



कोलकाता पोर्ट ट्रस्ट
KOLKATA PORT TRUST
हल्लिया गोदी परिसर
HALDIA DOCK COMPLEX
Office of General Manager (Traffic)
Jawahar Tower, Connector Building,
Haldia-721607, West Bengal, India



No. GMT/38/GMT-597

February 26, 2019

Smt. Jyothi Venkatachalam,
Jt. Director,
The Tariff Authority for Major Ports,
4th Floor, Bandar Bhaban,
Muzawar Pakhadi Road,
Mazgaon,
Mumbai – 400010
(Fax: 022 2375-7879)

Madam,

Sub. : Revised proposal for fixation of tariff to be realized from the users of the Floating barge jetty at HDC.

Ref : This office earlier letter no.MTO/G/115-M/GMT-556 dated 08.01.2019

You may kindly recall that KoPT had approached TAMP for approval of the promotional composite rate of Rs. 250/- per MT (including 100% wharfage charges) vide letter no. MTO/G/674/GMT-479 dated 05.09.2018 (copy enclosed as **Annexure-A**). A joint hearing was held by TAMP on 01.11.2018 and it was discussed during the hearing that KoPT will review the proposal and submit a revised proposal for fixation of tariff for the Floating Barge Jetty after obtaining approval of BoT (copy enclosed as **Annexure-B**).

Accordingly, a revised proposal of KoPT for fixation of tariff for the Floating Barge Jetty for handling of Dry Bulk Cargo in an integrated manner is appended below;

In terms of the current SoR of KoPT, the following charges against the specified services already exist which may be considered for framing up the composite rate.

Relevant section of SoR	Heads of Charges	Amount (Rs.) per M.T. (Rail bound)	Amount (Rs.) per M.T. (Road bound)
S.4.1.14	Wharfage charges for Unloading of cargo at Floating Jetty.	53.89	53.89
S.5.1.1	On Board charges for unloading of cargo from MBC/Barges	40.41	40.41
S.16.1.13	Cleaning Charges	1.50	1.50
S.6.1.6(ii)	Shore Handling Services involving loading at storage point for delivery	40.01	40.01
	Shore Handling Services involving transfer of cargo from back up area of the Berth to storage yard	99.26	99.26
S.6.3.1	Heaping/High heaping of cargo at the storage yard.	13.86	13.86
S.6.3.2 a) & b)	Despatch related service	20.44	8.32

S 16.1.12 l)	Deployment of Floating Crane Note: Charges for deployment of floating crane per shift is Rs. 1,22,472/- as per section 16.1.12 l) of SoR. As the MLP for the floating crane is fixed at 10, 000 MT per day, the charges for deployment of floating crane per MT can be fixed as Rs.36.74 (Rs.122472 x 3 shifts / 10, 000 MT).	36.74	36.74
S 16.1.12 f)	Deployment of payload inside MBC/Barge Note: Charges for deployment of payload per shift inside MBC/Barge is Rs. 12757/- as per section 16.1.12 f) of SoR. The average carrying capacity of barges is 3000 M.T. and the requirement of payload is only for one shift. Therefore, the charges per MT for deployment of payload can be fixed as Rs. 4.25 (Rs.12757 x 1 shifts / 3, 000 MT).	4.25	4.25
TOTAL		310.36	298.24

The only operation which is not covered under the existing SoR is the Transfer of cargo between the Floating Jetty and the immediate back-up hardstand by Hopper & Conveyer system. In mechanized cargo handling Berths at other Ports as well as for loading of Thermal Coal at HDC, the entire cargo handling is done mechanically and the charges are fixed on composite basis. More over, the transfer of cargo by Hopper and Conveyor system from the jetty to the immediate back up area is required to facilitate unloading operation only and is a part of a full operation of transportation of cargo from jetty to storage area. In view of the same, no separate charges for transfer of cargo from hoppers to the immediate backup area through conveyor and for unloading of overseas cargo from barges till loading of cargo on wagons / trucks has been considered.

It has been approved in the existing SoR u/s S 4.5 a) that dry bulk cargo discharged at Saugor/ Sandheads/ Virtual Jetty/ any other Anchorage points/Mooring and proceed for subsequent unloading at floating cargo handling facilities up stream of 3rd oil jetty at HDC or vice versa, 25% of the wharfage rate will be leviable for cargo handled at Saugor/Sandheads/ virtual jetty/ any other anchorage points/mooring and the balance 75% of the wharfage will be leviable for cargo handled at floating cargo handling facilities at HDC. Subsequently, the BoT vide Board Reso No. R/390/HDC/ADMN/3/09/2015 dated 07.09.2015, approved realization of full wharfage on the cargo unloaded at the floating cargo handling facility after lightering at deep draft Location within KoPT Limit. (Copy enclosed as Annexure-C). Accordingly, full wharfage has been considered for framing up the composite rate for handling of Dry Bulk Cargo in an integrated manner at the Floating Barge Jetty.

The above composite rate is applicable for cargo like Limestone, Coking Coal, Coke and other dry bulk cargo covered under Sec. 4.1.14. However, considering full wharfage of Rs.67.36 for overseas cargo covered under Section 4.1 Sl. No.15 and wharfage of Rs.94.31 for cargo covered under Section 4.1 Sl. No. 16, of the existing Scale of Rates of KoPT, the composite rates so derived for the various category of Dry Bulk cargo covered under section 4.1.14, 4.1.15 and 4.1.16 of the SoR are shown below :

Category of Cargo as per relevant section of the SoR	Cargo despatched by Rail	Cargo despatched by Road
For Dry Bulk cargo covered u/s 4.1.14.	310.36	298.24
For Dry Bulk cargo covered u/s 4.1.15.	323.83	311.71
For Dry Bulk cargo covered u/s 4.1.16.	350.78	338.66

Copy of the relevant portion of the SoR is enclosed as **Annexure-D**.

Therefore it is proposed that a new rate may be included in the SoR appropriately fixing the upfront tariff for handling all types of dry bulk cargo at Floating barge jetty at HDC covering the following operations;

- Unloading of cargo from Mini Bulk Carrier/ Barges at the Floating Jetty including operation of Payloader(s) inside the hatches,
- Transfer of cargo between Floating Jetty and the immediate back-up hardstand by conveyor system,
- Transfer of cargo between the immediate back-up hardstand to the earmarked storage area(s) inside dock including loading of dumpers at immediate back-up hardstand and unloading at storage area.
- Storage/ stacking of dry bulk cargo including heaping/ high heaping of cargo, as well as other required on shore operation.
- Aggregation/ evacuation of cargo to/ from storage area(s) by rail/ road and other allied and associated services.
- Despatch related services of wagons/ trucks/ other road bound vehicles.

The commodity wise proposed new rates are as follows;

Commodities	Cargo despatched by Rail	Cargo despatched by Road
Limestone, Coking Coal, Petroleum Coke, Metallurgical Coke, Bauxite, Manganese Ore, All types of Coal/ Coke/ Ore not specified, Sponge Iron, Pig Iron, All other Dry Bulk Cargo not specified.	310.36	298.24
Wheat, Rice, Pulses, Peas, Rapeseed, Cereals & their products, Bulgur wheat, Corn Soya Blend, Milk Powder, Seeds of all kinds, Sugar (both raw and refined), Bran, Newsprint, Gypsum, Slag, Soda (Caustic or Ash), Cement Clinker	323.83	311.71
Mill Scale, Magnesite, Granite, all types of Scrap, Oil Cake, Bone & Bone Meal, Mica Block/ flake/ spitting/ waste/ scrap/powder, Non Ferrous metals of all kinds except ingots of Zinc/Aluminium/Copper/ Lead, Ammonium Sulphate, Ammonium Nitrate, Lead Concentrate, Plywood, Fire Bricks & other Refractory Materials, C.I. Goods, Rock Phosphate, Sulphur &	350.78	338.66

Other Fertilizer Raw Materials, MOP, DAP, Urea and other Finished Fertilizers, Asphalt Pitch (including Coal Tar Pitch), Bitumen, Carbon Black		
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It is further proposed that the wharfage charges for discharge of dry bulk cargo at Saugor/ Sandheads/ Virtual Jetty/ any anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities upstream of 3rd Oil Jetty at HDC or vice versa, covered under sec S 4.5 a) of the existing SoR, the following amendment may be incorporated;

Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at HDC
Nil	100% of the wharfage rate as specified at S 4.1 and 4. 4.2

The above is submitted for approval please.

Thanking you,

Encl: As stated.

Yours faithfully,

(S.K. Saha Roy)

General Manager (Traffic)

26/2/19

Copy to : Deputy Chairman, for favour of information please.

Copy to : The Secretary / FA & CAO, KoPT for information please.

Copy to : General Manager (Finance) I/C for favour of information please.

Copy to : Sr. Deputy Manager, (Sh&CH) for information please.



कोलकाता पोर्ट ट्रस्ट न्यास
KOLKATA PORT TRUST
हल्दिया गोदी परिसर
HALDIA DOCK COMPLEX
Office of General Manager (Traffic)
Jawahar Tower, Annexe Building,
Haldia-721604, West Bengal, India



MTO/G/674/GMT-479

Sept 5, 2018

Smt. Jyothi Venkatachalam,
Jt. Director,
The Tariff Authority for Major Ports,
4th Floor, Bandar Bhaban,
Muzawar Pakhadi Road,
Mazgaon,
Mumbai - 400010
(Fax: 022 2375-7879)



Madam,

Sub.: Proposal for fixation of tariff to be realised from the users of the
Floating barge jetty at HDC.

A floating barge jetty with crane and conveyor facility has been constructed by Haldia Floating Terminal Pvt. Ltd. at the upstream of the HOJ-III of HDC to handle Mini Bulk Carriers (MBC) of about 10,000-12,000 MT DWT / barges carrying bulk cargo primarily coal from the lighterage points. The said facility envisages supply, installation, operation and maintenance of different cargo handling equipment as well as undertaking all required onboard and onshore cargo handling operations as given below in an integrated manner from unloading upto delivery for import Dry Bulk Cargo at the cost, charges, expenses, risk, manpower and arrangements of the contractor:

- i) Unloading of cargo from the MBC / barges at the Floating Jetty including operation of Payloader(s) inside the hatches of the MBC / barge.
- ii) Transfer of cargo between the Floating Jetty and the immediate back-up hardstand by conveyer system.
- iii) Transfer of cargo between the immediate back-up hardstand the earmarked storage area(s) inside General Cargo Berth (GCB) including loading of dumpers at immediate back-up hardstand and unloading at GCB storage area.
- iv) Storage / stacking of dry bulk cargo at respective storage area(s) of the receivers, including heaping/high heaping of cargo, as well as all other required on shore operation.
- v) Aggregation / evacuation of cargo to / from storage area(s) by rail /road and other allied and associated services in consultation with KoPT and importer / exporter concerned.
- vi) Despatch related services of wagons / trucks / other road bound vehicles including cleaning of wagons prior to loading, closing of gates of wagon/truck by suitable pegs (to be supplied by the contractor) after loading, lime spraying (lime to be supplied by the contractor) on the wagon and all other allied works required to make the wagon ready for dispatch.

The floating barge jetty has been operational from 16.06.2018 and HDC is realizing charges from the users for rendering services as stated in points (i) to (vi) above, which is being provided by the

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contractor. Although, the contractor is being paid a composite charge of Rs.172/- for rendering the above stated services as per Contract agreement, yet, there is no composite rate in the current SoR of KoPT covering the entire operation to be rendered by the contractor. However, the rate exists for all the individual components of the total operation, except the rate for transfer of cargo through Conveyor and Hopper.

In terms of the current SoR of KoPT, the following charges are leviable for discharging import Dry Bulk Cargo at the Floating Jetty excepting for the transfer of cargo through Hopper & Conveyor.

- (i) For road bound cargo: Rs. 257.25 per MT + Rs. 1,35,229/- per shift for deployment of one crane and one payloador for each shift.
- (ii) For rail bound cargo: Rs. 269.37 per MT + Rs. 1,35,229/- per shift for deployment of one crane and one payloador for each shift.
- (iii) For road bound coastal cargo: Rs. 179.83 per MT + Rs. 1,35,229/- per shift for deployment of one crane and one payloador for each shift.
- (iv) For rail bound coastal cargo: Rs. 191.95 per MT + Rs. 1,35,229/- per shift for deployment of one crane and one payloador for each shift.

Incidentally, as per the tender, although the contractor is required to put minimum one pontoon mounted crane, yet to ensure the minimum productivity of 10,000 MT per day, they have put another crane on the jetty and they may render services through both the cranes, if necessary to achieve the Minimum Level of Productivity. In that event, the customers will be required to pay for additional crane as well as payloador hire charges and thereby, the applicable Port Charges will be further increased. The floating barge jetty is a new facility and this will primarily cater to the handling of additional cargo generated through lighterage operation at lighterage points, which would have otherwise been handled at neighboring ports. Accordingly, it is proposed to introduce a promotional composite rate of Rs. 250/- per MT which would be realized from the user. This rate of Rs. 250/- per MT would be applicable for the entire operations rendered as stated in point (i) to (vi) above. The contractor will be paid a composite rate of Rs. 172/- per MT. against realization of the composite charges of Rs.250/- per MT by Port.

If, however, one or more than one of the services mentioned from points (i) to (vi) is / are not availed by the users for their own convenience, then also the composite charge of Rs.250/- per MT will be recovered from the users by the Port as the contractor will be required to be paid Rs.172/- per MT as the composite charge. However, the proposed composite charge of Rs.250/- per MT is applicable for handling foreign cargo and for handling of coastal Thermal Coal, Iron Ore and Iron Ore Pellets.

The above rate of Rs.250/- per MT has already been approved by the Board of Trustees vide Reso. No. R/40/HDC/Sh & CH/3/05/2018 dated 28.05.2018, copy enclosed as Annexure- A. The said promotional composite rate of Rs. 250/- per MT would remain valid for a period of one year from the date of commencement of operation at the floating barge jetty after which the same would be reviewed.

Incidentally, BoT vide Resolution No. R/390/HDC/ADMN/3/09/2015 dated 07.09.2015 (copy enclosed as Annexure-B) had approved the recommendation of the Trustees to levy single wharfage for handling lightered cargo at the said Floating Jetty instead of levying 90% wharfage at the lighterage point and 50% wharfage charges at the Port currently in vogue. The proposed composite rate of Rs.250/- per MT includes levy of 100% wharfage against the lightered cargo to be handled at the Floating Jetty and accordingly, no additional Wharfage Charges would be admissible

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for lighterage operation at Sagar, Sandheads or any other deep draft locations within the KoPT's limit for the cargo, which will be subsequently brought to the Floating Barge Jetty.

TAMP is therefore requested to approve the promotional composite rate of Rs. 250/- per MT (including 100% wharfage charges) for handling foreign cargo, which would be realized from the users against the services rendered by the contractor, right from discharge from the barges/MBCs till delivery of the cargo from the licensed plot of the Importers / their Agents covering all operations from sl. no. (i) to (vi) mentioned in page 1. It is expected to handle around 2.5 MMT of additional cargo annually (which would have otherwise been handled at neighbouring Ports) and the same would not only contribute to the cargo basket of HDC, KoPT but would generate additional revenue in terms of vessel/barge and cargo related charges.

The proposal is submitted for consideration and approval of TAMP please.

Thanking you,

Yours sincerely,

Encl : As stated.


(S. K. Saha Roy) *stale*
General Manager (Traffic)

Copy to : Deputy Chairman, for favour of information please.

Copy to : The Secretary, KoPT for information please.

Copy to: General Manager (Finance) for information please.

✓ Copy to : Sr. Deputy Manager, (Sh & CH) for information.

Annexure-B :

This email has been blocked from loading remote images.

Subject: Fwd: Proposal received from Kolkata Port Trust for fixation of tariff to be realized from the users of the Floating barge jetty at Haldia Dock Complex.

To: Abhay Mahapatra <abhay.mahapatra@gmail.com>,
"A. K. Mahapatra Sr. Dy.. Manager, TO (Sh & CH), HDC" <akmah>

Cc: Prosenjit Gupta <pgupta.hdc@nic.in>

Date: 11/13/18 11:48 AM

From: swapan saharoy <saharoyswapan3@gmail.com>

Please put up a draft reply against the observations made by TAMP.

Regards,

S. K. Saha Roy
General Manager (Traffic)
Haldia Dock Complex, KoPT

----- Forwarded message -----

From: TARIFF_ASSTT_SJ <tariff@tariffauthority.gov.in>

Date: Tue, Nov 13, 2018 at 11:20 AM

Subject: Proposal received from Kolkata Port Trust for fixation of tariff to be realized from the users of the Floating barge jetty at Haldia Dock Complex.

To: <calport@kolkataporttrust.gov.in>, <chairman@kolkataporttrust.gov.in>, <dc.hdc@nic.in>, <haldia.dock@nic.in>, <calport@vsnl.net.in>, <dy.chairman.kds@kolkataporttrust.gov.in>, <amal.haldock@gmail.com>, <saharoyswapan3@gmail.com>

**No. TAMP/68/2018-KOPT
13 November 2018**

To,

The Chairman,
Kolkata Port Trust,
15, Strand Road,
Kolkata-700001.

Subject: Proposal received from Kolkata Port Trust for fixation of tariff to be realized from the users of the Floating barge jetty at Haldia Dock Complex.

Sir,

This has a reference to joint hearing held on 1 November 2018 on the subject cited above.

2. On a preliminary scrutiny of the proposal, it is seen that additional information/clarification is required from Kolkata Port Trust (KOPT) on the following points:

(i). Section 48 read with Section 42(3) stipulates that the KOPT with the previous sanction of Central Government authorise any person to perform any of the services listed under Section 42(1) of the Major Port Trust Act, and tariff is to be fixed by TAMP for such BOT operator. In the case in reference, the KOPT has conveyed that the floating barge jetty with crane and conveyor facility has been constructed by Haldia Floating Terminal Pvt Ltd (HFTPL). In such a scenario, the reason for KOPT approaching TAMP for prescription of tariff in the KOPT's Scale of Rate, rather than HFTPL approaching TAMP for prescription of tariff in the HFTPL's Scale of Rate, may be explained.

(ii). Considering that the Board of Trustees of KOPT has approved the rate of ₹. 250/- per MT in its meeting held on 28 May 2018 and also since the floating barge jetty has been operational from 16 June 2018, the KOPT is requested to furnish the reason for approaching TAMP only in September 2018, for seeking approval for the proposed rate of ₹. 250/- per MT.

(iii). The basis to arrive at the proposed rate of ₹. 250/- per MT may be explained. Workings to arrive at the proposed rate, may also be furnished.

(iv). The KOPT in its proposal has stated that the rate exists for all individual components of the total operation except rate for transfer of cargo through conveyor and hopper. In this regard, the KOPT is requested to give reference to various Sections in its existing Scale of Rates, reflecting the rate for the individual components of the total operation.

(v). The KOPT in its proposal has stated that the port would be recovering the composite charge of ₹. 250/- per MT, even when some of the services are not availed by the users. Considering that Clause 8.4 of the Tariff Policy, 2015, requires the Major Ports to charge only for services provided and does not permit levy of notional charges, the KOPT is requested to propose deletion of the proposed note.

(vi). The KOPT is requested to furnish the draft Scale of Rates reflecting the proposed rate along with the conditionalities governing the proposed levy.

(vii). The KOPT is requested to quantify the additional revenue per annum to be earned by the Port on account of proposal in reference.

(viii). As per Clause 9.1 of the Tariff Policy, 2015, in cases where authorisation arrangement u/s 42(3) is other than by way of a BOT concession agreement, ceiling rates to be prescribed by TAMP for such services, based on a proposal initiated by the concerned Major Port Trust. The said clause also stipulates prescription of Performance Standards to be achieved by the service provider and that the

tariff should be linked to Performance Standards. Accordingly, the KOPT to propose Performance Standards and also tariff linked to Performance Standards.

3. During the joint hearing, the KOPT had conveyed that it would like to review its proposal by considering actual cost of various activities involved in the operation and that the port would come up with a composite rate for a combination of cranes / pay loaders. Accordingly, the KOPT is requested to review its proposal as discussed during the joint hearing and based on the points as discussed above and file a revised proposal, latest by 30 November 2018, alongwith workings.

4. The KOPT, is also requested to furnish its comments on the comments made by Steel Authority of India Ltd which was forwarded by us under cover of our letter of even number dated 4 October 2018.

5. This issues with the approval of the Competent Authority.

Yours faithfully,

(Jyothi Venkatachalam)
Joint Director

मद सं० ए/10/एचडीसी/एडीएमएन/3/09/2015
(भाग - I)

दिनांक 04.08.2015 को केओपीटी गेस्ट हाउस कोलकाता में हुए न्यासी उप समिति के विचार विमर्श के रिकार्ड नोट में, हल्दिया गोदी परिसर के सुविधाओं में प्लावमान माल संचालन की स्थापना के विषय में न्यासी उप समिति की सिफारिश की।

Item No. A/10/HDC/ADMN/3/09/2015
(Part-I)

Sub : The recommendation of the Trustee Sub Committee in the matter of setting up of Floating Cargo Handling at Haldia Dock Complex Facilities at Record Notes of Discussions of the Trustee Sub Committee Meeting held at KoPT Guest House, Kolkata on 04.08.2015

The Board of Trustees upon deliberating on the high rate quoted by the L1 tenderer in respect of the tender for supply, installation, commissioning, operation, maintenance and transfer of Floating Cargo Handling Facilities upstream of 3rd oil jetty, Haldia Dock Complex constituted a Trustee Sub Committee headed by Deputy Chairman (H) with Shri R. Ahluwalia, Shri P. More, Dr. S. Sarkar and Shri K. Beriwal as members constituted vide Reso. No. Rs/356/HDC/ADMN/3/07/2015 dated 31.07.2015 to negotiate with the L1 tenderer viz. M/s. Bothra Shipping Services Pvt. Ltd..

2. The Trustee Sub Committee negotiated with the L1 bidder on 04/08/2015 and 11/08/2015. During the negotiation the L1 bidder produced before the Trustee Sub Committee the break-up of the Capital and O&M costs considered by them to establish, operate and maintain the Floating Cargo Handling Facilities. On the basis of the same and considering a cargo materialization of about 1.2 MTPA at the said facility, they have quoted Rs.299.50 per ton in their price offer as against 2.5 MTPA considered by KoPT in estimating the cost per ton at Rs 299.50.

3. The Trustee Sub Committee during negotiation with the L1 bidder noted that as the proposed facility is going to come up outside the lock gate, it would

be possible to handle about 2.5 MTPA of cargo at the proposed facility. To achieve this it would be necessary to encourage increased cargo lightening operations at Sagar, connecting the proposed facility with the Transloading operations, rationalization of port charges etc. It was also observed that there was a possibility to reduce capital and O&M costs assumed by the L1 bidder for providing the shore handling services.

4. The L1 Bidder after protracted negotiation with the Trustee Sub Committee, agreed to reduce their quoted rate to from Rs. 299.50 per ton to Rs. 172/- per ton. They have confirmed the same by their letter 21/08/2015 (copy printed at Appendix-1, Pages No. 444 - 446). They have, however, requested KoPT to take all possible steps that would pave the way towards materialization of 2.5 MTPA of traffic at the proposed facility.

5. The Trustee Sub Committee noted the revised rate of Rs 172/- per ton is reasonable and as such may be accepted subject to approval of the Board. The Trustee Sub Committee also deliberated on the different issues that would encourage the trade to bring more cargo by transloading/lightening operations at HDC in general and at the proposed Floating Cargo Handling Facilities in particular. The Trustee Sub Committee, apart from recommending the revised rate quoted by the L1 bidder also recommended various other measures for consideration and approval of the Board.

6. The Trustee Committee recommended the following for consideration of the Board of Trustees:-

- i) To award the contract for supply, installation, commissioning, operation, maintenance and transfer of Floating Cargo Handling Facilities upstream of 3rd oil jetty of Haldia Dock Complex in

favour of M/s. Bothra Shipping Services Pvt. Ltd. at their negotiated rate of Rs 172/- per ton and as per terms and conditions of the tender.

- ii) KoPT will take adequate measures and marketing initiatives to increase cargo throughput at the proposed Floating Cargo Handling Facilities by way of encouraging lightening and transloading of cargo at deep draft locations within KoPT limit.
- iii) To deploy a Floating Crane to increase lightening / topping up of cargo at Sagar / other deep draft locations.
- iv) To charge up to single wharfage (applicable for cargo loaded / unloaded from vessels) on the cargo unloaded at the proposed Floating Cargo Handling Facilities after lightening or loaded at the said facility for topping up at deep draft location within KoPT limit such as Sagar etc.
- v) As the entire expenditure for handling the lightened cargo from barges at the proposed Floating Cargo Handling Facilities will be totally incurred by HDC, the full wharfage from the lightened cargo handled at this facility shall be paid by the users at HDC at the rate proposed by the Trustee Committee.
- vi) For cargoes lightened at Sagar / other deep draft location and taken inside the impounded dock by barges for unloading, the consignees concerned will continue to pay wharfage as per the existing system. The same will also be applicable for cargo loaded inside the

impounded dock into barges for topping up at Sagar / other deep draft locations.

7. The record notes of discussions of the Trustee Sub Committee are printed at Appendix-II (Pages No. 447 - 454).

The recommendations of the Trustees Sub Committee are placed before the Board for approval.

Shri A.K. Dutta, GM (M&S) explained the proposal. As per decision of the Trustees taken at their meeting dated 31.7.2015 a Committee of Trustees headed by Dy. Chairman had negotiated with the L1 tenderer, M/s. Bothra Shipping Services Pvt. Ltd. As against 2.5 MTPA considered by KoPT to arrive at estimated cost of Rs. 299.50 per tonne, the L1 tenderer had quoted the same rate but with 1.2 MTPA. After negotiation, they had agreed to bring down their rate to Rs. 172/- per tonne with the request to KoPT to pave the way for materialisation of 2.5 MTPA. The revised rate was considered reasonable by the Trustees' Committee which also recommended other measures like KoPT undertaking marketing initiatives to increase cargo throughput at the proposed floating cargo handling facilities by encouraging lightening and transloading of cargo at deep draft location within KoPT limits, deploying floating cranes to increase lightening/topping, etc. The Trustees were also informed that a separate proposal for deploying floating crane would be placed before the Trustees and market explored for deploying floating crane at more than one point at Sagar Anchorage in order to ensure healthy competition.

After detailed discussion, the Trustees agreed to the recommendation of the Trustees' Committee with the condition that no commitment or undertaking

or guarantee should be given by KoPT for achieving 2.5 MTPA, though KoPT would endeavour to increase the cargo throughput.

In response to a query from Shri S. Sutradhar, Labour Trustee regarding the report of the Trustees' Committee being unsigned, he was informed that consent of the Committee members had been obtained through email and such record was available in the file.

The Trustees, after discussion, agreed to sanction the proposal.

संकल्प सं० आर/३९०/एचडीसी/एडीएमएन
/३/०९/२०१५ : विचार विमर्श के पश्चात
संकल्प पारित हुआ कि प्रस्ताव को स्वीकृत
किया जाए, जैसा कि कार्यसूची में दर्शाया
गया है।

Resolution No. R / 390 / HDC /
ADMN / 3 / 09 / 2015 : Resolved,
after discussion, to sanction the
proposal as detailed in the agenda.

PART- I**Charges on Break-bulk and Bulk Cargo**

S.4	Wharfage:	
S.4.1	Wharfage on Foreign cargo landed/shipped at any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise: -	
Sl. No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)
Liquids/ Gas handled through pipeline		
1.	Crude Oil;	100.24
2	Ammonia ; Aviation Turbine Fuel; Furnace Oil; High Speed Diesel; Light Diesel Oil; Lubricating Oil; Superior Kerosene Oil; Motor Spirit; Paraxylene; Slack Wax; Ship's bunker; POL/POL products and any other liquid /gas having a flash point of 23°C (73.4°F) or above, if not otherwise specified;	100.24
3.	POL/POL Products or any other liquid /Gas having a flash point of less than 23°C (73.4°F), if not otherwise specified;	141.75
	(a) For quantity upto 50000 tonnes per Financial Year	
	(b) On the incremental quantity handled above 50000 tonnes per Financial Year	
4.	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; Py Gas; Propane; Hexane ; N-Hexane, CBFS;	107.73
5.	Ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Acids; Fatty Acids; Mineral Oil; Tallow; Alcohol; Palm Stearin.	81.08
6.	Vegetable Oils;	62.37
7	Molasses;	37.42
Liquids handled other than through pipeline		
8.	All liquids including ship's bunker	100.24
Cargo handled through mechanical system		
9.	Iron Ore ;	53.89
10.	Thermal Coal	75.00
11.	All types of Coal not specified, Fertilizer; Fertilizer Raw Materials; Soda Ash and all other Dry Bulks;	150.00
Cargo handled other than through mechanical system		
12.	Salt, Fly Ash; Sand,	26.95
13.	Iron Ore; Iron Ore pellets;	26.95
14.	Limestone; Coking Coal; Petroleum Coke; Metallurgical Coke; Bauxite; Manganese Ore; All types of Coal / Coke / Ore not specified; Sponge Iron; Pig Iron; All other Dry Bulk Cargo, not specified;	53.89

Sl. No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)
15.	Wheat; Rice; Pulses; Peas; Rapeseed; Cereals & their products; Bulgur wheat; Corn Soya blend; Milk powder; Seeds of all kinds; Sugar (both raw and refined); Bran; News Print; Gypsum; Slag; Soda (Caustic or Ash); Cement; Clinker;	67.36
16.	Mill Scale; Magnesite; Granite; All types of Scrap; Oil Cake; Bone & Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Non ferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Plywood; Fire Bricks & other Refractory Materials; CI goods; Rock Phosphate, Sulphur & Other Fertilizer raw materials; Murate of Potash (MOP), Di-Ammonium Phosphate (DAP), Urea and other Finished Fertilizers; Asphalt pitch (including Coal Tar pitch); Bitumen; Carbon Black; Spare Bags; Jute, Gunnies, Jute Products/ waste/caddies/twist/ cuttings; Hemp; Vegetable Fibers; Raw wool; Asbestos raw/fiber; Synthetic resin/ yarn/rag; Asbestos raw/ fibre; Cotton piece goods; Waste Paper; Wood Pulp; Shellac; Seedlac; Glass Sheet; Glass ware/products; Porcelain ware/products; Hides & Skins; Hosiery Goods; Garment; Leather and its products; Ship Store; Dunnage; All other cargo not specified but handled in bags;	94.31
17.	Iron and Steel; Pipes & Tubes;	80.83
18.	Log, Timber, Veneer	141.45 per CBM or part thereof
19.	Car; Any rubber tyred vehicle; Cargo moving equipment; Earth-moving equipment;	5388.77 per unit
20.	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	277.20

The lower rate specified in S.4.1, Sl. No. 3(b) shall be allowed by way of refund against claim lodged by the Importer/Exporter after close of a Financial Year. The same shall be calculated separately for each Dock System not considering the quantity handled at the other Dock System. The claim should be accompanied by details of quantity handled vessel wise as well as payment particulars thereof.

Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of vessels takes place within the Port limits, wharfage shall be payable on such vessels.

S.4.2	Wharfage on Coastal cargo landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-	
Sl. No.	Description	Rates in ₹ per tonne or part thereof
1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.4.1
2	All other cargo	60% of the rates for Foreign Cargo as specified at S.4.1
S.4.3	<p>a) For Transshipment cargo handled at berth, wharfage is payable at 75% of the applicable rate for landing and 75% of the applicable rate for subsequent shipment. The applicable rates shall be the rates specified at S.4.1 or S.4.2 depending on whether the same is foreign or coastal at the time of discharge/shipment as per definition under S.2.</p> <p>b) For Transshipment cargo handled at Sandheads/ Virtual Jetty/any other anchorage point/ mooring, wharfage shall be levied at the rate of ₹ 32.34/- per tonne or part thereof irrespective of the nature & description of the cargo.</p>	
S.4.4	For Crude Oil/POL/POL product discharged at Sandheads /Virtual Jetty/any other anchorage point/ mooring, for subsequent landing at berth or vice-versa in case of shipment, only one full wharfage shall be levied, even if the cargo operation takes place at both the dock systems. Each dock system in such cases shall realize 50% of the applicable wharfage.	
S 4.5	For discharge/ shipment of cargo at Sandheads/ Virtual Jetty/ any other anchorage point/ mooring, other than the cargo specified at S.4.3(b) and S.4.4, wharfage shall be levied at the following rates:	

	Description of operation	Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at Jetty/ Berth of KDS/ HDC
	(i)	(ii)	(iii)
	a) Dry Bulk cargo discharged at the at Saugor / Sandheads / Virtual Jetty/ any other anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities upstream of 3 rd Oil Jetty at HDC or vice versa	25% of the wharfage rate as specified at S 4.1 and S.4.2	75% of the wharfage rate as specified at S 4.1 and S.4.2
	b) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Virtual Jetty / any other anchorage point and proceed for subsequent unloading to any Jetty/berth of KoPT (other than Floating Cargo Handling Facilities upstream of 3 rd Oil Jetty at HDC or any declared IVW) or vice versa:		
	i) Iron Ore	90% of the wharfage rate as specified at S 4.1 and S.4.	6.73