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**KOLKATA PORT TRUST**  
**कोलकाता पत्तन न्यास**  
**TRAFFIC DEPARTMENT**

सं: Tfc/GZZY 241/Dry Bulk Berthing Policy

दिनांक : 12<sup>th</sup> April 2017

**CIRCULAR**

All concerned

**Sub: Performance norms, penalties/rebates etc for Dry Bulk Cargo handling at KDS under Berthing Policy for Dry Bulk Cargo for Major Ports 2016.**

In continuance to this office Circular of even no. dated 29.08.2016 all concerned were informed vide this office Circular of even no. dated 20.02.2017 that the Tariff Authority for Major Ports has notified the Performance Norms based Incentive and Penalty in respect of Dry Bulk Cargo handled at Kolkata Dock System (KDS), of the Kolkata Port Trust (KOPT) vide G. No. 37 (Published in Part-III Section 4 of the Gazette of India, Extraordinary), which would come into effect at Kolkata Dock Systems from 02.03.2017. Now, the Board of Trustees in their meeting held on 29.03.2017 has considered the HDC's proposal for non levy of penalty for idling of vessels at Saugor and other lighterage points and accordingly, has, vide Reso. No. R/235/HDC/TFC/3/3/2017 dated 29.03.2017, approved withdrawal of penalty for idling of vessels at Saugor as provided at Clause 2.3 of TAMP's Notification for HDC under '**Levy of Anchorage/ penal charges at the reporting stations / lighterage points**'. This has already been communicated to TAMP by HDC. As such, penalty for idling of vessels as per Clause 2.3 of HDC schedule will not also be levied at KDS till further communication from TAMP.

However, for information of all concerned, the relevant details of TAMP's Notification on Performance norms, penalties/rebates etc for Dry Bulk Cargo handling at KDS under Berthing Policy for Dry Bulk Cargo for Major Ports 2016 is furnished below:

- (i). **"Performance Norms based Incentives and Penalties for ships carrying Coal and Industrial Salt at Kolkata Dock System:-**

Minimum Berth output per ship crane/ derrick per day

Commodities	Norms (in tonnes)
Coal (includes all types of coal and cokes)	1500
Industrial salt	1400

Conditionalities for grant of incentives for achievement of Performance Norms and levy of Penalties for non achievement of Performance Norms are as given below:

- (a). For each arrival, ship Berth stay will be calculated based on commodity specific productivity norms and parcel size of vessel.
- (b). If a ship stays within 5% (higher or lower) of the stipulated time for that commodity, then no penalty/ incentive will be levied/ paid.
- (c). In case where actual Berth stay is more than 5% higher than the stipulated time, the number of additional hours spent at berth will be penalized by 2 x berth hire.



- (d). In case where actual berth stay is more than 5% lower than the stipulated time, number of additional hours saved will be incentivized at 1 x berth hire.
- (e). In computing actual performance achieved by each ship for the purpose of calculating penalty/ incentive, any stoppage of operation on account of port related or weather related issues will be discounted. Such exclusions will be limited to:
  - (i). Break down / non availability of port provided equipment at berth.
  - (ii). Weather related stoppages
  - (iii). Shifting of ships between berths on account of port.
  - (iv). Any delays in sailing after vessel readiness to sail on account of port i.e. pilot/tug unavailability, tidal conditions.
  - (v). Draft surveys within the prescribed norms for ships. As a guideline, maximum 30 mins per party for interim draft survey would be allowed.  
Any additional time incurred in draft surveys will be considered in berth stay. Where practicable, in case of multi-party consignment, common surveyors are to be appointed so as to reduce time lost during interim draft surveys. Vessel Agent / Importers must co-ordinate and inform port.
  - (vi). Any stoppages because of other reasons are not to be excluded for calculation of performance norms, unless specifically approved by Board.”
- (f). The levy of anchorage charges in respect of vessels visiting Haldia Dock Complex (HDC) prescribed at Clause 2 of the HDC schedule will apply in respect of vessels visiting KDS.
- (ii). The Minimum Berth output per ship crane/ derrick per day is deemed to have come into effect from 01 September 2016. The levy of incentives and penalties will come into effect after expiry of 30 days from the date of notification of the Order in the Gazette of India.

The anchorage charge prescribed at Clause 2 of the HDC schedule which will apply in respect of vessels visiting KDS also, as stated at (f) above, is reproduced below:

**“2. Levy of Anchorage/ penal charges at the reporting stations / lighterage points:**

2.1. Even after calling the vessel and allocation of pilots by port, the vessel refuses to call at the port or lighterage point due to the reasons attributable to the vessel/exporter, then Anchorage charges will be levied by port at the following rates:

Idling Time	Applicable penal charges
For first 48 hours. after calling the	10% of the applicable Berth Hire



vessel	charges as per SOR for the entire duration of waiting since the vessel was initially called.
After 48 hours & upto 96 hours	25% of the applicable Berth Hire charges as per SOR for the entire duration of waiting since the vessel was initially called
After 96 hours till boarding of pilot	50% of the applicable Berth Hire charges as per SOR for the entire duration of waiting since the vessel was initially called

- 2.2. Idling period is to be considered from the time when the vessel is initially called till actual pilot boarding time.
- 2.3. In addition, penalty is also proposed to be imposed at the following rates for idling of vessels at Saugar.

Idling Time	Applicable penal charges
For first 48 hours	25% of the applicable Berth Hire Charges as per SOR for idling of vessels for every hour or part thereof.
More than 48 hours	50% of the applicable Berth Hire Charges as per SOR for idling of vessels for every hour or part thereof for the entire period.

- 2.4. The record pertaining to idle time will be maintained by Harbour Master River), KOPT, since the related bills are raised from KDS end.
- 2.5. However, the port can exempt vessels from paying anchorage charges in exceptional circumstance and the same will require approval of the Chairman.”

The above prescribed Performance norm is already effective at Kolkata Dock System with w.e.f 1<sup>st</sup> September 2016 for all vessels carrying cargo mentioned above to KDS berths. Now, with TAMP’s Notification the Performance Norms based Incentive and Penalty has come into effect on and from 2<sup>nd</sup> March 2017 i.e., after expiry of 30 days from the date of notification of the Order in the Gazette of India, and the same would remain valid for a period of one year from the date of notification of the said Order. However, penalty for idling of vessels as per Clause 2.3 of HDC schedule (as reproduced above) will not also be levied at KDS till further communication from TAMP.

All concerned are requested to note and act accordingly.

  
 (Capt. Himanshu Shekhar)  
 Traffic Manager