	2	251.96	6	8000	48503.92	4850.39	53354.31	10670.86	10670.86	74696.04	14939.21	89635.24	**1120.44**
Railway siding at Panambur Marshalling Yard.																
2	Container (Empty) Upto 20'	Reach stacker -1 at Storage yard and 1 at Railway loading point, 40T trailor -8	80	2	120.07	8	8000	64240.14	6424.01	70664.15	14132.83	14132.83	98929.82	19785.96	118715.78	**1483.95**
	Container (Loaded) Upto 20'	Reach stacker -1 at Storage yard and 1 at Railway loading point, 40T trailor -8	80	2	251.96	8	8000	64503.92	6450.39	70954.31	14190.86	14190.86	99336.04	19867.21	119203.24	**1490.04**

Rate for container of 40' and 40' and above 40' will be 1.5 times and 3 times of the rate prescribed above for 20'

Annex - VII

NEW MANGALORE PORT TRUST
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 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 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 of classification of vessel for levy of Vessel Related Charges (VRC)

(a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.

(b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.

(iii). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate.

(a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

(b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

(c). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

(iv). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate

(a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:

(i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.

(ii). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.

(b). In case of a Foreign flag vessel converted to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

(v). This tariff is not applicable for BOT/ BOOT operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2005, 2008 and 2013.

(vi). This tariff is applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.

(vii). (a). The tariff notified is ceiling level.

(b). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The authorized agent may, if he so desires, charge lower rates and/or allow higher rebates and discounts.

(c). The authorized agent may also, if he so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

(d). The authorized agent should, however, notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

(viii). The authorized agent shall charge only for services provided by him. No notional booking of labour and other similar notional charges would be permitted.

(ix). If any new cargo is to be handled which is not notified/ not included in the list, then the port may categorise that cargo under any one of the cargo 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 2017 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). 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 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 Annex on Performance Standards.

(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 2.9. above of the normative tariff guidelines, 2016.

(xv). 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.

(xvi). 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.

(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 both the Port and the TAMP on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port will initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port / Licence.

(xix). In the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by the TAMP, he may prefer a representation to TAMP which, thereafter, shall conduct an inquiry into the representation and give its finding to the

concerned Major Port Trust. The Major Port Trust will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.

(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 ₹			
		With Grab		With Ship Grab or Without Grab	
		Foreign	Coastal	Foreign	Coastal
1	All Fertilizer that can be directly used without processing- MOP, Urea, DAP, SOP, NPK, Ammonium Nitrate	87.74	52.64	45.74	27.44
2	Fertilizer Raw Material which are used for production of Finished Fertilizer- Sulphur, Rock Phosphate	92.82	55.69	50.82	30.49
3	Food grains- Rice, Wheat, Maize, other 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	104.37	62.62	62.37	37.42
4	Non coking coal- Thermal coal	115.36	115.36	73.36	73.36
5	Coking coal a) All types of Coal other than Thermal Coal such as:	123.58	74.15	81.56	48.93

	Calcined petroleum coke, Coke/Charcoal, Metallurgical Coke, Coking Coal, coke of all kinds and charcoal of all kinds.				
	(a). Petroleum Coke	123.51	123.51	81.51	81.51
6	Iron Ore; Fines & Lumps, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore., (a). Iron Ore, Fines & Lumps, Iron Ore Pellets, etc.	92.24	92.24	50.24	50.24
	(b). Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	153.74	92.24	83.74	50.24
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, Ilmenite sand, Mill Scale, Other fluxing materials, Chalk, Rock sand	80.12	48.07	38.12	22.87
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 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.	89.32	53.59	47.32	28.39

2.2. Break Bulk Cargo

Sl. No.	Cargo	Stevedoring charges per ton (in ₹ per tonne)	
		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	122.97	73.78
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.,	82.37	49.42
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.	99.18	59.51
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	373.97	224.38

	nature such as: Iron and Steel Materials, Aluminum products, Alumina Billets, Steel Pipes, Aluminum ingots, Asbestos, etc.			
5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.		119.70	71.82
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.		201.19	120.72
7	Containers Empty	Up to 20'	397.07	238.24
		Above 20' and Up to 40'	595.61	357.37
		Above 40'	794.14	476.48
8	Containers Laden	Up to 20'	453.79	272.28
		Above 20' and Up to 40'	680.68	408.42
		Above 40'	907.58	544.46
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.		189.59	113.75
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.		198.90	119.34

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 NMPT 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 Stevedoring and Shore Handling Agent has to engage the Port composite labour gangs for the stevedoring 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.

4. 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.

5. 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.

CHAPTER - III

SHORE HANDLING CHARGES

3.1. Dry Bulk Cargo

Sl. No	Cargo	Shore Handling charges per ton or part thereof (in ₹.)									
		Method1		Method2				Method 3			
				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.	26.46	15.88	94.08	56.45	125.44	75.26	120.54	72.32	151.90	91.14
2	Fertilizer – Raw Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.	26.46	15.88	104.53	62.72	139.38	83.63	130.99	78.60	165.84	99.50
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.	26.46	15.88	128.29	76.97	171.05	102.63	154.75	92.85	197.51	118.51
4	Non coking coal (Thermal coal) Thermal Coal	26.46	26.46	103.19	103.19	129.65	129.65	129.65	129.65	156.11	156.11
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.	26.48	15.89	114.73	68.84	144.15	86.49	141.21	84.72	170.62	102.37
	b) Petroleum Coke	26.46	26.46	114.66	114.66	144.06	144.06	141.12	141.12	170.52	170.52
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc. a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc	26.46	26.46	79.74	79.74	105.12	105.12	106.20	106.20	131.58	131.58

Sl. No	Cargo	Shore Handling charges per ton or part thereof (in ₹.)									
		Method1		Method2				Method 3			
				Within 1 Km		Beyond 1 Km		Within 1 Km		Beyond 1 Km	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
	b) Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	44.10	26.46	132.90	79.74	175.19	105.12	177.00	106.20	219.29	131.58
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.	26.46	15.88	127.40	76.44	160.07	96.04	153.86	92.32	186.53	111.92
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 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.	26.46	15.88	97.32	58.39	129.77	77.86	123.78	74.27	156.23	93.74

Sl. No	Cargo	Shore Handling charges per ton or part thereof (in ₹.)									
		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.	70.56	42.34	164.64	98.78	196.00	117.60	139.16	83.50	170.52	102.31
2	Fertilizer – Raw Materials All Fertilizers that are used for production of Finished Fertilizers such as Sulphur, Rock Phosphate etc.	78.40	47.04	182.93	109.76	217.78	130.67	154.62	92.77	189.47	113.68

Sl. No	Cargo	Shore Handling charges per ton or part thereof (in ₹.)									
		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.	96.22	57.73	224.51	134.71	267.27	160.36	189.76	113.86	232.53	139.52
4	Non coking coal (Thermal coal) Thermal Coal	95.26	95.26	198.45	198.45	224.91	224.91	117.75	117.75	144.21	144.21
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.	105.90	63.54	220.63	132.38	250.05	150.03	130.91	78.55	160.33	96.20
	b) Petroleum Coke	105.84	105.84	220.50	220.50	249.90	249.90	130.83	130.83	160.23	160.23
6	Iron Ore, Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc. a) Iron Ore; Fines & Lumps, Iron Ore Pellets etc	65.24	65.24	144.99	144.99	170.36	170.36	89.71	89.71	115.08	115.08
	b) Bentonite, Bauxite, Copper Concentrate, Led and Zinc Ore etc.	108.74	65.24	241.64	144.99	283.93	170.36	149.52	89.71	191.80	115.08
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.	117.60	70.56	245.00	147.00	277.67	166.60	125.77	75.46	158.43	95.06

Sl. No	Cargo	Shore Handling charges per ton or part thereof (in ₹.)									
		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
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 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.	72.99	43.80	170.32	102.19	202.76	121.66	143.96	86.38	176.40	105.84

3.2. Break Bulk Cargo

Sl. No.	Commodity	Shore Handling charges per ton or part thereof (in ₹.)							
		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.	-	-	28.00	16.80	-	-	103.49	62.09
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-	15.00	9.00	-	-	73.59	44.15	-	-

Sl. No.	Commodity		Shore Handling charges per ton or part thereof (in ₹.)							
			Method1		Method 2		Method 3		Method 4	
			Foreign	coastal	Foreign	coastal	Foreign	coastal	Foreign	coastal
	Manufactured, Synthetic Resin, Paper, Paper products and news print, Asphalt and Bitumen in barrels etc.,									
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.		10.27	6.16	15.06	9.04	131.06	78.64	146.12	87.67
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.		49.89	29.93	40.98	24.59	328.17	196.90	369.14	221.48
5	Timber logs-Hard Timber Logs of varying length and of heavy weight; normally more than 1.5 MT per piece.		-	-	82.13	49.28	-	-	238.19	142.91
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.		25.24	15.14	-	-	335.93	201.56	-	-
7	Container Empty	Up to 20’	120.04	72.02	253.66	152.20	1774.91	1064.95	2028.58	1217.14
		Above 20’ and Up to 40’	180.05	108.03	380.50	228.30	2662.37	1597.42	3042.86	1825.71
		Above 40’	240.07	144.04	507.33	304.40	3549.82	2129.89	4057.15	2434.28
8	Container Laden	Up to 20’	137.18	82.31	532.30	319.38	2513.27	1507.96	3045.57	1827.34
		Above 20’ and Up to 40’	205.78	123.47	798.45	479.07	3769.90	2261.94	4568.35	2741.01
		Above 40’	274.37	164.62	1064.60	638.76	5026.53	3015.92	6091.13	3654.68
9	Project Cargo Cargo for specific projects, often with OOG specifications and handled		46.56	27.94	76.83	46.10	356.48	213.89	471.21	282.73

Sl. No.	Commodity	Shore Handling charges per ton or part thereof (in ₹.)							
		Method1		Method 2		Method 3		Method 4	
		Foreign	coastal	Foreign	coastal	Foreign	coastal	Foreign	coastal
	through specialized means such as: Project material, Project equipment, Railway 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.	46.56	27.94	76.83	46.10	356.48	213.89	471.21	282.73

3.3. Charges for loading/unloading cargo on Railway wagons

Sl. No.	Commodity		Handling charges per ton or part thereof (In ₹.)	
			Railway siding inside wharf	Railway siding at Panambur Marshalling yard
1	All types of Dry bulk cargo		62.67	73.81
2	Bagged Cargo		166.93	197.48
3	Container Empty	Up to 20’	1114.35	1483.95
		Above 20’ and Up to 40’	1671.53	2225.93
		Above 40’	2228.70	2967.90
4	Container Laden	Up to 20’	1120.44	1490.04
		Above 20’ and Up to 40’	1680.66	2235.06
		Above 40’	2240.88	2980.08

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.

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 services 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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Annex - VIII

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 the 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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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/69/2016-NMPT	**:**	**Proposal received from New Mangalore Port Trust (NMPT) for fixation of Normative Tariff for New Stevedoring and Shore Handling Operation at NMPT.**

A joint hearing in this case was held on 19 January 2017 at the NMPT premises. The NMPT made a power point presentation of its proposal. At the joint hearing, the NMPT and users / user associations have made the following submissions:

New Mangalore Port Trust

(i). Proposal was circulated to users. They have given some comments. We have also given our comments thereon.

(ii). We have worked out rates based on different methods of handling by 64T HMC and 100T HMC.

(iii). Association of Stevedores want additional pay loader at storage point. We have taken one poclain and one pay loader as per the guidelines, for Shore Handling Operations. The poclain at storage yard will do heaping and dozing work. Need for additional pay loader at shed does not arise.

(iv). The Stevedoring cost includes the hire cost of the HMC. It may not be possible to introduce the performance norms based on stevedoring guidelines as the HMC is hired for a shift and is a fixed cost.

(v). Guidelines provide norm for labour cost at 5% and 10% of equipment cost for shore handling operations. We have adopted TAMP approved per tonne rate for labour cost instead of the prescribed norm.

(vi). We have gone by guidelines as regards productivity.

(vii). Government has issued Policy and subsequently Guidelines for determination of tariff for Stevedoring and Short Handling Operations. Prior to issue of Policy and Guidelines, Government had put draft on its website seeking views of all concerned including Stevedores. At the time of the framing policy, why these points were not raised by Stevedores? It was not imposed on anybody.

(viii). Government issued guidelines after due consultation process.

(ix). Government has issued common guidelines for all the ports. Once policy and Guidelines are issued, both port and TAMP have to abide by it.

(x). Port will follow the rate as arrived by following the Government guidelines. The rates are ceiling rate. Stevedores can levy lower rate.

(xi). I throw an offer of discussion to the Association of Port Stevedores. Please tell me the names by tomorrow. Who will participate in the discussion. We are ready for discussion from port side.

Association of New Mangalore Port Stevedores

(i). We have sent our comments in November 2016. Port has not addressed elaborately. It has only touched our issues.

(ii). In other Major Ports, ports have discussed with Stevedores before filing the proposal. NMPT should have discussed with Stevedores before filing the proposal. Stevedores and Port had agreed to form a Committee during a meeting. But, this was not done so. Some rates are higher, some rates are lower.

(iii). Based on practicality and local logistics, few additional equipment are required.

(iv). Fertilizer and iron ore are not similar cargo as held by port.

(v). The norm of 5% / 10% of equipment cost is not sufficient to take care of labour cost for Shore Handling Operations.

(vi). We have to deploy private labours. Port labour is not working in many places.

(vii). We cannot book gang every shift. It depends on arrival of vessel. There will be mix of cargo. We cannot deploy two to three gangs every time.

(viii). We have to pay for equipment hire charges for full year.

(ix). The norm considered by port for performance are higher not achievable. Productivity for bagged cargo should be brought down from 330T/shift to 150T/ shift. Iron and Steel coils from 480 to 300T/shift. Jumbo bags from 560 to 350T/shift. Bring down productivity of Timber to 300T/shift and Container Empty bring it down to 15 TEUs/ shift.

(x). Royalty is an additional cost. This should be included while arriving at the tariff.

(xi). We have to bring down labour as per National Tribunal Award. But that is not considered.

(xii). Impact of break down of equipment, non-availability of cranes, ship cranes out of order are not captured in tariff calculation.

(xiii). There is shortage of gangs as port labour has reduced.

(xiv). We request a Committee of port stevedores, C&F agents, etc. be formed by port and then the revised rate for Stevedoring and Shore Handling is finalised. We have arrived at workable rates for stevedoring and shore handling operations cargo-wise.

(xv). Ship demurrage, godown demurrage, wagon damage, cargo shortfall at delivery point etc., are involved in the operations. These are not captured.

(xvi). Port has given common rate for 20' and 40' container. It should be separate for the two sizes of containers.

(xvii). We want reduction in rates for Machinery, non-coking coal, coking coal, Limestone, Dolomite, Clinker, and timber after discussing with stakeholders. For Granite we have suggested marginal increase over the rate proposed by the port.

M/s.Delta Infralogistics (Worldwide) Ltd.

(i). Port has clubbed pet coke and met coke. Both cargo are not identical. The stowage points are different. Rates have to be examined and need to be separate. There should be a scientific approach.

(ii). Port has proposed ₹574/ TEU for empty container and ₹2787/ TEU for Laden container. Cost of Stevedoring operation is the same for empty/ laden containers. So tariff should be same. For shore handling, tariff may be different.

(iii). Guidelines says land should not be allotted to stevedores and storage charges should be as per the Scale of Rates of the port. But, the port says godown cost is included. Port need to clarify.

(iv). Benchmark productivity are prescribed in the existing SOR for Cargo Handling Division. There is no clarity which productivity to follow. Productivity as per Berthing Policy is for vessels. It should not be applied for stevedoring operations.

M/s. Sri. Ganesh Shipping Agency

(i). NMPT port cannot be compared with other ports. Neither shore labour nor on board labour of port is working here. We are paying them all incentives and wages. If possible, eradicate port labour. We only have to bear cost of private stevedores. Accident compensation is cost to us.

(ii). We request port to form a Committee and arrive at a realisable rate. We want to be transparent and have a practical approach. It should not be a forced decision. Let it be a framework after joint discussion.

(iii). We want an amicable settlement.

(iv). We want more cargo to come to the port.

M/s. Delta Infralogistics (Worldwide) Ltd. / M/s. Sri. Ganesh Shipping Agency

(i). We are not against the guidelines. Guidelines allows individual ports to deviate from the prescribed norms based on the local conditions. Implement them practically.

2. A summary of the written submissions made by Association of New Mangalore Port Stevedores (ANMPS) at the joint hearing and comments furnished by NMPT thereon is tabulated below:

Sl. No.	Comments of users	Reply furnished by NMPT
1.	**Association of New Mangalore Port Stevedores vide letter dated 19.01.17**	
(i).	The Royalty payable to the Port when fixed would be in addition to the proposed rates.	As per Clause 3.5.5 of the Guidelines for "Determination of Upfront tariff for Stevedoring and Shore Handling operations", the Royalty/Revenue share will not be considered as cost for determination of Upfront Tariff.
(ii).	Following operations are not taken into consideration in the costing: ➢ Some importers put the onus of paying the Rly punitive charges and Dead freight on the Stevedores & Shore Handling Agents. Also the receipt quantity at their factory is reckoned for quantity shortages. How does NMPT propose to factor these additional costs into the tariffs? ➢ Importers/Exporters ask for composite handling rates which includes hire charges for private godowns, transport charges to / from outside godowns, bagging /bulking in case food grains, fertilizers etc. such operations are not taken care of in the Tariff. ➢ Also when the Port is fixing handling tariffs, the issues of handling loss and shortages due to moisture also has to be addressed by the Port.	The issues are pertaining to the charges levied by Indian Railway and shortages in quantity while transporting cargo by Rail which do not come under the purview of Stevedoring and Shore Handling operation. Upfront tariff for Stevedoring and Shore handling operation is proposed for services within the Port premises as per the Guidelines. The issue is not covered under the Guidelines for determination of Upfront tariff for Stevedoring and Shore handling operation.
(iii).	The issue of datum for Port workers which is fixed 40 years back for then manually handled cargoes is yet to be revised as cargoes we today handle semi mechanized. Therefore cargo datum has to be necessarily revised to present achievable levels for matching Port norms for Stevedores.	The commodity wise cargo handling datum for NMPT Registered Cargo Handling workers is being revised.
(iv).	The Norms proposed by the Port for various cargoes now is much on the higher side and not achievable in actual operations. Factors like ships Gear out of order, Power failure, shore cranes out of order, Grab/Equipment out of order, Rain stoppages, availability of cranes, shortage of gang/availability of workers have to be considered before fixing norms. ANMPS therefore propose a committee including the Port and Stevedores/C&F Agents to finalize the same. In this connection	The Performance Norms as prescribed in the Guidelines for "Determination of Upfront tariff for Stevedoring and Shore handling operation" have been adopted. The upfront Tariff is proposed as per the Guidelines.

	our proposal for the possible Norms is enclosed in Annexure-II. We also contend that Norms of other Indian Ports are not relevant to this Port.	
(v).	The rates proposed do not cover various risks like ship demurrages and damages, Port demurrages and damages, godown demurrages, wagon demurrages, wagon cargo shortages at destination which are all unforeseen. With respect to the Port's present proposal of rates we give our counter proposal of minimum workable rates for Stevedoring and Shore Handling operations for your kind considerations. ANMPS has again proposed that a committee be formed with the Port and Stevedores/ C&F Agents to look into the issues mentioned above to discuss and to finalise all the various costs and relevant issues of norms etc. before TAMP finalises the Tariff.	The upfront tariff is proposed as per the Guidelines for Stevedoring and Shore Handling activities which covers handling of cargo onboard the vessel and Transportation and storage of cargo in the Port premises. Ship demurrage, Port demurrage, wagon demurrage / wagon shortages are not included in the Guidelines for determination of Upfront tariff for Stevedoring and Shore handling operation
2.	**Association of New Mangalore Port Stevedores vide letter dated 24.11.16**	
(i).	**Fertilizers and Food grains** At the sheds apart from 20 ton poclains (excavators) pay loaders & two Hitachi/pay loaders are used to doze and heap the cargo. This is not taken into account in the proposal which may be incorporated	As per the Guidelines two pay loaders have been considered. As the hire charges for excavator and pay loader is same, the Stevedores can deploy one Pay loader and one excavator at stack yard.
(ii).	**Coking Coal** (a) There is no mention of loading of cargo from wharf to Tippers. Pay loaders are used for this. This needs to be incorporated. (b) At the Storage yard in addition to pay loaders 20 ton excavators are used for heaping the cargo. This needs to be taken into consideration.	(a). The pay loaders for handling cargo at berth has been considered as per the Guidelines. (b). As per the Guidelines 4 pay loaders are considered at Storage Yard. As stated at Sl. No.1, the hire charges for excavator and pay loader is same and therefore the stevedores can deploy any of the above equipment as per their requirement.
(iii).	**Iron Ore fines and other ores:** It is not correct to say that IOF handling is similar to Fertilizer. It is rather similar to Coal handling. Kindly correct this.	Noted and considered as per the Guidelines.
(iv).	**Stevedoring Cost-Bulk Cargo:** The Port may clarify whether the Stevedoring Cost (64 Ton HMC) and (100 Ton HMC) are including or excluding the Harbour Mobile Crane charges. Since the HMC charges are performance linked it has to be kept as a separate charge.	The Upfront Tariff has been proposed for Ship crane as per the Guidelines. In case of deployment of HMC, hire charges per ton as prescribed scale of Rates for HMC approved by the TAMP would be additional which is performance linked.
(v).	As per Clause 4.5.7, 5% /10% of the equipment cost for deploying of Stevedores own labours are to be factored in to the labour costings. This is not seen in the Costings.	Labour cost be factored as 5% and 10% of the equipment cost for Shore handling operation as per guidelines.

(vi).	The full requirement of Equipments both at the wharf and at the Storage Plots / Sheds are not factored in the Equipment Hire Cost for Shore Handling Operations. Kindly verify and incorporate the full cost or the equipments deployed.	The equipment as prescribed in guidelines have been considered for both at wharf and Storage yard.
(vii).	The Man power cost considered for Stevedoring operation is as per National Tribunal Award (Clause 3.5.7) NTA not implemented by NMPT. Without implementing this award, working out the labour Cost is not correct and determental to the interest of the Stevedores Hence the Labour Cost for both Stevedoring and Shore Handling should be calculated as per the existing Manning strength.	The manpower cost is considered as per the clause 3.5.7 of guidelines i.e. norms prescribed by National Tribunal Award.
(viii).	At NMPT, we have Port Labours who are not working and hence we are using the Stevedore's labours, cargo supervisors, Causal workers (Casual Workers/Foremen/Supervisors come along with the gangs automatically) and we have to pay their labour charges plus speed money.	The allegations of Association regarding Port Labours are not correct. These issues cannot be addressed directly. However there are provisions under two different overheads, operation and administrative as per guidelines.
(ix).	Shore Handling involves delivery i.e. reloading up to Customers Truck for dispatch by Road and in case of Dispatch by Rail up to Railway wagons.	Shore handling includes arranging and receiving the cargo to/from the hook point inter model transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/to wagons /trucks.
(x).	While Trucks come upto the Coal/coke heap inside the Port and need to be only loaded by pay loader/Excavator. In case of dispatch by Rail there are multiple operations like Reloading to tippers, Weighment, Transportation to Railway Siding inside the Port /Outside at Panambur Marshalling Yard, loading to Wagons, Trimming, Covering with Tarpaulins (optional) obtaining RR and forwarding to the Importer.	There is no provision in Guidelines for fixation of Tariff for Railway handling. However, Tariff has been proposed based on deployment of labour and equipment at NMPT.
(xi).	The concept of cargo wise/hook wise & loading/unloading norms mentioned in the Annexure-performance Norms has to be discussed since many factors have not taken in to consideration. **a). Prescribed for bulk cargo** We cannot book ¾ hook continuously at all times due to non availability of proper infrastructure facilities, nature of the cargo, different cargo varieties, ships stability problem, etc. Finished fertilizer, raw materials, food grains, etc are seasonal cargo and volume of cargo varies based on the demand. Moreover fertilizer /food grains cargo movement depends on drought and neighbor Port Imports. **b). Prescribed for break bulk cargo-** Productivity norms prescribed has to be changed as follows: Bagged Cargo-Should be brought down from 330 tons to 150/200 tons	The Performance Norms as prescribed in the Guidelines for "Determination of Upfront tariff for Stevedoring and Shore handling operation" have been adopted. The performance norms prescribed is reasonable and can be achieved.

	Jumbo Bags- Should be brought down from 560 to 350 tons. Iron and Steel- Coils and Slabs- Should be brought down from 1360 to 500 tons. Timber Soft-should be brought down from 320 to 250 tons Timber hard-should be brought down from 480 to 300tons Container empty- should be brought down from 200 to 120 tons	
(xii).	There is also issue of speed money, ghost money, hatch/ship completion money, hatch jumping money etc. being demanded and paid to Port Labour, Port private cargo supervisors, Port casual workers and other officials etc.	These issues cannot be addressed directly. However there are provisions under two different overheads, operation and administrative as per guidelines.

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