SYAMA PRASAD MOOKERJEE PORT, KOLKATA
श्यामा प्रसाद मुख़र्जी पोर्ट, कोलकाता

(Erstwhile Kolkata Port Trust)
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Date: 16.05.2022

# CIRCULAR

**All Concerned**

Subject: Upfront Tariff for Stevedoring and Shore Handling Operations at Kolkata Dock System

New Scale of Rates of Upfront Tariff for Stevedoring and Shore Handling Services at Syama Prasad Mookerjee Port Kolkata -- Kolkata Dock System has been notified in the Kolkata Gazette Part II on 23rd December 2021 vide Notification No. 519 (Copy enclosed).

As per the Major Port Authorities (Fixation & Implementation of Scale of rates, Fees and Conditions) Rules, 2021, the said new rates of Upfront Tariff will be applicable from the date of notification of the above mentioned Gazette i.e 23.12.2021. The said rates will be valid till such time the indexed rates after annual indexation of SOR for Upfront Tariff of Stevedoring and Shore handling Services at KDS are notified.

Encl: As stated.

16/5/2022

(R S Rajhans)
Traffic Manager

*Registered No. WB/SC-320*

No. 168B(II)

# The Kolkata Gazette

सत्यमेव जयते

*Extraordinary*
**Published by Authority**

PAUSA 2 ] THURSDAY, DECEMBER 23, 2021 [ SAKA 1943

PART II.—Advertisements, Notices

## SYAMA PRASAD MOOKERJEE PORT, KOLKATA

NOTIFICATION No. 519

No. Admn/6517/15/XXXVII Dated, 23/12/2021 In compliance with the provisions of Rule 6 of Major Port Authorities (Fixation & Implementation of Scale of Rates, Fees and Conditions) Rules, 2021, issued in Gazette Notification No. GSR 824(E) in terms of provisions of Major Port Authorities Act, 2021, Part – I to IV of Upfront Tariff for Stevedoring and Shore-Handling Services, is, hereby, published for general information.

# SYAMA PRASAD MOOKERJEE PORT KOLKATA – KOLKATA DOCK SYSTEM PROPOSED 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 'costal' 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 cost.

(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 Customs 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 25th February, 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any customs 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 Customs 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, 2013, 2015 and 2018.

(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 desires, rationalise the prescribed conditionality's 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 conditionality's governing the application of such rates and continue to notify the public

any further changes in such lower rates and/or in the conditionality's governing the application of such rates provided the new rates fixed shall not exceed the rates notified by 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) The tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1st January, 2017 and 31st December of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into effect from 1st April of the relevant year to 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 respect of Coal and Industrial Salt as prescribed in the Order no. TAMP/73/2016-KOPT dated 4th January, 2017, 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 2.10 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/information in question and the likely adverse impact on their revenue/operation 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, if there is a bidding process.

(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 TAMP, 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) If any question arises requiring clarification or interpretation of the Scale of Rates and Statement of conditions of the operator, the matter shall be referred to the TAMP and decision of TAMP in this regard will be binding on the operator.

## Part – II

Stevedoring and Shore Handling Agents working at Kolkata Dock System, who has been issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling License) Regulations, 2020, shall not levy charges exceeding the following rates:

**(A) For Stevedoring on-board ship at Berth**

(i) Dry Bulk Cargo

| Sl. No. | Cargo Group | Rates per Tonne (In Rs) | |
|---|---|---|---|
| | | Foreign | Coastal |
| 1. | Fertilizer and Fertilizer Raw Materials | 122.17 | 73.31 |
| 2a. | Thermal Coal | 89.96 | 89.96 |
| 2b. | Coal other than thermal Coal | 92.56 | 55.54 |
| 3a. | Iron Ore, Iron Ore Pellets | 73.61 | 73.61 |
| 3b. | Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore | 75.73 | 45.44 |
| 4. | Limestone, Dolomite, Clinker, Clay, Sand and other Dry Bulk cargo | 99.60 | 59.77 |
| 5. | Salt | 97.48 | 58.48 |
| 6. | Fly Ash and other dry bulk cargo through Pneumatic Pipeline | -NA- | -NA- |

(ii) Break Bulk cargo

| Sl. No. | Cargo Group | Rates per Tonne (In Rs) | |
|---|---|---|---|
| | | Foreign | Coastal |
| 1. | Bagged Cargo | 194.89 | 116.93 |
| 2. | Jumbo Bags | 178.69 | 107.21 |
| 3. | Iron & Steel | 135.01 | 81.02 |
| 4. | Timber Logs | 170.27 | 102.17 |
| 5. | Container (Laden/Empty at Non-MHC Berth (Rate per TEU)) | 437.28 | 262.37 |
| 6. | Foreign Mixed General cargo including project cargo, machinery and machinery parts | 275.17 | -NA- |
| 7. | Coastal Mixed General Cargo including project cargo, machinery parts | -NA- | 181.85 |

**(B) For stevedoring on board ship at Anchorage**

(i) Dry Bulk cargo

| Sl. No. | Cargo Group | Rates per Tonne (In Rs) | |
|---|---|---|---|
| | | Foreign | Coastal |
| 1a. | Thermal, coal | 28.92 | 28.92 |
| 1b. | Coal other than thermal Coal | 29.74 | 17.84 |
| 2. | Food Grains | 29.92 | 17.94 |
| 3. | Sugar | 31.00 | 18.59 |
| 4. | Other Bulk cargo | 29.97 | 17.98 |

(ii) Break Bulk cargo

| Sl. No. | Cargo Group | Rates per Tonne (In Rs) | |
|---|---|---|---|
| | | Foreign | Coastal |
| 1. | Bagged Cargo | 57.44 | 34.46 |
| 2. | Log & other Break – Bulk cargo | 39.57 | 23.75 |
| 3. | Container (Laden/Empty) at Non-MHC Berth (Rate per TEU) | 437.28 | 262.37 |

Note:

(a) Stevedoring for the purpose of (A) & (B) above, includes loading and unloading and stowage of cargo in any form on-board the vessels in port.

(b) For container exceeding 20ft., 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.

(d) There will be no Stevedoring upfront tariff for Fly Ash and other dry bulk cargo through Pneumatic Pipelines as stevedoring activity is not involved.

**(C) For shore handling operation**

(i) Dry Bulk cargo

| Sl. No. | Cargo Group | Rates per Tonne (In Rs) | |
|---|---|---|---|
| | | Foreign | Coastal |
| 1. | Fertilizer and Fertilizer Raw materials | 69.37 | 41.62 |
| 2a. | Thermal Coal | 138.24 | 138.24 |
| 2b. | Coal other than thermal Coal | 142.22 | 85.34 |
| 3a. | Iron Ore, Iron Ore Pellets | 109.87 | 109.87 |
| 3b. | Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore | 113.05 | 67.82 |
| 4. | Limestone, Dolomite, Clinker, Clay, Sand and other Dry Bulk Cargo | 162.04 | 97.22 |
| 5. | Salt | 168.51 | 101.10 |
| 6. | Fly Ash and other dry bulk cargo through Pneumatic Pipeline | 42.76 | 25.66 |

(ii) Break Bulk Cargo

| Sl. No. | Cargo Group | Rates per Tonne (In Rs) | |
|---|---|---|---|
| | | Foreign | Coastal |
| 1. | Bagged cargo | 102.18 | 61.31 |
| 2. | Jumbo Bags | 180.95 | 108.57 |
| 3. | Iron & Steel | 183.55 | 110.13 |
| 4. | Timber Logs | 192.34 | 115.40 |
| 5. | Container (Laden & Empty) at Non-MHC Berth | 1141.02 | 686.61 |
| 6. | Foreign Mixed General Cargo including project cargo, | 226.42 | -NA- |
| 7. | Coastal Mixed General Cargo including project cargo, machinery and machinery parts | -NA- | 155.73 |

Note:

(a) Shore Handling for the purpose of (C) above, except for Fertilizer Raw Material, includes, arranging and receiving the cargo to/from the hook point, intermodal transport from wharf to stack-yard within port premises and vice-versa.

(b) For Fertilizer Raw Material, shore handling will cover only loading of cargo unloaded at the wharf on to trucks for going directly to consignee premises or vice-versa

**(D) For shore handling operation including loading / unloading of cargo to / from Barge at Wharf/ Berth**

| Sl. No. | Cargo Group | Rates per Tonne (In Rs) | |
|---|---|---|---|
| | | Foreign | Coastal |
| 1. | Food Grain discharged in Bulk and bagged for stacking | 247.03 | 148.22 |
| 2. | Food Grain (Bagged) | 307.16 | 184.31 |
| 3. | Logs & other Break-Bulk cargo | 511.27 | 306.77 |
| 4. | Thermal Coal | 239.54 | 239.54 |
| 5. | Coal other then Thermal Coal & other Bulk Cargo | 246.43 | 147.87 |
| 6. | Other Bagged Cargo | 263.70 | 158.21 |
| 7. | Container (Laden & Empty) in TEUs | 2282.28 | 1369.36 |
| 8. | Fly Ash and other dry bulk cargo through Pneumatic Pipeline | 42.76 | 25.66 |

Explanations-

(i) The above rates includes basic wages for Tindal, Signal man and Operator as per CDLB rates but do not infidel Calcutta Dock Labour Board charges payable by the Stevedores under Calcutta Dock Workers (Regulations of Employment) Scheme, 1970 and Calcutta Dock Clerical & Supervisory (Regulation of Employment) Scheme, 1970, which may be collected from the users, if required.

(ii) For container exceeding 20 ft rates shall be levied at 1.5 times of TEU rate.

(iii) In case Shore Handling Operation of Bagged cargo involves transfer of cargo from wharf/berth to shed / stacking point other then berth back up shed and vice versa additional shore handling charge of Rs. 139.49 per tonne will be levied.

(iv) In case of project material / packages requiring specialized slings and attachments/equipment, the stevedoring and shore handling agents may levy additional charges on actuals, subject to consignee / consignor agreeing to the same for which confirmation has to be submitted to Port disclosing the rates before the actual operation.

(v) Service includs unloading of cargo from barges to quay and removing them to the adjacent stacking point and vice versa (Bagging and stitching operations either on board or on shore has not been considered)

Part – III

Stevedoring and Shore Handling Agents working at Kolkata Dock System, who have been issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling License) Regulations, 2020, shall not levy charges exceeding the following rates for shore handling services in connection with delivery and receiving at storage yard/shed:

**(a) For delivery/receiving of dry bulk cargo**

(i) By Road

| Sl. No. | Cargo Group | Rates per tonne (In Rs.) |
|---|---|---|
| 1. | Fertilizer & Fertilizer Raw Materials | 72.74 |
| 2. | Coal (All types) | 63.84 |
| 3. | Iron Ore, Iron Pellets, Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore | 47.01 |
| 4. | Limestone, Dolomite, Clinker, Clay, Sand & other Dry Bulk Cargo | 72.74 |
| 5. | Salt | 75.64 |

(ii) By Rail

| Sl. No. | Cargo Group | Rates per tonne (in Rs) |
|---|---|---|
| 1. | Fertilizer & Fertilizer Raw Materials | 78.96 |
| 2. | Coal (All types) | 78.96 |
| 3. | Iron Ore, iron Pellets, Bentonite, Bauxite, Copper Concentrate, Lead and Zinc Ore | 78.96 |
| 4. | Limestone, Dolomite, Clinker, Clay, Sand & other Dry Bulk Cargo | 78.96 |
| 5. | Salt | 78.96 |

**(b) For delivery/receiving of break bulk cargo**

(i) By Road

| Sl. No. | Cargo Group | Rates per tonne (in Rs.) |
|---|---|---|
| 1. | Bagged cargo | 75.85 |
| 2. | Jumbo Bags | 103.46 |
| 3. | Iron & Steel | 137.94 |
| 4. | Timber Logs | 78.01 |
| 5. | Container Laden at Non-MHC Berth (Rate per TEU) | 1158.74 |
| 5a | Container Empty at Non-MHC Berth (Rate per TEU) | 579.37 |
| 6. | Mixed General Cargo including project cargo, machinery and machinery parts | 169.30 |
| 7. | Coastal Mixed General Cargo including project Cargo, Machinery and Machinery Part Coastal Mixed General Cargo. | 132.43 |

(ii) By Rail

| Sl. No | Cargo Group | Rates per tonne (In Rs) |
|---|---|---|
| 1. | Bagged cargo | 204.06 |
| 2. | All other break bulk Cargo | Two times rate of delivery/receiving by road. |

Notes:

(i) In case of direct delivery/receiving from/to berth as mentioned above, the rates for shore handling operations as specified at (C) of Part II shall not apply, instead delivery/receiving rates as specified above shall be levied.

(ii) Delivery/receiving for the purpose of above, loading the cargo from the storage shed or yard, to truck or trailer or vice versa. In case of delivery/receiving by rail, it will also involve shifting of cargo from its storage point to railway loading point and loading into railway wagons or viceversa.

(iii) For container exceeding 20 ft, rates shall be levied at 1.5 times of TEU rates

(iv) In case of project material/packages requiring specialized slings and attachments/equipment, the stevedoring and shore handling agents may levy additional charges on actual, subject to consignee/consignor agreeing to the same for which confirmation has to be submitted to Port disclosing the rates before the actual operation.

## Part-IV

Stevedoring and Shore Handling Agents working at Kolkata Dock System, who have been issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling) Regulations, 2016 shall comply with the following productivity norms:

**A. For stevedoring on-board ship at Berth**

(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 fixation of upfront tariff for stevedoring and shore handling operations.

(ii) Break Bulk Cargo

| Sl. No. | Cargo Group | Norms in Tonnes per Hook per Shift. |
|---|---|---|
| 1. | Bagged cargo | 160 |
| 2. | Jumbo Bags | 140 |
| 3. | Iron & Steel – Pipes, Tubes & Plates | 270 |
| 4. | Timber Logs | 225 |
| 5. | Container (Laden/Empty) at Non-MHC Berths | 60 TEUs |
| 6. | Mixed General Cargo including project cargo, machinery and machinery parts | 220 |
| 7. | Coastal Mixed General Cargo including project cargo, Machinery and machinery part Coastal Mixed General Cargo | 100 |

**B For Shore Handling**

The Stevedoring and Shore Handling Agent shall clear all cargo and its residuals from wharf/berth within the time limit mentioned below from the time of completion of vessel/barge operation –

| | |
|---|---|
| For Dry Bulk Cargo | 6 Hours |
| For Break Bulk Cargo | 2 Hours |

In case the Stevedoring and Shore Handling Agent fails to comply with the above timeline for removal of all cargo and its residuals (except bulk fertilizer raw material which is delivered direct from berth), a penalty @ Rs.1,000/- per hour shall be levied by the Port for the period after expiry of the timeline mentioned above till removal.

Printed and Published by the Superintendent, Government Printing, West Bengal, at the West Bengal Government Press, Alipore.