

UPFRONT TARIFF FOR STEVEDORING AND SHORE HANDLING SERVICES

Part 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' is an authorized agent for loading and unloading and anchorage of cargo in any form on board the vessels in ports and to whom the licence has been given under regulations.
- (vi). 'Shore handling agent' is an authorized agent for arranging the receiving the cargo to/ from the hook point, intermodal transport from wharf to stock 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). All the charges shall be denominated in Indian Rupees.
- (vi). 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.
- (vii). This tariff is applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.
- (viii). (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.
- (ix). The authorized agent shall charge only for services provided by him. No notional booking of labour and other similar notional charges would be permitted.
- (x). 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 categories based on the nature, physical characteristics and the method of handling that cargo.
- (xi). 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.
- (xii). 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 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.

- (xiii).
 - (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 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 fixation of upfront tariff for stevedoring and shore handling operations. For break bulk cargo, the Performance Standards as notified along with this Scale of Rates will be applicable.
 - (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. of the normative tariff guidelines, 2016.
- (xiv). 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.
- (xv). 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.
- (xvi). 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.
- (xvii). 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.
- (xviii). 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.

- (xix). 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.
- (xx). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.
- (xxi). 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.)*
- (xxii). Wharfage, storage charges and other cargo related charges shall continue to be levied by the KOPT port as per its prevailing scale of rates.
- (xxiii). All taxes and duties, as may be applicable from time to time, including GST shall be paid extra.

Part - II

- S.1. Stevedoring and Shore Handling Agents working at Haldia Dock Complex, who will be issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling) Regulations, 2016 shall not levy charges exceeding the following rates:
- S.2. **Charges for Supply & Service of Equipment in hatches on-board ship at berth for discharging cargo by using ship's crane.**

Sl. No.	Commodity	Foreign	Coastal
		Rates per Tonne (In `.)	
(a) Charges for Supply & Service of Pay loader in hatches on-board ship at berth for discharging Dry Bulk cargo by using ship's crane.			
1.	Coking Coal, Other Coal (except Thermal Coal), Met. Coke, MOP, Rock Phosphate, Sulphur, Clinker, Gypsum, and Sugar.	10.30	6.18
	Lime Stone and Manganese Ore.	9.27	5.56
	Iron Ore Fines & Lumps	8.74	8.74
(b) Charges for Supply & Service of Equipment in hatches on-board ship at berth for discharging Break Bulk cargo by using ship's crane.			
1.	Project Cargo, Machinery, Spares	46.56	27.93
2.	CR Sheets, HR Plates, Steel Sheets, Steel Slabs	45.54	27.33
3.	Steel Coils, HR Coils, WR Coils	24.44	14.67
4.	Steel billets, Steel blooms, Steel Rails, Pipes and Tubes	23.21	13.92

Note :

- (i). The rates under S.2 will be applicable uniformly on the entire quantity of cargo discharged from the ship at the berth, irrespective of the actual time of use of the equipment.
- (ii). On board equipment services will include supply and service of suitable payloaders/ equipment on board for transfer/ aggregation of cargo at hatch square on the ship by transferring from other areas inside the hatch, including slinging and un-slinging of payloaders/ equipment for lifting up of lifting down on/ from the ship.
- (iii). The rates under this section will also be applicable for shore handling operations in respect of export cargo shipped by MHC/ Ship's crane.

S.3 Charges for shore handling operation

(i) Charges for shore handling operation for Dry Bulk Cargo

SI. No.	Commodity	Discharged by ship's crane and delivered directly from Jetty to consignee premises.		Discharged by MHC and delivered directly from Jetty to consignee premises		Discharged by Ship's Crane and transferred & stored in storage area inside port premises		Discharged by MHC and transferred & storage stored in area inside port premises	
		(3)	(4)	(5)	(6)				
(1)	(2)	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
		Rates per Tonne (In `.)		Rates per Tonne (In `.)		Rates per Tonne (In `.)		Rates per Tonne (In `.)	
1.	Coking Coal & Other Coal (except Thermal Coal)	40.52	24.31	33.63	20.18	120.70	72.42	86.61	51.96
2.	Met. Coke	43.12	25.87	33.63	20.18	117.66	70.59	86.61	51.96
3.	Lime Stone	36.82	22.09	33.63	20.18	118.89	71.33	86.61	51.96
4.	Manganese Ore	34.32	20.59	33.63	20.18	102.23	61.34	86.61	51.96
5.	Iron Ore Fines & Lumps	36.63	36.63	31.76	31.76	118.28	118.28	81.76	81.76
6.	MOP, Rock Phosphate & Sulphur	42.04	25.22	33.63	20.18	114.71	68.82	86.61	51.96
7.	Clinker	34.55	20.73	33.63	20.18	100.04	60.03	86.61	51.96
8.	Gypsum	34.55	20.73	33.63	20.18	111.56	66.94	86.61	51.96
9.	Sugar	42.04	25.22	33.63	20.18	114.71	68.82	86.61	51.96

(ii) Charges for shore handling operation for Break Bulk cargo

SI. No.	Commodity	Foreign	Coastal
		Rates per Tonne (In `.)	
(a)	Cargo Unloaded onto the wharf and transported to storage yard within port premises or vice versa		
1.	CR Sheets, HR Plates, Steel Sheets, Steel Slabs	136.64	81.98
2.	Steel Coils, HR Coils, WR Coils	73.32	44.00
3.	Steel billets, Steel blooms, Steel Rails, Pipes and Tubes	82.33	49.40
4.	All Bag cargo containing Fertiliser, Food grain, Sugar, Cement and other commodities having unit weight upto 50 kg.	184.44	110.66
5.	Project Cargo, Machinery, Spares	190.11	114.07

Notes:

- (i). For transfer/ delivery of cargo from Jetty direct to consignee's premises, the above rate does not include supply of transport (for delivery) by the Handling Agent. The same shall be arranged by the concerned importer/exporter/receiver of cargo, at their own cost.

- (ii). In case of Bag cargo (unit bag weight upto 50kg), the shore handling charge includes supply of trucks by the Handling Agent for transportation of cargo between the jetty and the storage yard including loading & unloading on and from truck in such operation.
- (iii). The rate mentioned at column (5) and (6) above include charges for heaping/ high heaping of cargo at the storage yards.
- (iv). In case of break bulk cargo indicated at sl. No. 2, 3, 4 and 5, the shore handling charges include supply of trailers by the Handling Agents for transportation of the cargo between the jetty and the storage area including loading and unloading on and from trailers thereat.
- (v). The rates under this section will also be applicable for shore handling operations in respect of export cargo shipped by MHC/ Ship's crane.

S.4 Charges for Delivery and Receiving operation.

S.4.1. The Charges for Delivery and Receiving operation will include one or more of the following services to be rendered by the Handling Agent by deploying his equipment, gear, labour and materials, as may be required.

- (i). Unloading at or loading from storage area from/onto trucks, lorries, dumpers, trailers etc., as the case may be.
- (ii). Loading/ Unloading of wagons within time stipulated in extant Railway Rules prevailing from time to time and proper loading of cargo on wagons as per arrangement/ agreement between the Handling Agent and its Principal. As regards loading/ unloading of wagons, the Handling Agent will maintain close co-ordination with its Principal as well as HDC's Traffic Operations (Railways) Division;
- (iii). Stacking of cargo in the storage yard in case of receiving of cargo.
- (iv). Collection and cleaning of spillage cargo from jetty, road, rail track, stacking yard and other areas and properly stacking them at the designated areas as may be earmarked by concerned officer(s) of HDC;
- (v). Cleaning of empty wagons placed for loading & delivery of import cargo as and when required and stacking of such cleared materials at designated areas as may be earmarked by concerned officer(s) of HDC;
- (vi). Opening and closing of the doors of wagons including secured locking of the doors with wooden pegs as per requirement of Principal;
- (vii). Lime spraying on import cargo in wagons and/ or covering of wagons with tarpaulin covers as per requirement of Principal;
- (viii). Fixing of labels on wagons as per requirement of Principal;
- (ix). Laying of bamboo mats, as may be required, in the wagons.
- (x). Deployment and service of trucks, lorries, trailers, as the case may be, for transportation of Bag cargo, Project cargo and Iron & Steel cargo from/to storage spaces to/from wagon loading area, if necessary.
- (xi). Other associated works (other than those specifically mentioned above) which may be required to be done for undertaking delivery and receiving operations.
- (xiii). The materials like bamboo mat, wooden pegs, wires etc. as may be required in case of loading & delivery of dry bulk cargo by railway wagons will be supplied by the importers/exporters at their own cost.

- S.4.2** (a). Charges for Receiving of Dry Bulk cargo by road manually at the storage areas inside port premises.

SI. No.	Commodity	Rates per Tonne (in `)
1.	All Dry Bulk cargo	81.00

- (b).Charges for Delivery of Dry Bulk cargo by road mechanically through pay loaders, at the storage areas inside port premises.

SI. No.	Commodity	Rates per Tonne (in `)
1.	All Dry Bulk cargo	37.80

- S.4.3** Charges for Delivery of Dry Bulk cargo by rail, from the storage areas inside port premises (including aggregation of cargo at wagon loading area, post loading clearance and shifting back of balance cargo & restacking of the same in storage area).

SI. No.	Commodity	Rates per Tonne (in `)
1.	All Dry Bulk Cargo	41.62

- S.4.4** Charges for Receiving of Dry Bulk cargo by manual unloading from wagons, at the storage areas inside port premises including shifting of cargo from the wagon face to immediate back up area of the rail yard by equipment.

SI. No.	Commodity	Rates per Tonne (in `.)
1.	All Dry Bulk Cargo	97.00

- S.4.5** Charges for Delivery / Receiving of Bagged cargo by road, from / at the storage areas inside port premises

SI. No.	Commodity	Rates per Tonne (in `.)
1.	All types of Bagged cargo (of 50 kg bag)	125.71

- S.4.6** Charges for Delivery / Receiving of Bagged cargo by rail, (including manual loading of cargo on trucks in shed, transportation of cargo from shed to wagons by trucks and subsequent loading of cargo from lorry onto wagons).

SI. No.	Commodity	Rates per Tonne (in `.)
1.	All types of Bagged cargo (of 50 kg bag)	259.72

- S.4.7** Charges for Delivery / Receiving of Project Cargo by road, from / at the storage areas inside port premises.

SI. No.		Commodity	Rates per Tonne (in `.)
1.	Project cargo	Less than 5 tones	80.00
2.		5 tonnes to less than 10 tonnes	89.99
3.		10 tonnes to less than 20 tonnes	116.81
4.		20 tonnes to less than 40 tonnes	137.87

Note : Project Cargo weighing more than 40 tonnes is unloaded/loaded directly on/from transport vehicles and no further loading/unloading is required at the time of delivery/receiving.

- S.4.8** Charges for Delivery / Receiving of Iron & Steel Cargo by road, from / at the storage areas inside port premises.

Sl. No.	Commodity	Rates per Tonne (in `.)
1.	CR Sheets, HR Plates, Steel Sheets, Steel Slabs	89.99
2.	CR Coils, HR Coils, GP Coils (Unit piece weight upto 10 Ton)	53.57
3.	CR Coils, HR Coils, GP Coils (Unit piece weight 10 -25 Ton)	67.50
4.	Steel billets, Steel blooms, Steel Rails	60.00
5.	WR Coils	48.21

S.4.9 Charges for Delivery / Receiving of Iron & Steel Cargo by rail (including manual loading of cargo on Trailers in storage area, transportation of cargo from shed to wagons by trailers and subsequent loading of cargo from trailers onto wagons).

Sl. No.	Commodity	Rates per Tonne (in `.)
1.	CR Sheets, HR Plates, Steel Sheets, Steel Slabs	176.27
2.	CR Coils, HR Coils, GP Coils	129.13
3.	Steel billets, Steel blooms, Steel Rails	129.51
4.	WR Coils	124.79

S.5. Performance Standards

S.5.1 Dry Bulk Cargo

(a). For the purpose of levy of rates under this SOR, achievement of the following productivity levels will be applicable.

Sl. No.	Cargo Group	Productivity Norms in Tonnes per Ship-Day (in terms of the Mode of Operation)	
		By MHC [2 MHCs working simultaneously]	By Ship's Crane
1.	Coking Coal, Other Coal (except Thermal Coal)	20,000	8,300
2.	Met. Coke	20,000	7,800
3.	Lime Stone	20,000	13,700
4.	Manganese Ore	20,000	9,800
5.	Iron Ore Fines & Lumps	20,000	13,000
6.	MOP, Rock Phosphate, Sulphur	20,000	8,000
7.	Clinker, Gypsum	20,000	14,600
8.	Sugar	20,000	8,000

Note:

- (i). In case of operation with single MHC, the productivity norm will be 10000 MT per day.
- (ii). The Shore Handling Agents will be required to match the aforesaid productivity norms of loading/unloading to ensure that there is no detention in loading/unloading operation of the vessel due to reasons attributable to the Stevedoring & Shore Handling Agent.
- (b). For the purpose of indexation of tariff to the extent of 100% of variation in WPI, 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 fixation of upfront tariff for stevedoring and shore handling operations.

S.5.2. Break Bulk Cargo handled by ship's crane

Sl. No.	Commodity	Productivity Norms per Shift (MT)
1.	All Bag Cargo,	450
2.	Project Cargo, Machinery, Spares	300
2.	CR Sheets, HR Plates, Steel Sheets, Steel Slabs	805
3.	Steel Coils, HR Coils, WR Coils	1500
4.	Steel billets, Steel blooms, Steel Rails, Pipes and Tubes	903

S.5.3. Norms for Receipt and Delivery operations

- (i). In case of rail borne cargo the Handling Agents are required to complete loading/unloading of cargo on/from the railway rakes within the stipulated free time as per the railway rules as may prevail from time to time. In case of failure to complete loading/unloading of the rake within the stipulated free time, demurrage as may be applicable will be payable by the handling Agent to the importer/exporter concerned.
- (ii). However, in case of road bound cargo no norms for loading/unloading of cargo for delivery/receiving can be fixed as the supply of transport depends on the importer/exporter and the handling Agents have no role in it.

Part - III

Upfront tariff for Stevedoring and Shore Handling operations at Anchorage /Lighterage/Top up Points and Barge handling at Haldia Dock Complex (HDC) of Kolkata Port Trust (KOPT)

S.1 Charges for loading/unloading operations on/from vessels including deployment of equipment and manpower at anchorage/lighterage/top up points:

(i). Dry Bulk Cargo

Sl. No.	Cargo Group	Rate per Tonne (In. `.)	
		Foreign	Coastal
1a	Thermal Coal	28.82	28.82
1b	Coal other than Thermal Coal	29.64	17.78
2	Food Grains	29.81	17.88
3	Sugar	30.90	18.53
4	Other Bulk Cargo	29.87	17.92

(ii). Break Bulk Cargo

Sl. No.	Cargo Group	Rate per Tonne (In. `.)	
		Foreign	Coastal
1	Bagged Cargo	57.25	34.35
2	Log	39.44	23.67
3	Container (Laden / Empty) Rate per TEU	435.84	261.51

- Note:** (a). Stevedoring at anchorage includes loading and unloading and stowage of cargo in any form on board the vessel.
- (b). For container exceeding 20 ft, rates shall be levied at 1.5 times of TEU rate.
- (c). Stevedoring activities cover discharging cargo from ships in to barge or vice versa.

S.2. Charges for loading/unloading operations on /from Barges inside the impounded Dock of HDC of KOPT:

Charges for stevedoring operation including Supply & Service of Equipment in hatches for loading / unloading of Cargo by using shore crane / excavator			
Sl. No.	Commodity	Foreign	Coastal
		Rates per Tonne (in)	
1	Iron Ore & Iron Ore Pallets	37.80	37.80
2	Thermal Coal	60.75	60.75
3	All types of coal (except Thermal Coal)	60.75	36.45
4	Lime Stone	53.15	31.88
5	Manganese Ore,	55.23	33.13
6	Met Coke	85.04	51.02
7	Rock Phosphate and Sulphur	85.04	51.02
8	Cement Clinker	63.79	38.27
9	Gypsum	53.15	31.88
10	Sugar & all other dry bulk cargo	65.42	39.24
11	Bag Cargo (containing Fertilizer, Food grain, Sugar , Cement etc. having unit weight upto 50kg)	118.79	71.27
12	Iron and Steel products, project cargo, machinery and spare parts (with equipment support inside hatch)	123.20	73.91
13	Iron and Steel Products, project cargo, machinery and spare parts (without equipment support inside hatch)	79.20	47.51

S.3 Charges for shore handling operation in respect of cargo loaded/dischage on/from Barges inside the impounded dock

(i). Charges for shore handling operation for Dry Bulk Cargo:

Sl. No	Commodity	Discharged by shore crane/excavator and delivered directly from jetty to consignee premises		Discharged by shore crane/excavator and transferred & stored in storage area inside port premises	
		(3)	(4)	(5)	(6)
(1)	(2)	Foreign	Coastal	Foreign	Coastal
		Rates per Tonne (in `.)		Rates per Tonne (In `.)	
1	All types of Coking Coal (except Thermal Coal)	40.52	24.31	120.70	72.42
2	Thermal Coal	40.52	40.52	120.70	120.70
3	Met Coke	43.12	25.87	117.66	70.59
4	Lime Stone	40.04	22.09	118.89	71.33
5	Manganese Ore	34.32	20.59	102.23	61.34
6	Iron Ore Fines & Lumps.	36.63	36.63	118.28	118.28
7	MOP, Rock Phosphate, & Sulphur	42.04	25.22	114.71	68.82

8	Cement Clinker	34.55	20.73	100.04	60.03
9	Gypsum	34.55	20.73	111.56	66.94
10	Sugar and all other dry bulk cargo	42.04	25.22	114.71	68.82

(ii). **Charges for shore handling operation for Break Bulk Cargo:**

Sl. No.	Commodity	Foreign	Coastal
		Rates per Tonne (In `.)	
(a)	Cargo Unloaded onto the wharf and transported to storage yard within port premises or vice versa		
1.	CR Sheets, HR Plates, Steel Sheets, Still Slabs	136.64	81.98
2.	Steel Coils, HR Coils WR Coils	73.32	44.00
3.	Steel billets, Steel blooms, Steel Rails, Pipes and Tubes	82.33	49.40
4.	All Bag Cargo containing Fertilizer, Food grain, Sugar, Cement and other commodities having unit weight up to 50 kg.	184.44	110.66
5.	Project Cargo, Machinery, Spares	190.11	114.07
Notes:			
(i)	For transfer / delivery of cargo from direct to consignee's premises, the above rate does not include supply of transport (for delivery) by the Handling Agent. The same shall be arranged by the concerned importer / exporter / receiver of cargo at their own cost.		
(ii)	In case of Bag Cargo (Unit bag weight up to 50 kg), the shore handling charge includes supply of trucks by the Handling Agent for transportation of cargo between the jetty and the storage yard including loading and unloading on and from truck in such operation.		
(iii)	The rate mentioned at column (4) above includes charges for heaping / high heaping of dry bulk cargo at the storage yards.		
(iv)	In case of break bulk cargo, the shore handling charges include supply of trailers by the Handling Agents for transportation of the cargo between the jetty and the storage area including loading & unloading on and from trailers there at		

S.4 Charges and modalities for delivery / receiving operations of cargo loaded / unloaded from / to Barges will be same as stated against S.4.1 to S.4.9 of Part-II above.

S.5 Performance Standards for loading/unloading of dry bulk cargo on/from Barge inside the impounded dock is as follows:

For the purpose of levy of rates for cargo handling operations in respect of Barges, achievement of the following productivity levels will be applicable.

Sl. No.	Commodity	Productivity Norms in tones per Ship Day
1	Iron Ore & Iron Ore Pellets	3000
2	Thermal Coal	2100
3	All types of coal (except Thermal Coal)	2100
4	Lime Stone	2400
5	Manganese Ore	2310
6	Met Coke	2310
7	Rock Phosphate and Sulphur	1500
8	Cement Clinker	2000
9	Gypsum	2400

10	Sugar & all other dry bulk cargo	1950
11	Bag Cargo (containing Fertilizer, Food grains, Sugar, Cement etc. having unit weight upto 50 kg)	600
12	Iron and Steel products, project cargo, machinery and spare parts (with equipment support inside hatch)	900
13	Iron & Steel products, project cargo, machinery and spare parts (without equipment support inside hatch)	900

Note: (i) The performance standard has been considered for operation with Single Shore Crane/Excavator.

(ii) The Shore handling agents will be required to match the aforesaid productivity norms of loading/unloading to ensure that there is no detention in loading / unloading operation of the Barge due to reasons attributable to the stevedoring and shore handling agent.

S.6 Norms for Receipt and Delivery operations in respect of cargo handled through Barges.

- (i). In case of Rail Borne cargo the handling agents are required to complete loading/unloading of cargo on/from the railway rakes within the stipulated time as per the railway rules as may prevail from time to time. In case of failure to complete loading/unloading of the rake within stipulated free time, demurrage as may be applicable will be payable by the handling Agent to the importer / exporter concerned.
- (ii). However, in case of road bound cargo no norms for loading/ unloading of cargo for delivery / receiving can be fixed as the supply of transport depends on the importer/exporter and the handling Agents have no role in it.