

(Published in Part - III Section 4 of the Gazette of India, Extraordinary)
Tariff Authority for Major Ports

G.No.307

New Delhi,

03 September 2019

NOTIFICATION

This Authority, in exercise of the powers conferred on it under Sections 48 and 50 of the Major Port Trusts Act, 1963 (38 of 1963), had disposed of the proposal received from the New Mangalore Port Trust (NMPT) for general revision of its Scale of Rates, on 24 July 2019. Considering the time involved for notifying (Speaking) Order along with the Scale of Rates, approved by this Authority, this Authority decided to notify only the revised Scale of Rates immediately. Accordingly, the Scale of Rates approved by this Authority on 24 July 2019 was notified in the Gazette of India on 21 August 2019 vide Gazette No.294. It was stated in the said Notification that this Authority will notify the Speaking Order, in due course of time. Accordingly, this Authority hereby notifies the Speaking Order connected with disposal of the proposal of the NMPT for general revision of its Scale of Rates as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports

Case No. TAMP/78/2018-NMPT

New Mangalore Port Trust

Applicant

QUORUM:

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

ORDER

(Passed on this 24th day of July 2019)

This case relates to a proposal received from New Mangalore Port Trust (NMPT) for General Revision of its Scale of Rates (SOR).

2. The existing SOR of the NMPT was last approved by this Authority vide Order No.TAMP/22/2015-NMPT dated 27 February 2016 which was notified in the Gazette of India on 13 April 2016 vide Gazette No.133. The validity of existing SOR of NMPT is prescribed till 31 March 2019. The validity of said existing SOR of all Major Port Trusts (MPTs) including NMPT is further extended upto 30 September 2019 and communicated to all MPTs including NMPT vide our letter No.TAMP/39/2005-Misc. dated 29 March 2019.

3. All the Major Port Trusts were governed by the Tariff Guidelines of 2015 for fixation of SOR for handling cargo, vessel and rendering miscellaneous services. The Ministry of Shipping (MOS), vide its letter No.IWT-II/28/2018-IWT dated 26 December 2018 has issued the new "Tariff Policy for determination of Tariff for Major Port Trusts, 2018" for determination of SOR which are due for revision in Major Port Trusts with effect from 01 April 2019 under Section 111 of the Major Port Trusts (MPT) Act 1963. In compliance with the direction issued by the Government of India, this Authority has notified the Tariff Policy Guidelines, 2018 in the Gazette of India vide Gazette No.17 dated 16 January 2019. The Tariff Policy, 2018 has come into effect from 26 December 2018. The said Tariff Policy, 2018 was forwarded to all MPT including NMPT vide our letter No.TAMP/79/2018-Misc. dated 25 January 2019. Thereafter, as per Clause 1.5 of the Tariff Policy, 2018, Working Guidelines to operationalize the Tariff Policy is notified in the Gazette of India vide Gazette No.29 dated 30 January 2019. The said Working Guidelines, 2018 was forwarded to all Major Port Trusts including NMPT vide our letter No.TAMP/79/2018-Misc. dated 04 February 2019.

4. The NMPT had earlier vide its letter dated 10 December 2018 filed the proposal for general revision of SOR under Tariff Policy, 2015 issued by the MOS. Therefore, the NMPT vide our letter dated 01 January 2019 was requested to furnish revised proposal complete in all forms under the New Tariff Policy Guidelines, 2018 issued by the MOS vide its letter dated 26 December 2018. This was followed by reminder dated 13 February 2019.

5.1. In this backdrop, the NMPT has filed its proposal following Tariff Policy 2018 vide its letter No.NMPT/FIN/REV/SOR/2018-19 dated 05 March 2019 for general revision of its SOR. The NMPT has made the following submissions/ factors/ assumptions/ notes regarding its general revision proposal:

- (i). The SOR has been revised taking into consideration the working guidelines issued to operationalize the Tariff Policy, 2018 issued by TAMP vide No.TAMP/79/2018-Misc. dated 21 January 2019 and requirement of trade based on the meeting with users held on 16 February 2019.
- (ii). The revised SOR is hosted in website of NMPT on 28 February 2019.
- (iii). As per the Tariff Policy 2018, the Cargo handled and revenue earned from the Captive Berths are not taken into consideration. Following are the Captive Berths at NMPT:
 - (a). Berth No. 08 - Kudremukh Iron Ore Company Limited (KIOCL).
 - (b). Berth No. 15 - Udupi Power Corporation Ltd. (UPCL).
- (iv). The US Dollar rate, wherever applicable, is considered to be ₹69.87/-

- (v). General increase in rate is proposed at 3%.
- (vi). Rates for Container Handling Charges, Mobile Harbour Crane operated by the Port, charges for certain Cargoes and Container Wharfage charges are increased over and above the general rate increase of 3%. Wharfage Charges for certain cargoes have been decreased.
- (vii). Berth Hour for computing berth hire charges is taken as 36 Hours.
- (viii). Average hours are considered as 30 hours per vessel for computation of Tug Hire Charges for SPM Operations.
- (ix). Estate related expenses (as regards management and general overheads and FME) are considered as a proportion of total operating expenditure for the purpose of reducing the same in Annual Revenue Requirement Computation.
- (x). Revised rate fixed but revenue is not estimated for the following items:
 - (a). Charges for issue of Entry & Clearance Certificate.
 - (b). Detention charges of the vessels.
 - (c). Tug hire charges – other than SPM operations.
 - (d). Anchorage fees.
 - (e). Miscellaneous service charges for use of tugs.
 - (f). Wharfage for certain cargoes which were not handled in 2017-18.
 - (g). Wharfage for new items proposed.
 - (h). Charges for use of Bunkering facility alongside Berths.
 - (i). Container related charges like Wharfage charges for Reefer, Hazardous and ISO Specialized Tank containers Storage, Re-Stow and Hire Charges of Spreaders and Containers.
 - (j). Electricity and monitoring charges for reefer containers.
 - (k). Demurrage Charges
 - (l). Dwell Time Charges for Motor Vehicle/ Equipments (Import/ Export/ Transhipment).
 - (m). Charges for supply of water.
 - (n). Use of Marshalling Yard including private siding inside the wharf for handling containers.
 - (o). Fees for issue of Licence to C&F/ Steamer Agency.
 - (p). Charges for carrying out Bollard Pull Test.
 - (q). Hire charges for cargo handling equipments.
 - (r). Charges for taking photographs or shooting films in the harbour premises.
 - (s). Fees of issue of passes / licence for entry into the wharf.
 - (t). Fees for the hire of weighing scale and for the issue of certificates of weights.
 - (u). Service charges for the use of electric pump for supply of sea water.
 - (v). Per ton levy in case of newly proposed cargoes and cargoes not handled in 2017-18.
- (xi). The Board in its meeting held on 19 November 2018 has approved the proposal for revision of Scale of Rates. The minutes of the Board Meeting is furnished.
- (xii). Further, the NMPT has also furnished a copy of minutes of meeting held with port users on 16 February 2019.

The highlights of the points made by the port users/ user association are given below:

- (a). Port informed to the users/ user associations that the proposed SOR has been published on the website of NMPT and port users can go through it and submit their feedback within 15 days.

- (b). Port users opposed the introduction of anchorage charges citing that port is not providing any services at anchorage. The port clarified that it is proposed as per Government Guidelines. The port further clarified that anchorage charges shall not be levied if vessels are waiting at anchorage on port account.
- (c). Users requested the port to increase container related charges marginally instead of 100% increase proposed by the port and requested to maintain status-quo till port achieves 2,00,000 TEUs per annum. 100% increase will not sustain business as NMPT is handling 50% Empty Feeder Container Vessels.
- (d). Port states that it has proposed 3% increase in port HMC handling charges for dry bulk and break bulk cargo and 50% increase for handling container. There will be no change in proposed increase in charges for handling of container as port is incurring huge operation expenditure. The port users have requested to port re-examine the proposal and consider marginal increase the HMC charges for container.
- (e). The port has stated that it has proposed a reasonable rate for utilizing the tug for other than SPM purpose.
- (f). There are grievances of port users regarding dual application of Incentive/ Penalty i.e. as per Berthing Policy for dry bulk cargo and other as per benchmark productivity on per tonne levy as per Chapter – VII of existing SOR.

In order to resolve this issue, NMPT has proposed to remove the application of Incentive/ Penalty for benchmark productivity on per tonne levy for supply of RCHW worker under Chapter-VII of existing SOR. The port users appreciated the port proposal.

The port has clarified that the existing application of Incentive/ Penalty as per Berthing Policy will be continued with the revised norms as finalized in consultation with the port users in the meeting held on 18 September 2018 and proposal will be submitted to TAMP.

5.2. The NMPT has furnished detailed computation of Annual Revenue Requirement (ARR) under Form 1 and Revenue estimation at the proposed rate in Form 3. The ARR (Form-1) and revenue estimation at Form-3 are duly certified by the practicing Chartered Accountant and Finance and Chief Accounts Officer.

- (i). A summary position of ARR computation furnished by NMPT is tabulated below:

(₹ in lakhs)				
Sl. No.	Description	Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
(1).	Total Expenditure (As per Audited Annual Accounts)			
(i).	Operating expenses (including depreciation)	21840.88	25100.91	24885.86
(ii).	Management & general Overheads	5879.65	6998.05	7934.48
(iii).	Finance and Miscellaneous expenses (FME)	2336.92	3007.23	2871.63
	Total Expenditure 1=(i)+(ii)+(iii)	30,057.46	35,106.20	35,691.96
(2).	Less Adjustments:			
(i).	Estate related expenses			
	(a). Operating expenses (including depreciation)	1,043.03	1,220.90	1,248.91
	(b). Allocated Management & Administrative Overheads	280.79	340.38	398.2
	(c). Allocated FME	111.60	146.27	144.11
	Subtotal 2 (i)=[(a)+(b)+(c)]	1435.42	1707.55	1791.22
(ii).	Interest on loans	-	-	
(iii).	2/3rd of One time expenses, if any like arrears of wages, arrears of pension/ gratuity, arrears of exgratia payment, etc. (list out each of the items)			
	(a).WRC Arrears	-	266.00	1,064.00
	Subtotal 2 (iii) = [(a)]	-	266.00	1,064.00

(iv).	2/3rd of the Contribution to the Pension Fund	2,375.33	3,091.33	3,000.00
(v).	Management and General overheads over & above 25% of the aggregate of the operating expenditure and depreciation	399.86	687.67	1,627.28
(vi).	Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10 of the Tariff Policy, 2015.			
	(a). Operating Expenses	130.65	381.42	542.73
	(b). Depreciation	44.68	44.68	44.68
	(c). Allocated Management and Administrative Overheads and FME	624.64	779.59	797.18
	Subtotal 2 (vi) = [(a)+(b)+(c)]	799.98	1,205.69	1,384.59
	Total of 2 = 2(i)+2(ii)+2(iii)+2(iv)+2(v)+ 2(vi)	5010.60	6958.24	8867.09
(3).	Total Expenditure after Total Adjustments (3 =1-2)	25,046.86	28,147.95	26,824.87
(4).	Average Expenses of Sl. No. 3 = [Y1 + Y2 + Y3] / 3			26,673.23
(5).	Capital Employed			
	(i). Net Fixed Assets as on 31.03.2018 (As per Audited Annual Accounts)			88,584.28
	(ii). Add: Work in Progress as on 31.03.2018 (As per Audited Annual Accounts)			2,905.57
	(iii). Less: Net value of Fixed assets related to Estate activity as on 31.03.2018 as per Audited Annual Accounts.			7,317.08
	(iv). Less: Net value of fixed assets, if any, transferred to BOT operator as on 31 March 2018 as per Audited Accounts.			--
	(v). Less: Net value of fixed assets as on 31 March 2018 as per Audited Accounts relevant to be considered for captive berths, if any, under clause 2.10 of the Tariff Policy, 2018.			2,359.55
	(vi). Add: Working Capital as per norms prescribed in clause 2.5. of the Working Guidelines			
	(a). Inventory			644.48
	(b). Sundry Debtors			1,378.04
	(c). Cash			2,411.33
	(d). Sum of (a)+(b)+(c)			4,433.85
	(vii). Total Capital Employed [(i)+(ii)-(iii)-(iv)-(v)+(vi)(d)]			86,247.06
(6).	Return on Capital Employed 16% on Sl. No. 5(vii)			13,800.00
(7).	Annual Revenue Requirement (ARR) as on 31 March [(4)+(6)]			40,473.23
(8).	Indexation in the ARR @ 100% of the WPI applicable for the year 2018-19			3.45%
(9).	Ceiling Indexed Annual Revenue Requirement (ARR)			41,869.55
(10).	Revenue Estimation at the Proposed SOR within the Ceiling indexed ARR estimated at Sl. No. 9 above			41,668.70

- (ii). The NMPT has furnished detailed working of revenue estimation for the existing tariff as well as the proposed tariff for the actual traffic of 2017-18 in Form 3. As per the said Form, the total revenue estimated at the proposed tariff from Cargo, Vessel, Miscellaneous charges is ₹41,668.70 lakhs.

5.3. Proposal of NMPT:

A. Tariff:

- (i). Increase in all Cargo Handling Charges by 0% to 5%.
- (ii). Increase in all Container Handling Charges in the range of 0% to 56%.
- (iii). Increase in all Vessel Related Charges by 3% to 4%.
- (iv). Increase in Miscellaneous charges by 2% to 4%.
- (v). Wharfage Charges for certain cargoes have been increased/ (decreased) in the range of - 76% to 7%.
- (vi). Increase in Mobile Harbour Crane operated by the Port by 0% to 3%.

B. Performance Standards:

The Performance Standards proposed by NMPT in Form - 6 are as follows:

Sl. No.	Performance Parameters	2019-20, 2020-21 & 2021-22
(1)	Cargo Related Services	
(a)	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	16200

(b)	Average Moves per hour (in TEUs) in respect of Containers	N.A.
(2)	Vessel Related Services	
(a)	Average Turnaround Time of Vessels (in days)	2.63
(b)	Average Pre-Berthing Time of Vessels (in days)	1.16

6.1. A copy each of comments received from the concerned users/ user organisations on the subject proposal was forwarded to NMPT as feedback information. The NMPT vide its emails dated 05 April 2019 has furnished its reply.

6.2. Subsequent to above, the NMPT vide its letter dated 09 April 2019 has modified its proposal based on the comments of port users. The rate proposed in the original proposal and revised rate proposed by the NMPT are given below:

(i). **6.3. Fees for issue of Licence to C&F Agency:**

Sl. No.	Description	Earlier proposed Rate (in ₹)	Revised proposal rate
5	Security Deposit	2,00,000	NIL

(ii). **6.4. Fees for issue of licence to Steamer Agency**

Sl. No.	Description	Earlier proposed Rate (in ₹)	Revised proposal rate (in ₹)
5	Security Deposit	5,00,000	NIL

(iii). The note no.(2) proposed earlier under each of the schedule 6.3 and 6.4 relating to one time security deposit payable by existing C&F agency and Steamer Agency are deleted from the revised proposed SOR.

(iv). **6.8. Miscellaneous Charges:**

II. Fees of issue of passes/licence for entry into the wharf:

Sl. No.	Classification	Earlier proposed Rate (in ₹)	Revised proposed rate (in ₹)
1	For issue Entry pass for individual (per head)		
i)	Daily	6.00	5.00
ii)	One month	160.00	100.00
iii)	Six months	600.00	200.00
iv)	One year	1000.00	400.00
2	Issue of entry pass for bus, authorized trucks carrying passengers (per vehicle per day)	120.00	120.00
3.a)	Issue of entry pass for commercial vehicles		
i)	Daily	30.00	20.00
ii)	One month	600.00	400.00
iii)	Six months	1800.00	700.00
iv)	One year	3000.00	1250.00
b)	Issue of entry pass for Individual and Commercial Vehicles (Car/ Jeep/ Van)		
i)	Daily	35.00	25.00
ii)	One month	700.00	450.00
iii)	Six months	2000.00	750.00
iv)	One year	3000.00	1500.00
4.	Issue of entry pass for light motor vehicles (Car/ Jeep/ Van)		
i)	Daily	10.00	10.00
ii)	One month	270.00	250.00
iii)	Six months	600.00	600.00
iv)	One year	1000.00	1000.00
b)	Issue of entry pass for individual and light motor vehicles (Car/Jeep/Van)		
i)	Daily	15.00	15.00
ii)	One month	400.00	300.00
iii)	Six months	900.00	750.00
iv)	One year	1500.00	1250.00
5	Issue of entry pass for private cargo handling equipment		
i)	Daily	150.00	120.00
ii)	One month	2000.00	750.00

iii)	Six months	5000.00	3500.00
iv)	One year	8000.00	6000.00

- (v). **6.7. Charges for use of Harbour Mobile Crane installed by the Port:**
In the original proposal, the port had proposed 50% increase over the existing HMC charges for handling container which is proposed to be reduced to 25% increase as tabulated below:

(iii) For Containers:

	Foreign (in ₹)				Coastal (in ₹)			
	Earlier proposed		Revised proposed		Earlier proposed		Revised proposed	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
Normal Containers								
Upto 20'	2,349.90	1,119.00	1,958.00	1,119.00	1,411.20	672.00	1,175.00	672.00
20' to 40'	3,528.00	1,680.00	2,938.00	1,680.00	2,116.80	1,008.00	1,763.00	1,008.00
Reefer Containers								
Upto 20'	2,702.70	1,287.00	2,252.00	1,287.00	1,623.30	773.00	1,351.00	773.00
20' to 40'	4,057.20	1,932.00	3,378.00	1,932.00	2,436.00	1,160.00	2,026.00	1,160.00
Hazardous Containers								
Upto 20'	2,822.40	1,344.00	2,350.00	1,344.00	1,692.60	806.00	1,410.00	806.00
20' to 40'	4,233.60	2,016.00	3,525.00	2,016.00	2,538.90	1,209.00	2,115.00	1,209.00
Hazardous + Reefer Containers								
Upto 20'	3,524.85	1,678.50	2,937.00	1,678.50	2,116.80	1,008.00	1,762.00	1,008.00
20' to 40'	5,292.00	2,520.00	4,407.00	2,520.00	3,175.20	1,512.00	2,645.00	1,512.00

7. Based on the preliminary scrutiny of the proposal, the NMPT was vide our letter dated 14 May 2019 requested to furnish requisite information/ clarification by 24 May 2019, followed by reminder dated 28 May 2019. The NMPT has furnished additional information/ clarification vide its letter dated 03 June 2019. A summary of additional information/ clarification sought from NMPT and its response is given below:

Sl. No.	Information / Clarification sought by us	Reply furnished by NMPT
I.	General	
	As per Clause 2.10 of Tariff Policy for Major Port Trusts, 2018, tariff arrangement for captive berths / facility where a separate tariff arrangement is prescribed in the mutual agreement entered into by the port and the concerned user, will continue to be governed by the respective agreement. Tariff for captive berths / facilities not covered by specific agreement will continue to be prescribed by TAMP. NMPT has stated that the cargo handled, expenditure incurred and revenue earned from two Captive Berths namely Kudremukh Iron Ore Company Limited (KIOCL) and Udupi Power Corporation Ltd. (UPCL) are not taken into consideration in the current proposal. In this regard, the following point may be clarified:	---
(i).	Tariff of KIOCL is fixed by the Authority annually following the methodology decided in the Inter-Secretarial meeting held on 27 May 1992 between Secretary / Ministry of Surface Transport and the Secretary (Steel). As regards UPCL, the NMPT is requested to clarify the authorization given for the tariff arrangement for the services offered at captive berth of UPCL since neither the NMPT nor UPCL has approached this	Clause 9.2(vi).(b) of the Agreement allows UPCL to utilize the captive terminal for handling coal cargo for other users. Tariff, if any, to be levied by the UPCL for service rendered to other users requires the approval of this Authority under the statute and hence the NMPT was directed in the said Order to suitably advise the UPCL in this regard to file a proposal following the approach adopted in IFFCO

	Authority seeking tariff for services rendered at Berth No.15 and this point was not addressed by the port even during the last tariff revision as recorded in para 18(ii)(d)(ii) of the Order No.TAMP/22/2015-NMPT dated 27 February 2016.	Kisan Bazar Logistics Ltd. vide Order No.TAMP/55/2013-KPT dated 15 January 2016 atleast three months prior to UPCL envisaging to handle third party cargo.																
(ii).	Para 18(ii)(d)(ii) of the said Order dated 27 February 2016 states that as per the Concession Agreement entered by the NMPT with the UPCL, clause 9.2.(vi).(b) allows UPCL to utilise the captive terminal for handling coal cargo for other users. Tariff, if any, to be levied by the UPCL for service rendered to other users requires the approval of this Authority under the statute and hence the NMPT was directed in the said Order to suitably advise the UPCL in this regard to file a proposal following the approach adopted in IFFCO Kisan Bazar Logistics Ltd. vide Order No.TAMP/55/2013-KPT dated 15 January 2016 atleast three months prior to UPCL envisaging to handle third party cargo. However, we have neither received any reply from the port nor proposal from UPCL in this regard. The NMPT to adhere to the direction of the Authority in the said Order in this matter without any further delay.	However, there is no communication from UPCL towards service rendered to other users till date. UPCL has not handled any third party cargo till date in the captive terminal, although the clause providers for the same. Hence no formal proposal is submitted to TAMP regarding the same. Further, as per the agreement UPCL to be charged @ per ton for the entire period of agreement, hence no need to take any specific approval for tariff arrangement for the services offered at captive berth of UPCL.																
II.	<u>Annual Revenue Requirement (FORM No.1):</u>																	
(i).	Sl. No.2 (iv): <u>2/3 of the Contribution to the Superannuation funds like Pension Fund, Gratuity Fund and Leave Encashment Fund:</u> As per Clause 2.2 of the Tariff Policy 2018, 1/3rd of the Contribution to the Superannuation funds (Pension Fund, Gratuity Fund and Leave Encashment Fund) needs to be considered in the ARR computation which means 2/3rd is to be excluded. As against the above position, the NMPT has considered for exclusion 2/3rd of ₹3,563.00 ₹4,637.00 and ₹4,500.00 lakhs, being Contribution towards only Pension Fund for the years 2015-16, 2016-17 and 2017-18 respectively. The Audited Annual Accounts of the NMPT for the years 2015-16 to 2017-18 have reported Contribution to the Pension/ Gratuity Fund and E.L. Encashment Fund, which is part of the Superannuation Fund as given below: (In Lakhs) <table><tr><th>Items</th><th>2015-16</th><th>2016-17</th><th>2017-18</th></tr><tr><td>Contribution to Pension / Gratuity Fund</td><td>4,997.45</td><td>4,676.22</td><td>5,961.83</td></tr><tr><td>Leave Encashment Fund</td><td>100.00</td><td>1,000.00</td><td>402.05</td></tr><tr><td>Total</td><td>5,097.45</td><td>5,676.22</td><td>6,363.88</td></tr></table> The NMPT to, therefore, make necessary correction in Form-1 in the ARR in tune with clause 2.2 of the Tariff Policy, 2018. Even, Notes under Form-1 require the port to furnish a working reconciling the amount reported in the Audited Annual Accounts and	Items	2015-16	2016-17	2017-18	Contribution to Pension / Gratuity Fund	4,997.45	4,676.22	5,961.83	Leave Encashment Fund	100.00	1,000.00	402.05	Total	5,097.45	5,676.22	6,363.88	Clause 2.2(iii) of the Tariff Policy 2018 specifies that 1/3rd of the Contribution to Superannuation Funds are to be included in ARR Calculation. It does not specify about gratuity/ leave encashment contribution. Hence NMPT has excluded 2/3rd of Contribution to Superannuation Fund i.e. 2/3rd of Contribution to Pension Fund only. The same was also allowed by TAMP in earlier proposal for general revision of SOR of NMPT in 2016. [Subsequently, the NMPT vide letter dated 26 June 2019 has modified the ARR calculation excluding 2/3rd of the Contribution to Gratuity Fund and Leave Encashment Fund.]
Items	2015-16	2016-17	2017-18															
Contribution to Pension / Gratuity Fund	4,997.45	4,676.22	5,961.83															
Leave Encashment Fund	100.00	1,000.00	402.05															
Total	5,097.45	5,676.22	6,363.88															

	the figures considered in Form-1. The NMPT has not furnished requisite reconciliation working. Kindly provide the same. The NMPT to furnish modified ARR (Form-1) duly certified by the Practicing Chartered Accountant/ Cost and Management Accountant.	
(ii).	<u>Exclusion of 2/3rd of the One-time expenses like arrears of wages/ pension/ gratuity/ exgratia Payment etc.:</u> The NMPT has excluded ₹266.00 lakhs (i.e. 2/3rd of ₹399 lakhs) in the year 2016-17 and ₹1,064 lakhs (i.e. 2/3rd of ₹1,596 lakhs) in the year 2017-18 towards arrears of wages/ pension/ gratuity/ ex-gratia etc. In this regards, Note No.2 (i) under Form-1 requires the port to furnish a working reconciling the amount reported in the Audited Annual Accounts and the figures considered in the cost statement. The NMPT has not furnished requisite reconciliation working. Kindly provide the same.	NMPT had excluded 2/3rd of wage arrears for the years 2016-17 and 2017-18. On further verification it is found that provision for wage revision is provided for in the Balance Sheet of the port and amount transferred to Profit and Loss account pertains to only one year under consideration. Hence it does not qualify as "One time expenditure" as per the working guidelines and no disallowance shall be made. Form 1 is changed accordingly.
III.	<u>Management & General Overheads (MGO) (Form-2 Sl.No.1):</u>	
	As per the audited Annual Accounts, the actual Management & General Overheads (MGO) for the year 2015-16 is ₹75.55 crores (rounded off). As per Form-1, the operating expenses (including depreciation) for the year 2015-16 is ₹218.41 crores (rounded off) which includes allocated part of medical expenses and CISF expenses at ₹16.75 crores and ₹29.30 crores as allocated FME (contribution to pension fund) (as shown in reconciliation). Exclusion of the said overheads and FME from operating expenses (including depreciation) works out to ₹172.36 crores. As per clause 2.2 (iv) of Tariff Policy, 2018 MGO to the extent of 25% of the operating expenses (including depreciation) is to be considered for computation of ARR. Accordingly, the admissible MGO works out to ₹43.09 crores (i.e. 25% of ₹172.36 crores). As against this admissible amount of MGO of ₹43.09 crores, the NMPT has considered MGO at ₹71.55 crores (i.e. ₹75.55 crores – ₹4 crores) (rounded off). The NMPT to review the MGO considered for all the years i.e. 2015-16 to 2017-18.	During preparation of Annual Accounts the total expenditure on CISF and Medical are taken under MGO expenses in the financial statements. Although CISF and Medical expenses are reflected under MGO expenses in the financial statements, major portion of the expenses are linked to the operational activities of the port. Port security is an essential part of Operations of the port. So as Medical expenses. Hence these expenses are allocated to Operating Expenses based on number of employees and number of CISF personnel deployed. This allocation was made in our earlier proposal for General Revision of SOR in 2016 and the same was allowed by the Authority.
IV.	<u>Working Capital (Form 1 Sl. No.5 (vi) (a) and Form 4):</u>	
(i).	While considering six months average requirement of Other Inventory excluding fuel and customized spares, it is seen from the excel working that the NMPT has considered ₹1,288.96 lakhs for arriving at allowable Inventory for computation on Working Capital as per norms.	The said figure of inventory is available in "Type wise cost details". The same is enclosed for your perusal. Inventory of fuel, oil and lubricant has been excluded for arriving the figure.

	The figures considered by the port as Other Inventory excluding fuel and customized spares is not reported in the Audited Annual Accounts. The port has done some adjustments in the excel sheet but that is not explained in the proposal. The basis for arriving at ₹1,288.96 lakhs may be furnished.	The copy of “INVENTORY SHEET” sheet from Budget attached.								
V.	Revenue estimation (Form-3):									
(i).	The total GRT of the vessels reported in the Administration Report (page no.147 of Administration Report) for the year 2017-18 is 41,575,776 tonnes as against the total GRT of vessels considered for estimation of Port Dues at 33,810,542 [26,670,947 (Foreign vessels) + 7,139,595 (Coastal vessels)] which does not match with the figures reported in Administration Report. The NMPT is, therefore, requested to explain the reasons for above mismatch and reconcile the GRT considered in the revenue estimation with the GRT of vessels reported in the Administrative Report for the year 2017-18.	The GRT of vessels reported in Administration report is total GRT handled by the port including that of UPCL and KIOCL cargo vessels handled at Captive berth no 8 and 15 respectively. The GRT in Form-3 for estimation of Port Dues is computed after excluding GRT handled at the captive berth nos.8 and 15.								
(ii).	Confirm that the total traffic considered in Form-3 matches with the actual total traffic handled by the port for the year 2017-18.	It is confirmed that the total traffic considered in Form-3 matches with the actual total traffic handled by the port for the year 2017-18 (excluding KIOCL and UPCL). However, TAMP has requested NMPT to estimate notional quantity handled for New cargoes and cargoes with NIL quantity handled in Y3. Hence the total traffic may vary after such inclusion. [TAMP has requested to estimate probable revenue from new tariff items to ensure total revenue estimate is within the estimated ARR.]								
(iii).	It is seen from the revenue estimation at the proposed Scale of Rates (Form-3) that the port has not captured any revenue impact in respect of the following tariff items proposed in the Scale of Rates:	The above points are noted. As the working guidelines required to consider actual cargo handled in Y3, NMPT has considered revenue estimates for only cargoes which were actually handled in the year 2017-18. However, as requested by TAMP, revenue impact of new items proposed and few existing items have been captured in FORM 3 and the revised revenue estimation is attached.								
	(a). New tariff items proposed for which the port has not captured any revenue impact or estimated nil revenue in Form-3 is given below: <table><tr><th>Particulars</th><th>Respective Schedule under proposed SOR</th></tr><tr><td>Port Dues, Berth hire charges and Pilotage for Bunker Barge and Port Dues, Berth hire charges and Pilotage for Vessels calling exclusively for Bunkering at Berth and for oil tankers and other vessels for Bunker barge.</td><td>2.1.(d), 2.1.(e), 2.2.2.(vi), 2.2.2.(vii), 2.3.(iii).(a) and 2.3.(iii).(b) & (c)</td></tr><tr><td>Tug hire charges for other than SPM operations, for Tugs, Launches & other Harbour Craft and when requisitioned but not utilised or delayed.</td><td>2.4.1.(2), 2.4.1.(3) and 2.4.1.(4)</td></tr><tr><td>Cancellation charges in respect of floating craft mentioned in Sl. No.3 under 2.4.1 at proposed SOR, whose services have been requisitioned but not utilised or delayed. If cancellation was done without giving 3 hours' notice.</td><td>2.4.1.(5)</td></tr></table>	Particulars	Respective Schedule under proposed SOR	Port Dues, Berth hire charges and Pilotage for Bunker Barge and Port Dues, Berth hire charges and Pilotage for Vessels calling exclusively for Bunkering at Berth and for oil tankers and other vessels for Bunker barge.	2.1.(d), 2.1.(e), 2.2.2.(vi), 2.2.2.(vii), 2.3.(iii).(a) and 2.3.(iii).(b) & (c)	Tug hire charges for other than SPM operations, for Tugs, Launches & other Harbour Craft and when requisitioned but not utilised or delayed.	2.4.1.(2), 2.4.1.(3) and 2.4.1.(4)	Cancellation charges in respect of floating craft mentioned in Sl. No.3 under 2.4.1 at proposed SOR, whose services have been requisitioned but not utilised or delayed. If cancellation was done without giving 3 hours' notice.	2.4.1.(5)	
Particulars	Respective Schedule under proposed SOR									
Port Dues, Berth hire charges and Pilotage for Bunker Barge and Port Dues, Berth hire charges and Pilotage for Vessels calling exclusively for Bunkering at Berth and for oil tankers and other vessels for Bunker barge.	2.1.(d), 2.1.(e), 2.2.2.(vi), 2.2.2.(vii), 2.3.(iii).(a) and 2.3.(iii).(b) & (c)									
Tug hire charges for other than SPM operations, for Tugs, Launches & other Harbour Craft and when requisitioned but not utilised or delayed.	2.4.1.(2), 2.4.1.(3) and 2.4.1.(4)									
Cancellation charges in respect of floating craft mentioned in Sl. No.3 under 2.4.1 at proposed SOR, whose services have been requisitioned but not utilised or delayed. If cancellation was done without giving 3 hours' notice.	2.4.1.(5)									

Miscellaneous Service charges for the use of Tug.	2.6
3.2. Following Bulk cargo under Wharfage charges: SLOP/ Sludge Oil/ Waste Oil, Construction and building materials – Items other than Construction and building materials: (ii). Granite Boulders & (iii). Tetra Pod and Pipeline Transfer Operation Charges of POL Products.	3.2.(3).(k)., 3.2.(19).(b). (ii) & (iii) and 3.2.(22)
Container charges: Wharfage charges for Reefer, Hazardous and ISO specialized Tank Containers.	4.1.(a).
Container Scanner Charges.	4.7
Charges for carrying out Bollard Pull Test.	6.5
Charges for Hazardous + Reefer Containers	6.7.(iii)
Miscellaneous Charges	6.8.II.3(b), 4(b) and 6.8.V

For e.g. the NMPT is realizing revenue from MRPL towards services rendered for operation of Electric Pump for supply of sea water to MRPL, as reported by the NMPT while approving the tariff for Electric Motor Pump. However, NMPT has not estimated any revenue from this tariff item. Therefore, the port may consider to estimate probable revenue for all the new tariff items in Form-3 and ensure that the total revenue estimation is within the estimated ARR.

(b). Tariff items prescribed in existing SOR and also included in proposed SOR with revised tariff; but no revenue is estimated by the port in Form-3 is given below:

- (i). Port dues for Tugs, Launches, Barges, Sailing vessels, etc.
- (ii). Berth hire charges for oil tankers and other vessels for Sailing vessels, Barges, Tugs (Vessels other than steamer and Tankers).
- (iii). Berth hire charges for oil tankers and other vessels for Fishing vessels / service boats.
- (iv). Berth hire charges for oil tankers and other vessels for Wooden rowing boat with or without auxiliary engines.
- (v). Berth hire charges for oil tankers and other vessels for Double banking (Daughter Vessel).
- (vi). Charges for issue of Entry & Clearance Certificate.
- (vii). Pilotage for Barges, Tugs, Launches, etc. not specified above and sailing vessels [With/ without auxiliary engines] and fishing vessels.

	(viii). Shifting charges for Barges, Tugs, Launches, etc. not specified above and sailing vessels [With/ without auxiliary engines] and fishing vessels. (ix). Detention charges of the vessels. (x). Wharfage charges for a few cargo items. (xi). Container charges - Storage charges, Re-stow charges, Hire charges of Spreaders for Container Handling and Electricity and monitoring charges for Reefer container. (xii). Demurrage. (xiii). Anchorage fees. (xiv). Service charges for the use of electric pump for supply of sea water. (xv). Other Charges - Charges for supply of water, Fees for issue of Licence to C&F Agency, Fees for issue of licence to Steamer agency, Hire charges for cargo handling equipment. (xvi). All Miscellaneous Charges except Charges for the use of weigh bridges. (xvii). Sr. Nos.4, 6, 9, 10, 13, 16, 20, 23, 24, 26, 27, 28, 29, 31, 32, 33, 34, 38 and 39 under Chapter - 7 - Levy for services provided from Registered Cargo Handling Labour Wing for Cargo Handling Operations. The port is requested to confirm that no traffic/ services were rendered by the NMPT for the above items in the year 2017-18 and no revenue earned during the year 2017-18. If the traffic was not handled by the NMPT in the year 2017-18, the port may consider traffic of the years 2015-16 and/ or 2016-17 as base for revenue estimation for the above items.	
VI.	<u>Scale of Rates:</u>	
(i).	The NMPT has stated in its covering letter dated 05 March 2019 that the increase proposed by the port is 3% each in Cargo Handling charges, Container Handling charges and Vessel Related charges. In this context, it is to state that the port has proposed substantial increase in respect of some tariff items as given below:	The overall increase proposed by the NMPT is 3% in Cargo Handling Charges, Container Handling Charges and Vessel Related Charges. The substantial increase & reduction is based on the demand of the port users, comparison of handling charges in neighboring ports.
	(a). <u>Substantial Increase:</u>	

	(i). Wharfage charges viz., Wharfage charges for other types of containers (35%) and Container Handling Charges (55-56%). (ii). Container charges (50%). (iii). Levy for services provided from Registered Cargo Handling Labour Wing for Cargo Handling Operations – Pet Coke (Coastal-72%). (b). <u>Moderate to substantial reduction</u>: Wharfage charges viz., (a). Yarn, cotton and wool raw. Waste or manufactured staple fiber (62%), (b). Zinc concentrate (13%), (c). Timber & Allied products - Timber of all kinds of logs including plywood and Papers of all kinds including waste papers (19%), (d). Salt (76%), (e). Tapioca chips, flour starch, waste & tamarind seed powder in bags (25%), Clay, chalk, fly ash in bulk (59%) and Unremunerated goods other than the above specified (37%). The NMPT to justify the increase / reduction proposed in the above said tariff items.	As per the guidelines, the increase or decrease is within the purview of Annual Revenue Requirement. The steps to increase and reduction in rate is taken to keep the cargo throughput intact and operational requirement and also to make sure that there is no loss of cargo in the port. The reason for substantial increase in few category is already replied based on the comments received from port users.
(ii).	(a). The NMPT has proposed a few new tariff items/ conditions and has proposed few rationalisation / simplification of the existing SOR and has also proposed for deletion of few tariff items/ conditions. Clause 2.3.2 of the Working Guidelines 2018 stipulates that if a new condition is introduced or if existing condition is modified due to operational or any other contingency, the port may prescribe such modification with reasons thereof and capture the financial/ revenue impact in the ARR. The basis adopted for new items is to be furnished and its financial effect to be captured in the revenue estimations in Form-3. The port to capture financial impact, if any, on account of the modifications proposed in the draft proposed SOR.	Reason for introducing new tariff items/ conditions and rationalization/ simplification of existing SOR has been given separately in revised Form 5. Revenue implication for such introduction/ rationalization of rates is also provided in revised Form 3.
	(b). Form 5 of the Working Guidelines, 2018 requires port to furnish comparative position of existing and proposed Scale of Rates. Form 5 requires the port to furnish reasons/ justification for amendments in conditionalities proposed by the port. However, the Form 5 furnished by the NMPT does not give any basis/ justification/ reasons for the amendments proposed in the conditionalities in the existing SOR. The NMPT to furnish justification to all the modifications proposed in the existing conditions, deletion of the existing conditions and introduction of new conditions. The NMPT to note that the Authority may not be able to accept the amendment / changes made in the conditions and new conditions in the absence of justification by the Port and	

	the Authority may be constrained to retain the existing conditionalities without any change.	
(iii).	General Terms and Conditions:	
	(a). Note (xiii) (a): The proposed note stipulates the next annual indexation will be from 1 April 2020 subject to the NMPT achieving the performance standard notified along with the SOR. As per clause 2.8 of the Tariff Policy 2018, the next indexation shall be from 1 May. Hence the said note may be corrected as 1 May 2020 instead of 1 April 2020.	(a). Noted. Correction made in the conditionalities accordingly.
	(b). The Authority has passed common adoption Orders for all Major Port Trusts from time to time and all the Major Port Trusts including NMPT were requested to include suitable notes in the SOR. However, the NMPT has not included suitable notes in the proposed SOR in line with following common adoption Order: (i). Order No.TAMP/4/2004-Genl. dated 25 October 2016 relating to provide 80% discount for two years with effect from 20 September 2016, on the vessel related charges & cargo related charges for coastal transportation of vehicles through Ro-Ro ships. (ii). Letter No.TAMP/35/2013-Misc. dated 7 August 2014 directing all Major Port Trusts to prescribe a suitable note in their respective SOR regarding applicability of wharfage rates for Defence Stores in such a way that there is no ambiguity in the mind of users on the application of the prescribed rates. The port to incorporate the provisions in the SOR stipulated in these common Orders/ letter.	(i). Since the stipulated period of two years is expired, NMPT has not included the provision of above order. (ii). NMPT has not handled any such type cargo till date. In future if cargo will be handled at NMPT the wharfage rate will be charged as per the SOR as unenumerated goods other than specified in Chapter-III.
	(c). The Authority had passed an Order No.TAMP/46/2018-MUC dated 8 June 2018 as common Order incorporating a provision towards levy of Mandatory User Charge (MUC) on containers for the Logistics Data Bank Service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMIDC) in the Scale of Rates of all the Major Port Trusts and BOT operators operating thereat. In this regard it is to state that the validity of the rate approved is till 31 March 2019. The DMIDC has recently filed a proposal for revision of mandatory user charges beyond its validity which is being processed separately. The rate as and when approved in DMIDC case shall be made applicable to NMPT also. The port may kindly take note of this.	(c). Noted and included in the revised SOR attached.
(iv).	Separate tariff items proposed i.e. port dues, pilotage fee and berth hire for Bunker barge,	As suggested by the TAMP, there is no such provision in the guidelines to

	Vessel calling exclusively for bunkering at berth and for vessel calling exclusively at Anchorage.	consider the notional estimate for new cargoes and non performing existing cargos for Y3.
	(a). The existing SOR does not prescribe any separate vessel related charges for Bunker barge, Vessel calling exclusively for bunkering at berth and for vessel calling exclusively at Anchorage. The port in the proposed SOR in Schedule 2.1. Port Dues, 2.2.2. Berth Hire Charge and 2.3. Pilotage fee in respect of Bunker barge, Vessel calling exclusively for bunkering at berth and for vessel calling exclusively at Anchorage. The reasons and basis for the proposing separate tariff for these categories of vessels may be explained as it is not explained in Form 5.	However, as suggested by TAMP, Revised Form 3 considering estimates for all cargoes is attached.
	(b). Though the port has proposed separate tariff for these categories of vessels, the revenue estimated in Form 3 at the proposed tariff is nil. The port to confirm no traffic/ services were rendered by the NMPT for these categories of vessels in the year 2017-18. If these are new services envisaged by the port, the port may consider to include revenue estimate for these items on a probable basis based on the service rendered in the year 2015-16 and/ or 2016-17.	
(v).	2.4.1. Schedule Tug Hire Charges:	
	The port has proposed new tariff items under this schedule viz. (a). Tug hire charges for other than SPM operations, (b). Hire charges for Tugs, Launches and other Harbour crafts, (c). Tug hire charges when requisitioned but not utilized or delayed and (d) Cancellation charges in respect of floating craft whose services have been requisitioned but not utilized or delayed. Please explain the basis and reasons for introducing proposed charges alongwith notes as it is not explained in Form 5. Also, clarify as to whether the proposed new tariff items fall under which of the methods prescribed in clause 7.6.1 of the Tariff Policy, 2018 as regards fixation of tariff for new cargo/ service/ facility.	The tariff for tug hire charges is fixed on the basis of rate comparison with Neighboring ports and operational requirements.
(vi).	2.6. Miscellaneous service charges for the use of tug:	
	The port has proposed miscellaneous service charges for the use of tug at ₹5000/- per person per voyage while on SPM duty. The reasons and basis for the proposing new tariff may be explained as it is not explained in Form 5.	The tariff is fixed on the basis of demand of port users. The users can avail this facility on payment of ₹5000/- per person per voyage instead of paying ₹48,800.00 per hour or part thereof.
(vii).	4.1.(a). Schedule Wharfage charges for Reefers, Hazardous & ISO / Specialized Tank containers:	Reefer and ISO/ Specialized Tank containers require special treatment and care in handling which involve additional cost to the port. Hence premium is charged.
	As per clause 9.8.3 of Working Guidelines, 2018, wharfage charge for Hazardous container can be 50% over the normal type of container. The port has proposed 50% premium for Hazardous containers. Apart	

	from that, the port has proposed 50% premium for reefer and ISO/ Specialized Tank containers which is not found to be in line with Guidelines. The port to explain reasons for deviations from the guidelines in this regard.	
(viii).	4.7. Schedule Container scanning charges:	
	The port to explain reasons and basis for introducing new separate tariff and also requested to furnish detailed working for arriving at the proposed rate for Container scanning charges as it is not explained in Form 5.	Container scanning charges has been introduced based on the orders of the Ministry/ Customs as port is investing about over ₹30 Crores. The detail proposal has already been approved by Competent Authority attached in Annexure-II. [Annexure-II is the MOS letter dated 12 July 2018 directing port to submit proposal to TAMP following normative rates for cost recovery after seeking approval of respective Port Trust Board.]
(ix).	6.5. Schedule Charges for carrying out Bollard Pull Test:	
	The port may furnish reasons and basis for proposing new tariff alongwith note for Charges for carrying out Bollard Pull Test. Clause 7.6.1 of the Tariff Policy, 2018 prescribes various methods to be followed by the port for fixation of tariff for new cargo/ facility/ service. The port, therefore, to clarify that which of the method is adopted by the port for arriving at the proposed new tariff.	As there was no rate for Bollard Pull test in existing SOR, the same has been proposed. Being new service, NMPT has adopted the rate of neighboring port that is Mumbai Port Trust for carrying out bollard pull test.
(x).	The port to explain reasons and basis for deletion of Schedule 6.6. of existing SOR – Charges for hire of launches and tugs within the limits of port.	The 6.6 Schedule of existing SOR – Charges for hire of launches and tugs within the limits of port has been incorporated in Chapter II, Sl. No.2.4.1: Tug Hire Charges.
(xi).	6.8. Schedule of existing SOR - Charges for use of HMC installed by the private operator:	
	The charges for use of HMC installed by the private operator was approved by the Authority vide Order No.TAMP/24/2013-NMPT dated 13 February 2015. The validity of said Order was prescribed for a period of 3 years i.e. till 3 April 2018. The validity of said Order was further extended from time to time based on request of NMPT. The Order relating to extension upto 24 February 2020 vide TAMP Order No.TAMP/24/2013-NMPT dated 29 March 2019. In this backdrop, the port may explain the reasons for deletion of Schedule 6.8 of existing SOR – Charges for use of HMC installed by the private operator, though the validity of rate was extended till 24 February 2020.	At the time of hosting this proposal in the website, the above order was not in force. NMPT will now include the above Schedule 6.8.
(xii).	6.8. Schedule – Miscellaneous Charges: 6.8. (VI) of existing SOR - Charges for parking Barge: The port to explain reasons for deletion of above tariff item.	It has been decided by Board vide Resolution No:92/2018-19 to delete the Charges for Parking Barge and incorporate in Berth Hire.

(xiii).	Chapter – VII - Levy for supply of Cargo Handling worker from Registered Cargo Handling Labour Wing for Cargo Handling Operations:	
	(a). The NMPT to furnish reasons and basis for proposing new tariff viz., Sr. Nos.11, 19 and 37 and for deletion of Sr. Nos.24 to 31 of existing SOR. The port to also furnish reason and basis for deletion of note (ii) of existing SOR relating to penalty/ incentive.	The said matter is considered separately in berthing policy of the port and hence deleted. (a). The rates proposed at Sl. No.11 and 19 pertain to fly ash and river sand which are new commodity handled at port. As regards, Sl. No.37, a provision has been made for unenumerated cargo. For Sl. No.24 to 31, there is no service rendered by the port and hence it has been deleted.
	(b).(i). While forwarding revised proposal for implementation of Berthing Policy for Dry Bulk Cargo for fixation of Anchorage charges and incentives and penalties dated 30 April 2019, the NMPT has forwarded a copy of its Minutes of Meeting with the port users regarding Berthing Policy for Dry Bulk Cargo held on 16 January 2019. In the said minutes, the NMPT has reported that the port is in a process of seeking clarification regarding dual application of incentive/ penalty to Stevedores and Steamer Agents for Dry Bulk Cargo vessels Performance and proposed to remove the provision relating to penalty/ incentive for supply of Registered Cargo Handling Labour Wing from the General SOR. In this regard, the NMPT may please furnish a copy of clarification received from Ministry of Shipping (MOS). If no clarification is received from MOS, the NMPT to examine whether its proposal to remove the existing provision relating to penalty/ incentive for supply of Registered Cargo Handling Labour Wing from the General SOR is in order. (ii). Further, while forwarding above said revised proposal for implementation of Berthing Policy for Dry Bulk Cargo for fixation of Anchorage charges and incentives and penalties dated 30 April 2019, the NMPT has also forwarded a copy of its Minutes of Meeting held with port users on 16 February 2019. In the said minutes, it is reported that there are grievances of port users regarding dual application of incentive/ penalty i.e. as per Performance Norms fixed under Berthing Policy for Dry Bulk Cargo and other as per bench mark productivity on per tonne levy as per Chapter-VII of SOR. In order to resolve this above issue, NMPT is proposing to remove the application of incentive/ penalty for bench mark productivity on per tonne levy for supply of Registered Cargo Handling Labour Wing worker under Chapter – VII of SOR.	As per berthing policy for dry bulk cargo for Major Ports, there is already performance based incentive/ penalty. Hence to avoid dual application of incentive/ penalty, it is proposed to delete provision at Note (ii). The performance norms fixed under berthing policy are based on commodity/ crane-wise combination irrespective of Port or private manpower.

	In this regard, the port to clarify as to what will be the provision for levy of penalty/ payment of incentive for supply of labour by port to stevedores in view of deletion of Note no.(ii) relating to application of incentive/ penalty for bench mark productivity on per tonne levy for supply Registered Cargo Handling Labour Wing worker under Chapter-VII of SOR, if the stevedores place requisition for supply of Registered Cargo Handling Labour Wing, instead of the stevedores deploy their own manpower for cargo handling or they deploy HMC for cargo handling.	
VII.	Performance standard:	
	The port may furnish the basis of the proposed Performance Standards for cargo related service and vessel related services with reference to the actual performance parameters achieved in the year 2017-18. NMPT may consider to propose the Performance Standards for the tariff cycle beginning from 2019-20 to 2021-22 at higher level than the actual performance achieved by the port in the last tariff cycle.	Proposed performance standards has been reviewed as suggested by TAMP and revised proposed performance standards is provided in the conditionality. [Revised proposed Performance Standards is brought out in subsequent paragraph.]

8. A joint hearing in this case was held on 15 May 2019 at the NMPT premises. The NMPT made a brief Power Point presentation of its proposal. At the joint hearing, the NMPT and the concerned users/ user organizations have made their submissions.

9.1. As agreed at the joint hearing, the NMPT was requested vide our letter dated 17 May 2019 to take action on the following points followed by reminder dated 28 May 2019 arising out of joint hearing proceedings:

- (i). At the joint hearing, the Association of New Mangalore Port Stevedores (ANMPS) objected to the introduction of a new tariff of ₹10 per tonne as cess for mechanised handling of bulk cargo by HMC on the ground that the Registered Cargo Handling Labour Wing of the port does not give any service or labour.
In this regard, as agreed at the joint hearing, the port was requested to look into the matter in discussion with the Stevedores Association in view of the points made by ANMPS and forward a copy of a Report on the outcome of the discussions to TAMP in ten days' time i.e. by 24 May 2019.
- (ii). The Mangalore Refinery and Petrochemical Limited (MRPL), Oil Companies and Kanara Chamber of Commerce and Industry (KCCI) have objected to the introduction of Anchorage charges for stay of vessel in the port waters. The James Mackintosh & Co. Pvt. Ltd. (JMCPL) and the Mangalore Steamer Agents Association (MSAA) have given their written objections earlier, which was forwarded to NMPT and NMPT has responded.
In this regard, as agreed at the joint hearing, the port was requested to have a Meeting with these users to further discuss the matter. The NMPT was also requested to forward a copy of a Report in this regard after the Meeting within 10 days.

9.2. With reference to point of action decided at the joint hearing, the NMPT vide its letter dated 3 June 2019 has furnished its comments on the points arising out of joint hearing proceedings. A summary of the comments furnished by NMPT is given below:

- (i). The introduction of new tariff of ₹10 per ton as cess for mechanized handling of bulk cargo by HMC has been withdrawn from the proposed SOR under the schedule of rate relating to Registered Cargo Handling Labour Wing as no service is rendered by the port.

- (ii). As requested by TAMP, a Meeting was held with port users to discuss the matter regarding introduction of Anchorage Charges for Stay of Vessels in the port waters. Copy of Minutes of the meeting held on 21 May 2019 is enclosed. As a result, NMPT has decided to provide concession for Liquid Cargo Vessels. Accordingly, port has revised the charges for use of anchorage.

The revised proposal for SOR taking into consideration the above points as furnished by the port for consideration and notification is brought out in the subsequent paragraphs.

10. A copy of the comments received from KCCI vide its letter dated 15 May 2019 at the joint hearing on the subject proposal was forwarded to NMPT vide our letter dated 20 May 2019 as feedback information. The NMPT has not responded.

11.1. While furnishing the additional information/ clarification, the NMPT vide its letter dated 03 June 2019 has also furnished revised computation of ARR, revised proposed draft SOR, comparison of existing SOR and conditionalities vis-à-vis proposed tariff and conditionalities and revised estimation of revenue at the proposed rate. Subsequently, the NMPT has vide its e-mails dated 26 June 2019 and 05 July 2019 further modified the ARR computation wherein the port has considered for exclusion of 2/3rd of the Contribution to Gratuity Fund and Leave Encashment Fund to fall in line with the Tariff Policy, 2019 and has also furnished revised estimation of revenue. A summary position of final revised ARR calculation vide its e-mail dated 05 July 2019 is furnished below:

- (i). A summary position of final ARR computation furnished by NMPT is tabulated below: (₹ in lakhs)

Sl. No.	Description	Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
(1).	Total Expenditure (As per Reconciled Audited Annual Accounts)			
(i).	Operating expenses (including Depreciation)	25,109.64	27,359.39	28,566.99
(ii).	Management & General Overheads	3,790.45	4,771.83	5,455.55
(iii).	Finance and Miscellaneous expenses (FME)	1,157.37	2,974.97	1,669.42
	Subtotal 1=(i)+(ii)+(iii)+(iv)	30,057.46	35,106.19	35,691.96
(2).	Less Adjustments:			
(i).	Estate related expenses			
	(a). Operating expes (including Depreciation)	1,057.95	1,221.32	1,264.55
	(b). Allocated Management & Admin. Overheads	159.70	213.01	241.50
	(c). Allocated FME	48.76	132.80	73.90
	Subtotal 2(i)=[(a)+(b)+(c)]	1,266.41	1,567.13	1,579.95
(ii).	Interest on loans	-	-	-
(iii).	2/3rd of One-time expenses, if any like arrears of wages, arrears of pension / gratuity, arrears of exgratia payment, etc.			
	(a).WRC Arrears	-	-	-
	Subtotal 2(iii) = [(a)+(b)+(c)]	-	-	-
(iv).	2/3rd of the Contribution to the Pension Fund	3,398.30	3,784.14	4,242.58
(v).	Management and General overheads over & above 25% of the aggregate of the operating expenditure and depreciation	-	-	-
(vi).	Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10 of the Tariff Policy, 2018.			
	(a). Operating Expenses	76.35	84.09	92.50
	(b). Depreciation	44.68	44.68	44.68
	(c). Allocated Management & Administrative Overheads and FME	624.64	779.59	797.18
	Subtotal 2(vi) = [(a)+(b)+(c)]	745.68	908.36	934.36
	Total of 2 = 2(i)+2(ii)+2(iii)+2(iv)+2(v)+2(vi)	5,410.39	6,259.63	6,756.89
(3).	Total Expenditure after Adjustments (3=1-2)	24,647.07	28,846.56	28,935.07
(4).	Average Expenses of Sl. No.3 = [Y1+Y2+Y3] / 3			27,476.23
(5).	Capital Employed			
	(i). Net Fixed Assets as on 31.03.2018 (As per Audited Annual Accounts)			88,584.28
	(ii). Add: Work in Progress as on 31.03.2018 (As per Audited Annual Accounts)			2,905.57

Sl. No.	Description	Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
	(iii). Less: Net value of Fixed assets related to Estate activity as on 31.03.2018 as per Audited Annual Accounts.			7,317.08
	(iv). Less: Net value of fixed assets, if any, transferred to BOT operator as on 31 March 2018 as per Audited Accounts.			0.00
	(v). Less: Net value of fixed assets as on 31 March 2018 as per Audited Accounts relevant to be considered for captive berths, if any, under clause 2.10 of the Tariff Policy, 2018.			2,359.55
	(vi). Add: Working Capital as per norms prescribed in clause 2.5. of the Working Guidelines			
	(a). Inventory			644.48
	(b). Sundry Debtors			1,378.04
	(c). Cash			2,511.52
	(d). Sum of (a)+(b)+(c)			4,534.04
	(vii). Total Capital Employed [(i)+(ii)-(iii)-(iv)-(v)+(vi)(d)]			86,347.25
(6).	Return on Capital Employed 16% on Sl. No.5(vii)			13,816.00
(7).	Annual Revenue Requirement (ARR) as on 31 March [(4)+(6)]			41,292.23
(8).	Indexation in the ARR @ 100% of the WPI applicable for the year 2018-19			3.45%
(9).	Ceiling Indexed Annual Revenue Requirement (ARR)			42,716.81
(10).	Revenue Estimation at the Proposed SOR within the Ceiling indexed ARR estimated at Sl. No.9 above			42,154.14

- (ii). The NMPT has furnished in Form 3 revised detailed working of revenue estimation for the existing tariff as well as the proposed tariff for the actual traffic of 2017-18. As per the said form, the total revenue estimated at the proposed tariff from Cargo, Vessel, Miscellaneous charges is ₹42,154.14 lakhs.

- (iii). Performance Standards:

The Revised Performance Standards proposed by NMPT in Form - 6 are as follows:

Sl. No.	Performance Parameters	2019-20, 2020-21 & 2021-22
(1)	Cargo Related Services	
(a)	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	16500
(2)	Vessel Related Services	
(a)	Average Turnaround Time of Vessels (in days)	2.50
(b)	Average Pre-Berthing Time of Vessels (in days)	1.00

11.2. In continuation to above, the NMPT vide its e-mail dated 06 July 2019 has furnished the final revised ARR (Form-1) and revenue estimation at Form-3 furnished earlier vide email dated 05 July 2019 duly certified by the practicing Chartered Accountant and Financial Advisor and Chief Accounts Officer and has also furnished following clarifications:

- (i). Exchange rate of ₹66.75/- USD is considered, taking average exchange rate of 3 years for the Financial year 2016-17, 2017-18 and 2018-19.
- (ii). The vessel related charges of UPCL and KIOCL has been considered in the revenue estimation.

11.3. Further, NMPT vide its e-mail dated 09 July 2019 has clarified that the existing note (c) under Schedule no.2.4.2 (vi) relating to levy of all applicable vessel related charges excluding berth hire on mother vessels, if anchored at inner anchorage is proposed for deletion as there is no inner anchorage at NMPT.

12. The proceedings relating to consultation in this case are available on records at the office of this Authority. An excerpt of the comments received and arguments made by the concerned

parties will be sent separately to the relevant parties. These details will also be made available at our website <http://tariffauthority.gov.in>.

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

- (i). The Scale of Rates (SOR) of New Mangalore Port Trust (NMPT) was last revised by this Authority vide Order No.TAMP/22/2015-NMPT dated 27 February 2016. The validity of the SOR of NMPT approved by this Authority vide its Order dated 27 February 2016 is till 31 March 2018. The validity of said existing SOR of all Major Port Trusts (MPTs) including NMPT is further extended upto 30 September 2019 and communicated to all MPTs including NMPT vide our letter No.TAMP/39/2005-Misc. dated 29 March 2019.

The NMPT has filed its proposal for general revision of SOR on 05 March 2019 under the Tariff Policy, 2018 and Working Guidelines to operationalize the Tariff Policy, 2018 notified in the Gazette of India on 03 February 2019. The port has furnished the requisite information/ clarification sought by us along with revised Annual Revenue Requirement (ARR), draft SOR, modified estimates of revenue and modified Performance Standard vide its letter dated 03 June 2019 and subsequent emails dated 26 June 2019 and 5 July 2019. The final revised proposal filed by NMPT vide its letter dated 03 June 2019 and subsequent emails dated 26 June 2019 and 5 July 2019 along with submissions made by the port during the processing of the case are considered in this analysis.

It is relevant here to state that the NMPT before filing the current proposal dated 05 March 2019, had a Meeting with the stakeholders on 16 February 2019. Further, even during the processing of the case, the port has relooked at its proposal in view of the observation/ points made by the trade and has acceded to some of the points made by the trade. The port has reduced the proposed increased in HMC charges for handling containers from 50% to 25%, withdrawn special cess of ₹10/ tonne proposed to be introduced on cargo handled by HMC, withdrawn the Security Deposit proposed for issue of license to C&F agency and Steamer agency and fees for issue of passes for entry into the wharf and has proposed lower anchorage charges for liquid vessels.

In fact, during the processing of the case, James Mackintosh & Co. (JMC) has appreciated the Port for taking a pro-trade action in constituting the rates on tug hire which can be a relief for the trade.

- (ii).
 - (a). Clause 2.1 of the Tariff Policy, 2018 requires each MPTs to assess the ARR which is the average of the sum of Actual Expenditure as per the final Audited Annual Accounts of the three years (Y1), (Y2) and (Y3) subject to certain exclusions as prescribed in Clause 2.2 of the Tariff Policy, 2018 and the Working Guidelines issued by this Authority plus Return at 16% on Capital Employed including capital work-in-progress obtaining as on 31st March Y3, duly certified by a practicing Chartered Accountant/ Cost Accountant.
 - (b). The NMPT has assessed the ARR based on Audited Annual Accounts for three years i.e. 2015-16 (Y1), 2016-17 (Y2) and 2017-18 (Y3) duly certified by a practicing Chartered Accountant. The NMPT has excluded the expenses not admissible in ARR computation for arriving at the Average annual expenses for the years 2015-16, 2016-17 and 2017-18. The following adjustment done by NMPT in line with provisions prescribed in Clause 2.2 of Tariff Policy, 2018 and Clause 2.2 of Working Guidelines are brought out for specific mention along with a few modification required to be done in the computation of the ARR for the reasons explained:
 - (i). The NMPT has excluded expenses related to estate activity as per Clause 2.2 (i) of the Tariff Policy, 2018.

- (ii). (a). As per Clause 2.2 (iii) of Tariff Policy, 2018, 1/3rd of one-time expenses like arrears of wages, arrears of pension / gratuity, arrears of ex-gratia payments arising out of wage revision, etc. are to be included in the ARR. Likewise, 1/3rd of one-time expenses like arrears of wages, arrears of pension/ gratuity, arrears of ex-gratia payments arising out of wage revision, etc. are to be included. This means 2/3rd of the above mentioned expenses are to be excluded in the ARR computation.

The port has not shown any figures towards the one-time expenses like arrears of wages, arrears of pension/ gratuity, arrears of ex-gratia payment arising out of wage revision, etc. The port has confirmed that provision for wage revision is provided for in the Balance Sheet of the port.

- (b). The NMPT has excluded 2/3rd of ₹5,097.45 lakhs, ₹5,676.22 lakhs and 6,363.88 lakhs, being the contribution towards Superannuation Funds viz., Pension Fund, Gratuity Fund and Leave Encashment Fund for the years 2015-16 to 2017-18 respectively reported in the Annual Accounts of the corresponding years.

The above adjustment done by NMPT is in line with Tariff Policy, 2018 and is supported with working and hence considered.

- (iii). As per Clause 2.2 (iv) of Tariff Policy, 2018, Management and General Administration Overheads subject to a cap of 25% of aggregate of the operating expenditure and depreciation is only to be considered in the ARR calculation.

The NMPT has reconciled the MGAO considered in Form-2 with the figures reported in the Audited Annual Accounts for each of the years. The port has clarified that the Medical expenses of employees, CISF & Pension payments and operating expenses booked under M&G which are reported under the head MGAO in the Audited Annual Accounts are direct expenses attributable to cargo, vessel, railway and estate related activities. Hence, these nature of expenses reported under MGAO has been excluded from MGAO and reallocated to concerned relevant activities. The said MGAO works out to 15%, 17% and 19% of the operating expenditure which is within the cap of 25%. Hence, no amount is shown as exclusion clause of MGAO. The above working done by the NMPT is considered. The same approach was followed in the last revision of NMPT.

- (iv). (a). As per Clause 2.2 (v) of the Working Guidelines notified by this Authority all expenses relevant for captive berths are to be excluded from the computation of ARR. The proposal of NMPT mentions that there are two captive berths viz. Berth No.8 given to Kudremukh Iron Ore Company Limited (KIOCL) and Berth No.15 to Udupi Power Corporation Ltd. (UPCL). The NMPT has excluded expenses related to the captive berth no.8 KIOCL for each of the years 2015-16, 2016-17 and 2017-18 at ₹745.68 lakhs, ₹908.36 lakhs and ₹934.36 lakhs respectively from the ARR calculation as tariff relating to KIOCL is notified by this Authority separately for each year based on the proposal filed by

NMPT in accordance with the decision taken in the Inter-Secretarial meeting between the Secretary (Ministry of Surface Transport) and the Secretary (Steel) held on 27 May 1992. The figures furnished by the NMPT in the original proposal for exclusion matched with the expenditure considered by the NMPT for the wharfage rate of KIOCL approved by this Authority for the corresponding period. However, in the final revised ARR, the NMPT has not excluded the revenue dredging expenditure considered for arriving at the wharfage rate for KIOCL. Non exclusion of this component in the ARR calculation will amount to duplication of the expenditure in tariff fixation. Hence this item is modified to exclude ₹799.98 lakhs, ₹1,205.69 lakhs and ₹1,384.59 for the years 2015-16 to 2017-18 respectively so as to match with the figures considered in the computation of wharfage rate for KIOCL separately.

- (b). As regard UPCL, the NMPT has during the last general revision of SOR reported that it does not incur any capital or revenue expenditure as it is given on the Public Private Partnership (PPP) mode and hence there is no case for exclusion of expenses for UPCL. The above clarification furnished by NMPT was relied upon. In the current exercise as well, the NMPT has not made any adjustment of exclusion of revenue expenses and capital expenditure for the captive berth UPCL. This position is accepted as done during the last tariff revision.

In the current exercise the port has clarified that as per the agreement, UPCL is to be charged per tonne royalty for the entire period and hence there is no need for taking any specific approval for tariff arrangement for services offered at captive berth of UPCL. In this regard, it is to state that during the last general revision the port had forwarded a copy of the agreement dated 9 May 2008 entered by NMPT with UPCL and stated that it is governed by the said agreement entered by it with UPCL. On perusal of the Concession Agreement for bulk coal terminal on captive basis entered between the NMPT and UPCL in May 2008 forwarded by the port, it was seen that as regard tariff which come under the purview of this Authority, the UPCL has to pay of 50% of Railway Marshalling Yard charges at applicable SOR approved by this Authority for NMPT for the actual cargo handled. For water front and land area, Annual License fee prescribed in the Concession Agreement as per the Scale of Rates approved by this Authority for the port is payable. As per the Concession Agreement, UPCL has to pay ship related charges in respect of port dues, pilotage, water charges and any other charges for services requested by UPCL, at the rates prescribed in the Scale of Rates approved by this Authority as applicable to any other vessel agent at the port. The Concession Agreement specifically states that berth hire charges are not applicable as it is for captive berth.

From the above provision, it is seen that the charges levied by the NMPT for UPCL captive berth towards vessel related charges, marshalling yard charges and license fee are as per the rates applicable in the SOR approved by this Authority.

- (c). It is relevant here to state that the said Concession Agreement at clause 9.2.(vi).(b) allows UPCL to utilise the captive terminal for handling coal cargo for other users. Thus, in the last tariff Order while revising the Scale of Rates of NMPT, the port was advised to direct UPCL to approach this Authority seeking approval of tariff for any of the services rendered by UPCL to other users as per clause 9.2(vi) (b) of the Concession Agreement entered between NMPT and UPCL in line with the tariff fixed by this Authority in the case of IFFCO Kisan Bazar and Logistics Limited (IKBL) at Deendayal Port Trust (DPT). This position was reiterated during processing of the current case as no proposal was filed by UPCL. In response, the NMPT has categorically mentioned that there is no communication from UPCL towards service rendered to other users till date.

The tariff to be levied by the Major Port Trust or operator authorised by the Major Port Trust to render services to any user even if it is a captive berth user will require approval of this Authority as per the statute. That being so, it is the sole responsibility of the NMPT being the licensor port, to ensure that tariff, if any, to be levied by the UPCL for service rendered to other user has the approval of this Authority as required under the statute and the NMPT is directed to suitably advise the UPCL in this regard. By way of abundant caution, it is clarified that tariff, if any, being levied by UPCL for third party cargo for services if any, rendered by them does not have the approval of this Authority.

- (iii). The tariff for port railway services is not fixed by this Authority; it is fixed by the Railway Board. The Railway activity is in surplus. Therefore, expenditure of the railway activity to the tune of (₹126.54 lakhs + ₹147.64 lakhs + ₹109.11 lakhs) is excluded from the ARR calculation. The average of the railway expense excluded comes to ₹127.76 lakhs.
- (iv). Following the provisions prescribed at Clause 2.3 of the Tariff Policy, 2018, the NMPT has arrived at average expenses for the years 2015-16, 2016-17 and 2017-18 at ₹27,476.23 lakhs. Subject to above analysis, the modified average expenses for the years 2015-16, 2016-17 and 2017-18 works out to ₹27,081.18 lakhs.
- (v). As per Clause 2.4 of Working Guidelines for computation of capital employed, the port has to exclude net value of fixed asset related to estate activity and net fixed assets transferred to BOT operators as on 31 March 2018 as per Audited Annual Accounts.

The NMPT has considered the net fixed assets plus capital work-in-progress as on 31 March 2018 reported in the Audited Annual Accounts. Net fixed assets relating to captive berth KIOCL have been excluded. The NMPT has stated that there are no capital expenditures incurred by port relating to captive berth UPCL. Working capital is computed as per norms prescribed in clause 2.5 of Working Guidelines. The total capital employed arrived by NMPT is ₹86,347.25 lakhs which includes capital work-in-progress as on 31 March 2018 amounting to ₹2,905.57 lakhs. Return on Capital Employed at 16% is ₹13,816.00 lakhs which is considered in the ARR computation. This position is relied upon and considered.

- (vi). The modified ARR comprises of the average of the expenditure for the three financial years 2015-16 to 2017-18 at ₹27,081.18 lakhs plus 16% ROCE at ₹13,816.00 lakhs aggregating to ₹40,897.18 lakhs as on 31 March 2018. Further, the NMPT as per Clause 2.7 of Working Guidelines has indexed the said ARR @

100% of the WPI applicable for the year 2018-19 at 3.45% respectively and arrived at ceiling indexed ARR forwarding SOR at ₹42,308.13 lakhs for the year 2018-19.

The final detailed working of ARR calculation furnished by the NMPT which is duly certified by Chartered Accountant is relied upon. This is subject to minor modification as explained in the analysis. The detailed ARR calculation furnished by the port and modified ARR calculation by us are attached as **Annex - I (a) and (b)** respectively. A summary of the ceiling indexation ARR furnished by the NMPT is given below: (₹ in lakhs)

Sr. No.	Particulars	ARR computation furnished by the NMPT			ARR computation modified by us		
		Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)	Y1 (2015-16)	Y2 (2016-17)	Y3 (2017-18)
1	Total Expenditure after all Adjustments	24,647.07	28,846.56	28,935.07	24,466.23	28,401.59	28,375.73
2	Average Expenses [Y1+Y2+Y3]/3	27,476.23			27,081.18		
3	Capital employed as on 31.03.2018 including capital work in progress as on 31.03.2018 and working capital as per norms	86,347.25			86,347.25		
4	Return on capital employed @ 16%	13,816.00			13,816.00		
5	ARR as on 31 March 2018 (5=2+4)	41,292.23			40,897.18		
6	Indexation in the ARR @ 100% of the WPI applicable for the year 2018-19 (3.45%)	42,716.81			42,308.13		
7	Ceiling Indexed Annual Revenue Requirement (ARR)	42,716.81			42,308.13		
8	Revenue estimated at proposed rate	42,154.14			42,105.63		

- (vii). As per Clause 2.5 of Tariff Policy, 2018, the NMPT has reportedly considered the actual cargo traffic in tonnes and GRT of vessel handled by the port during the year 2017-18 to draw the proposed SOR within the ceiling indexed ARR of ₹42,716.81 lakhs excluding revenue (other than vessel related) from the captive berth nos.8 and 15 of KIOCL and UPCL respectively. As per our estimate as well, the modified revenue estimate of ₹42,105.63 lakhs is within the modified estimate of ARR at ₹42,308.13 lakhs.

The port has excluded cargo traffic of captive berths viz. UPCL and KIOCL while estimating the revenue for cargo related services. As stated earlier, the wharfage rate for KIOCL is determined separately and the port has excluded expenses related to KIOCL which is considered for determining the wharfage rate for the years 2015-16 to 2017-18. That being so, the approach adopted by the NMPT of excluding the cargo traffic (and wharfage related revenue of KIOCL from the revenue estimation) is found to be in order.

As regards UPCL, the concession agreement entered by the NMPT and UPCL on 9 May 2008 does not prescribe about levy of wharfage rate for captive cargo handled by UPCL. The Concession Agreement stipulates per tonne Royalty agreed between the NMPT and UPCL subject to Minimum Guaranteed Throughput. Royalty is not a tariff related item. The NMPT has not approached this Authority seeking approval of any other tariff for the captive berth given to UPCL. The exclusion of

cargo traffic of UPCL from the revenue estimates is found to be in order as port does not appear to collect any wharfage rate for captive cargo of UPCL. Moreover, the Practicing Chartered Accountant has certified the revenue estimates.

The total GRT of the vessels reported in the Administration Report for the year 2017-18 is 41,575,776 tonnes as against the total GRT of vessels considered for estimation of Port Dues at 33,810,542. The NMPT had earlier clarified that the GRT of vessels reported in Administration report is total GRT handled by the port including that of UPCL and KIOCL cargo vessels handled at Captive berth nos.8 and 15 respectively and the GRT in Form-3 for estimation of Port Dues is computed after excluding GRT handled at the captive berth No.15 and 8 of UPCL and KIOCL respectively.

As stated earlier, as regard UPCL as per the Clause 9.2.(a) (vi) of the Concession Agreement entered between the NMPT and UPCL, the applicable vessel related charges as prescribed in the SOR of NMPT are leviable. The NMPT has subsequently confirmed that the vessel related revenue estimates are modified to include the GRT of UPCL and KIOCL vessel. Therefore, the revised revenue estimates furnished by the port are relied upon as they are duly certified by the Chartered Accountant.

- (viii). (a). As per Clause 2.6 of Tariff Policy, 2018, the Major Port Trusts have the flexibility to determine the rates to respond to the market forces based on their commercial judgment and draw the SOR within the ceiling of indexed ARR, duly certified by a practicing Chartered Accountant. The Port has given detailed working of revenue estimation indicating each of the tariff items in the proposed SOR for corresponding traffic handled in 2017-18 as required as per Clause 2.6 of the Working Guidelines. The total revenue estimated by NMPT at the proposed tariff is ₹42,154.14 lakhs which is within the ceiling indexed ARR of ₹42,716.81 lakhs. The revenue estimation by the NMPT at the proposed tariff and traffic of 2017-18 has been duly certified by the Chartered Accountant and hence been relied upon subject to following modification:
- (i). The revenue estimate from container scanning charges is modified and estimated at ₹152/- per TEU as against ₹276/- per TEU for the reasons given in the subsequent part of the analysis.
 - (ii). The revenue estimate from the levy for deployment of labour from Registered Cargo Handling Labour Wing (RCHLW) for pet coke for coastal cargo is modified and prescribed at par with foreign rate in line with the original proposal of the NMPT as this category of cargo is POL product as per the clarification issued by the NMPT and is not entitled for coastal concession as per the coastal policy of the MOS. This is in line with the prescription of same wharfage rate for pet coke for foreign and coastal cargo in the existing as well as the proposed SOR.
- Subject to above modification in the revenue estimation furnished by the NMPT duly certified by the Chartered Accountant, the total revenue estimate at the tariff to be approved works out to ₹42,193.81 lakhs which is within the ceiling indexed ARR of ₹42,308.13 lakhs.
- (b). The NMPT in its final revised proposal has proposed General increase in existing rate by 3% except rates for Container Handling Charges which is proposed to be increased by 55%-56%, HMC charges for port owned HMC for handling container by 25% for laden containers and 50% increase for empty container, wharfage charges for a few Cargoes in the range of 4% to 5% and Container Wharfage charges by 35%. The port has also proposed reduction in Wharfage Charges for a few cargoes.

The NMPT has also proposed a few new tariff items listed at para 7 Sl. No.(V) (iii) (a) brought out in an earlier paragraph of the Order. They are not reiterated here for sake of brevity. The port has clarified that in the existing SOR no rate is prescribed for these services. The port has captured revenue estimates for the new tariff items.

The port has categorically stated that proposed revision is to recover the operating cost and to upgrade existing port infrastructures and the increase/reduction proposed is based on the demand of the port users, comparison of handling charges in neighboring ports and revenue estimated at the proposed rate is within the purview of Annual Revenue Requirement and as per the Tariff Policy, 2018. The port has categorically stated that increase/reduction in rate proposed is to keep the cargo throughput intact, and after considering operational requirement and also to make sure that there is no loss of cargo in the port.

- (c). James Mackintosh & Co. (JMC), Mangalore Steamer Agents Association (MSAA), Delta Infralogistics Limited (DIL), Association of New Mangalore Port Stevedores (ANMPS) and Kanara Chamber of Commerce and Industry (KCCI) have objected to the increase proposed by the NMPT particularly in Container handling charges.

In this regard, the NMPT has clarified that the marginal increase is considered on account of resource addition for container handling i.e. new reach stackers, development of additional storage yard etc.

However, in view of the request made by JMC and other user associations, the port has reviewed its proposal and reduced the tariff increase for laden container from 50% proposed earlier to 25% in its revised proposed SOR.

- (d). Many of the users/ user associations like JMC, KCCI, MSAA and ANMPS have objected on increase proposed by the port in the fee for issue of Dock Entry Passes stating that this will adversely affect those who are having large number of staff and vehicles. Acceding to their request, the port has revised its proposal wherein the port has proposed the revised rate for entry into the wharf closer to the rate suggested by the ANMPS.

In view of above, submissions, it is seen that the NMPT has reviewed its proposal and modified it for a few items based on demand of port users/ user associations.

- (e). The revenue estimates furnished by the NMPT at the proposed tariff vide its final revised proposal at ₹42,154.14 lakhs is within the estimated ARR of ₹42,716.81 lakhs and both the ARR and revenue estimates at the proposed tariff are duly certified by Practicing Chartered Accountant and the Financial Advisor and Chief Accounts Officer (FA&CAO) of the NMPT. The revised working of revenue estimates by the NMPT is relied upon subject to correction done on account of two rates as explained in the preceding paragraphs. The revenue estimate modified by us at ₹42,105.63 lakhs is also within the modified ARR of ₹42,308.13 lakhs. There is revenue gap of ₹202.50 lakhs which is not covered as per our estimate as against revenue gap of ₹562.67 lakhs at the level of revenue estimated by the NMPT.
- (f). Clause 2.6 of the Tariff Policy, 2018 gives flexibility to Major Port Trusts to fix the tariff within the ceiling ARR. In view of the above position and also recognizing that the revenue estimated by the NMPT at the proposed tariff is within the ceiling ARR and the revenue estimates at the proposed tariff are duly certified by the Chartered Accountant, the tariff increase as proposed by the port is approved. In any case, as stipulated in Clause 7.1 of the Tariff Policy, 2018, the rates prescribed in the SOR are ceiling levels; the NMPT may charge lower rates, if it so desires. While approving the

revised SOR, the NMPT is requested to ensure that as a result of hike in the SOR there will not be loss of traffic to the port.

- (g). The detailed ARR calculation furnished by the NMPT and modified ARR calculation by us are attached as **Annex-I (a)** and **(b)** respectively. The revenue estimates at the proposed rates as furnished by the Port and modified revenue estimates by us are attached as **Annex-II (a)** and **(b)** respectively.
- (ix). (a). In pursuance of Ministry of Shipping (MOS) communication vide letter No.16/(88)2016-PD-VII dated 20 September 2016, this Authority has passed a common adoption Order No.TAMP/4/2004-Genl. dated 25 October 2016 relating to provide 80% discount for two years with effect from 20 September 2016, on the vessel related charges & cargo related charges for coastal transportation of vehicles through Ro-Ro ships by the Major Port Trusts. The NMPT has not proposed said provision in its proposed SOR.

In this regard, it is relevant to state that the MOS has conveyed the draft provision for incorporation in the SOR with some modification to all Major Port Trusts and further communication from the MOS in this regard is awaited. That being so, in the absence of any specific direction from the MOS for continuation of the said provision, this Authority goes ahead with the stand taken by the NMPT. On receipt of further communication from the MOS in this regard, this Authority shall pass a common adoption Order for incorporation in the SOR of all the Major Port Trusts on the said matter.

- (b). In pursuance of our letter No.TAMP/35/2013-Misc. dated 07 August 2014 directing all Major Port Trusts to prescribe a suitable note in their respective SOR regarding applicability of wharfage rates for Defence Stores in such a way that there is no ambiguity in the mind of users on the application of the prescribed rates, the port was requested to incorporate suitable provision in its SOR. In this regard, the NMPT has clarified that it has not handled any such type cargo till date. In future, if cargo is handled at NMPT, the port has stated that wharfage rate will be charged at the rates prescribed in the SOR for unenumerated goods. Since the port has not handled defence stores till date, this Authority insists for incorporation of a note as communicated in the letter dated 7 August 2014.
- (x). This Authority has passed a common adoption Order No.TAMP/46/2018-MUC dated 08 June 2018 incorporating a provision towards levy of Mandatory User Charge (MUC) of ₹145/- per container for the Logistics Data Bank Service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC) in the Scale of Rates of all the Major Port Trusts and BOT operators operating thereat in pursuance of MOS communication vide letter No.PD-14033/34/2017-PD-V dated 06 June 2018. The validity of the rate approved till 31 March 2019 has been extended till 30 September 2019. The SOR proposed by the NMPT does not prescribe the DMICDC user charges despite specific request.

It is relevant here to state that the DMICDC has filed a separate proposal for revision of the rate beyond the validity period which is being disposed of simultaneously.

Therefore, the revised MUC on containers for the Logistics Data Bank Service rendered by DMICDC approved by this Authority vide Order No.TAMP/46/2018-MUC dated 24 July 2019 for a period of two years for common adoption by all Major Port Trusts and BOT terminals thereat shall be applicable in case of NMPT also. Hence a suitable note is prescribed in the revised SOR of NMPT under Chapter IV as schedule 4.8 in this regard.

- (xi). The port has proposed to insert definition of a few terms viz., Cold move, Day, Week, Hirer, Month, Port, shift, Sailing vessels, Ship/ steamers and Trip under schedule 1.1 Definition – General.

The definition of the terms Cold move, Day, Week, Hirer, Month, are not prescribed in the existing SOR and appear to be in order and hence is approved as it is to bring in clarity in the SOR. The definition of the word "Port" is governed by the Indian Port Act, 1908 and hence need not be prescribed in the SOR of the NMPT. The terms "shift" and "Trip" are not used in the SOR of the NMPT and hence need not be prescribed in the SOR of the port.

The terms ship, steamer, sailing vessels are dealt with under section 2.1. Port Dues in the existing SOR. As per existing SOR, Ship" means a vessel propelled solely by wind power and 'Steamer" means any vessel other than a ship. As regards sailing vessels fitted with auxiliary engines, charges shall be levied at the rate applicable to ships.

In the proposed SOR, the port has defined "Ship/steamers" means any vessel propelled under power and fitted with engines. "Sailing vessels" is defined to mean vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion. The port has clarified that insertion of proposed definition in the existing SOR is to bring in more clarity. In view of the above position and recognizing that none of the users/ user association have commented upon the proposed definition, the same is approved as proposed by the port.

Consequent to the insertion of the above definition in the proposed SOR, note 1 under the port dues again defining "Ships/Steamers" means any vessel propelled under power and fitted with engines of the terms is deleted to avoid duplication.

- (xii). As per existing SOR note no.(4) under Port Dues, a vessel calling only for bunker at port or at anchorage shall be charged with only 25% of the port dues with which it would otherwise be chargeable. There is no specific pilotage fee or berth hire prescribed for this category of vessel. No vessel related charges are prescribed in the existing SOR for bunker barge.

In the proposed SOR, the NMPT has proposed vessel related tariff i.e. Port dues, Berth Hire Charges and Pilotage fees for the bunker barge and for vessel calling only for bunker at berth/ anchorage. The reasons and basis for the proposed new tariff items remain unexplained, despite specific request. It is, however, seen that the port dues proposed by the port for bunker barge is at par with the rate proposed for tugs, launches, barges, sailing vessel and the port dues proposed for vessels calling exclusively for bunkering at berth is proposed at par with the rate proposed for crude oil tanker at SBM. No port dues is proposed for vessels calling exclusively for bunkering at anchorage. Similar approach is adopted by the port for proposing pilotage fee and the berth hire charges for the above categories of vessels.

In view of port dues for vessel calling for bunkering at berth/ anchorage proposed to be included in the schedule of port dues, the existing note no.(4) is proposed for deletion which seems to be in order and hence proposed deletion is considered.

Since the rate proposed are for new services, the port was requested to capture revenue estimate for these items based on the service rendered in the 2015-16 and 2016-17 if no services rendered in the year 2017-18. The port has, therefore, in the revised revenue estimate captured revenue for the proposed new tariff items and the total revenue estimate is within the ARR. In view of the above position and recognizing that the Tariff Policy, 2018 gives flexibility to Major Port Trusts to draw the SOR within the ARR and also recognizing that none of the users/ user associations consulted during the processing of this case have not objected to the tariff proposed for these items, this Authority approves the rates as proposed by the port.

As regards the point made by the NMPT that there is no provision in the guidelines to consider the notional estimate for new cargoes and non performing existing cargos for Y3 but the port has, however, considered revenue estimate as suggested

by the TAMP, it is relevant to bring out that the port was not required to estimate revenue on notional basis. Since the port has proposed new tariff items, the port was requested to estimate probable revenue based on the service rendered in the year 2015-16 and/ or 2016-17 if no traffic was handled in the year i.e. Y3 2017-18 as its original proposal did not capture revenue for a few existing tariff items and new tariff items. This was to ensure the provision prescribed in clause 2.9 of the Working Guidelines is complied with. The said clause require Major Port to furnish a detailed working of income estimation indicating each of the tariff items in the proposed SOR for corresponding traffic and establish itself that the sum of the revenue so determined from all the tariff items in the SOR is within the ceiling of the indexed ARR. In view of the above provision of the Working Guidelines, it is pertinent to include reasonable estimate for the new tariff items so as to comply with the said clause of the Working Guidelines and to ensure that total revenue estimate from all the tariff items including the new items do not exceed the ARR.

- (xiii). The port has proposed modification in existing note no.(vi) for "Mother Vessel" deleting clause (b) and (c) and has also proposed modification in note no.1 relating to levy of Berth Hire Charges clarifying that it to bring more clarity in the condition. The note (b) relates to non-levy of vessel related charges except port dues on mother vessels anchored at outer anchorage and (c) relates to levy of vessel related charges excluding berth hire at inner anchorage. The deletion of existing note (b) is in order as no vessel related services are rendered at outer anchorage except port dues. As regards note (c), the port has clarified that there is no inner anchorage in the port. The proposed deletion is in order and hence is approved. The modification in existing note no.1 is to bring clarity and hence is approved as proposed by the port.
- (xiv). The port has proposed to introduce note no.1 (c) under the schedule of Pilotage fee to state that Pilotage fees shall be collected based on the GRT of the Vessels; Deck Cargo shall be exempted from assessment of.
Since the proposed note is intended to bring clarity on the levy of pilotage fee and similar prescription prevails in the Scale of Rates of V.O. Chidambaranar Port Trust and Chennai Port Trust, the same is approved as proposed by the port.
- (xv). The NMPT has proposed new note nos.2 (d) and (e) under the schedule of pilotage fee so as to extend the ambit of shifting for port convenience. The port has proposed to include shifting of container vessels from Berth No.8 (Old No.14) to any other general cargo berth and Shifting of any working vessels from general cargo berth to facilitate on arrival berthing of passenger/ cruise vessels as shifting for port convenience. In this regard, port has clarified that the note no.(d) is proposed to facilitate the promotion of container vessels having higher drafts and later note is proposed as an initiative to promote Cruise Tourism. The proposed notes are for the benefit of the trade and based on the justification furnished by the port the same is approved.
- (xvi). The proposed note no.(5) states that the shifting charges are for the movement of vessels within the dock basin. Shifting vessel from any berth to anchorage shall mean completion of Pilotage act and on re-entry by the vessel, Pilotage fees afresh shall be payable as prescribed under the schedule. The proposed modification in the existing note is intended to elaborate the existing note to bring more clarity in the condition and hence is approved as proposed by the port.
- (xvii). (a). In the existing SOR, Charges for hire of launches and tugs within the limits of port are prescribed at schedule 6.6 under the "Other Charges". In the current proposal, the port has shifted it from "other charges" to vessel related charged and brought it under schedule 2.4.1. The port has therein proposed (a). Tug Hire Charges for other than SPM operations, (b). Hire charges for Tugs, Launches and other Harbour crafts, (c). Tug hire charges when requisitioned but not utilized or delayed and (d) Cancellation charges in respect of floating craft requisitioned but not utilized or delayed. In the existing SOR, prescription of names of tugs, mooring launches and pilot

launch is done away with while proposing rate in the proposed SOR. Though the port has stated in Form 5 that these are new tariff items, it is seen that these are not new tariff items. For most of the items the rate proposed is lower than the existing rate. The port has clarified that the proposed tariff is on the basis of rate comparison with neighboring ports and operational requirements. As stated earlier, Clause 2.6 of the Tariff Policy, 2018 gives flexibility to Major Port Trusts to fix the tariff within the ceiling ARR and to capture the revenue estimates from the proposed tariff items. Since the revenue from the proposed tariff items is captured in the revenue estimates which is within the ceiling ARR and the revenue estimates at the proposed tariff are duly certified by the Chartered Accountant, the said proposed new tariff items are approved as proposed by the port.

- (b). In view of the proposal of the port for prescribing the tariff for these items under schedule 2.4.1., the port has also proposed a note that tug service shall be provided as part of the pilotage service (without any charge) on requisition from Master/ Owners, Agents of vessels for purposes of berthing, un-berthing, shifting, mooring, re-mooring and all connected works. Tug service provided as part of shifting service shall also be without any charge. The note under the Pilotage fee already prescribes that pilotage fee will be composite and shall include one inward and one outward movement with services of Port's Pilot/s with required number of tug/ tugs, lanches of adequate capacity and shifting of vessels for 'Port convenience' and supply of mooring boats. The proposed new note is stated to bring more clarity and to avoid any ambiguity. In view of the clarification furnished by the port, the new note is prescribed as proposed by the port.
- (c). The port has also proposed miscellaneous service charges for the use of tug at ₹5,000/- per person per voyage while on SPM duty. The port has clarified that the proposed tariff is on the basis of demand of port users. The port has also captured revenue estimate for this new tariff item. Based on the clarification furnished by the port, the proposed new tariff item is approved.
- (xviii). The port has proposed for deletion of note no.(vii) relating to levy of berth hire charges on "Lash barges" under schedule 2.4.2 citing that this operation is no more required at NMPT. The deletion proposed by NMPT is accepted.
- (xix). This Authority has passed a separate Order under Berthing Policy wherein anchorage charges are prescribed. In the current proposal the port has proposed to continue with the existing anchorage charges. The anchorage charge is leviable at certain percentage of berth hire charges. Most of the users/ user association like the ANMPS, Mangalore Refinery and Petrochemical Limited (MRPL), Oil Companies and KCCI have objected to the introduction of Anchorage charges. The main contention of the trade is that Port is not giving any service at anchorage. On the plea that there is no cargo traffic handled at Anchorage and the Port is not providing any service to ships/cargo at Anchorage, the users contend that proposed anchorage dues is not justified.

No anchorage charge is leviable for first 48 hours for any vessel. The Oil companies have stated that operation will exceed 48 hours. They position additional LPG vessels to ensure uninterrupted LPG supply and hence the proposed introduction of anchorage dues will divert additional LPG quantity to neighboring ports.

In view of the strong objection raised by the port users, at the suggestion of this Authority, the port had a Meeting with port users to discuss the matter regarding introduction of Anchorage Charges on 21 May 2019. Based on the outcome of the said meeting, the NMPT has reviewed its proposal and proposed concessional anchorage charge for Liquid Cargo Vessels with first 72 hours as free period.

The port has justified the proposed anchorage charge citing that in the past, it has been observed that many vessels anchor inside the anchorage area for vessel repairs and have no other operational requirement at the port. Also, there are instances where vessels which call the port for loading/ discharging do not provide vessel/ cargo/ custom related documents and wait at the anchorage for a longer period. Staying at the anchorage increases the turnaround time of the vessel and affects the overall performance of the port and it also has an impact on the safety of navigation within the port limits with an adverse effect on other environmental and security related aspect. In this backdrop, the port has proposed continuance of anchorage charge.

Apart from the above rationale and justification furnished by the port it is pertinent to mention that the MOS in June 2016 has issued the Berthing Policy for Dry Bulk Cargo for Major Ports, and has directed all the Major Port Trusts to implement the Berthing norms with actual incentives and penalties. The said Policy also prescribes Guidelines for levy of anchorage charges by all Major Port Trusts and, *inter alia*, require all the Major Port Trusts to adhere with the following:

- (a). The port has to create multiple slab rates for anchorage charges based on the time of waiting of vessel in anchorage.
- (b). The port has to provide free waiting period for vessels during which no anchorages will be levied. The free waiting period should not exceed 48 hours of waiting in the anchorage.
- (c). Post the free waiting period, a normal anchorage charge ranging from 10% to 25% of the berth hire charges are to be levied on the vessels for period of 48-96 hours post expiry of the free period.
- (d). Post a waiting period of 96-144 hours, ports is to charge a high anchorage charge comparable to the daily charter rates of the vessel.
As against the above position in the Berthing Policy issued by the MOS, the anchorage charge proposed by the port for vessels other than the liquid vessels is as follows:

Sl. No.	Period	Proposed Anchorage Charges
1	Upto 48 hours	Free
2	Above 48 hours and upto 96 hours	10% of applicable berth hire charges
3	Above 96 hours and upto 144 hours	30% of applicable berth hire charges
4	Above 144 hours	50% of applicable berth hire charges

It can be seen that the anchorage charge proposed by the port is in line with the Guidelines issued by the MOS in this regard and is an existing item. The port has also captured revenue estimates for the proposed new tariff item. Recognising that the proposed anchorage fee is to deter vessels waiting at anchorage, and is intended to bring in more transparency in operation, and also recognising that the proposed anchorage fee is well within the anchorage fee prescribed in the Berthing Policy issued by the MOS and an existing tariff item, this Authority is inclined to approve the proposal of the port.

For liquid vessels, the port has proposed 72 hour free and 5%/ 10% of the applicable berth hire charge for the slabs above 72 hours to 144 hours and above 144 hours respectively. Though the Berthing Policy is for dry bulk cargo, the port has proposed introduction of anchorage charge for liquid vessels based on its past experience of vessels overstaying at anchorage. Since the proposal is intended to improve the turnover time and overall performance of the port, the proposed anchorage charge for liquid vessels is also approved as proposed by the port. The revenue estimate capture revenue from the proposed new tariff item.

- (xx). The increase proposed in the wharfage rate is in the range of 2% to 5% for foreign cargo. The port has also proposed reduction in the wharfage rate for a few cargo

items viz., (a). Yarn, cotton and wool raw. Waste or manufactured staple fiber (62%), (b). Zinc concentrate (13%), (c). Timber & Allied products - Timber of all kinds of logs including plywood and Papers of all kinds including waste papers (19%), (d). Salt (76%), (e). Tapioca chips, flour starch, waste & tamarind seed powder in bags (25%), Clay, chalk, fly ash in bulk (59%) and Unremunerated goods other than the above specified (37%). To a specific query to justify the increase/ reduction in wharfage charge, the port has justified that increase/ reduction proposed in the existing wharfage rate is to keep the cargo throughput intact and taking into consideration the operational requirement and also to make sure that there is no loss of cargo in the port.

The port has also proposed wharfage rate for a few new items viz. SLOP/ Sludge Oil/ Waste Oil, Construction and building materials, Granite Boulders & Tetra Pod and Pipeline Transfer Operation Charges of POL Products. Recognizing that clause 2.6 of the Tariff Policy, 2018 gives flexibility to Major Port Trusts to fix the tariff within the ceiling ARR and also recognizing that the revenue has been estimated by the NMPT at the proposed tariff for these new items and the total revenue estimate is within the ceiling ARR duly certified by the Chartered Accountant, the wharfage rate proposed for new items is approved as proposed by the port.

- (xxi). (a). As against general increase of 3%, the increase proposed in the wharfage rate for container is 35% and container handling charges it is 55%. The NMPT has clarified that the increase proposed is taking into consideration resource addition done by the port for container handling i.e. new reach stackers, development of additional storage yard etc. In view of the above clarification furnished by the port and recognizing that this item is captured in the revenue estimate, the proposed tariff is approved.
- (b). The existing SOR does not prescribe separate wharfage rate for different types of containers viz., normal container, Reefers, Hazardous & ISO/ Specialized Tank containers. In the proposed SOR, the port has proposed separate wharfage rate for Reefers, Hazardous & ISO / Specialized Tank containers at 50% premium over the normal container.

As per clause 9.8.3 of Working Guidelines, 2018, wharfage charge for Hazardous container can be 50% over the normal type of container. The port has proposed 50% premium for Hazardous containers. Apart from that, the port has proposed 50% premium for reefer and ISO/ Specialized Tank containers which is not found to be in line with Guidelines. When sought clarification, the port clarified that reefer and ISO / specialized tank containers require special treatment and care in handling which involve additional cost to the port and hence premium is charged.

It is seen that even in the SOR of the main container handling port viz., Jawaharlal Nehru Port Trust (JNPT) and container terminal operators like NSICTPL, GTIPL, IGTPPL etc., the container handling rate for reefer container is at par with normal container. Hence, wharfage rate for reefer container is made applicable at par with the normal container to maintain uniformity is prescription across all Major Ports/ BOT terminals. Hence, the word "Reefer" is deleted from the heading of the schedule 4.4.1 (a) and in schedule 4.4.1 (b) the words "including Reefer containers" is added in the end.

As regards the "ISO/ Specialised Tank Containers", it is relevant to state that if they are declared hazardous they will automatically be categorized under hazardous for the purpose of levy of wharfage rate and hence no separate category as ISO/ Specialised Tank Containers is prescribed as it is not prescribed in the SOR of any other MPTs/ BOT operators.

The port has estimated revenue for Reefer, ISO/ Specialised containers and hazardous container together. In the absence of bifurcation of these categories of containers it is not possible to modify the revenue estimate on account of above modification in the proposed rate as explained in the preceding paragraph to fall in line with the Working Guidelines. In any case, the revenue estimate will reduce and not exceed the estimated ARR.

- (c). In the existing SOR, storage charge is prescribed in US\$ for foreign container and in rupee denomination for coastal container. In the existing SOR, no coastal concession is applied in the storage charge for coastal container which is in line with the coastal concession policy of the Government. In the final revised proposed SOR, the port has proposed 50% increase in the storage charge for coastal container in the first slab and proposed 2 times and 3 times the rate of the first slab for the subsequent two slabs. The port has proposed uniform rate for foreign and coastal container in rupee terms. It is relevant here to state that clause 9.2 to the Working Guidelines stipulates that container-related charges will continue to be US dollar-denominated in the case of foreign containers and rupee denominated in the case of coastal containers. Since in the existing SOR, storage charge for foreign going containers is in dollar terms, the proposed SOR is modified to prescribe the rate in dollar terms after applying percentage increase in the existing storage charge for foreign container corresponding with increase proposed in coastal container. This correction is done to comply with the working guideline position. This may not have any significant impact as the revenue from storage charge estimated by the port is negligible.
- (xxii). The port has proposed a new tariff item viz. Container scanning charges under Schedule 4.7 at ₹276/- per container. The NMPT has clarified that container scanning charges has been introduced based on the orders of the Ministry of Shipping vide its letter dated 12 July 2018 as port is investing about over ₹30 crores on container scanner.

It is seen from the said letter of the MOS dated 12 July 2018, that the MOS referring to the decision taken by the IPA regarding installation of Mobile X-ray Container Scanning at port, communicated to the five Major Port Trusts viz. VPT, JNPT, Paradip Port Trust (PPT), NMPT and Kolkata Port Trust (KOPT) to follow Normative rates for recovery of cost and take up the proposal with TAMP for fixation of Tariff. The port has not furnished working for arriving at the proposed rate following Normative approach for recovery of cost as directed by the MOS.

It is relevant here to state that this Authority has, vide Order No.TAMP/77/2018-VPT dated 29 March 2019, based on the proposal of the VPT for deployment of container scanner approved rate of ₹152/- per TEU by following Normative approach for recovery of cost as directed by the MOS. Hence, in the absence of the NMPT furnishing detailed cost calculation in support of the proposed rate in line with the approach communicated by the MOS, this Authority considers it appropriate to prescribe the rate as approved in the Order dated 29 March 2019 for VPT. The port may, if it considers necessary, file a proposal seeking rate based on Normative approach for recovery of cost as directed by the MOS and in line with the model adopted for fixation of rate for container scanner at VPT. The revenue estimated by the NMPT is modified to the extent of modified rate approved.

- (xxiii). As regards levy for services provided from Registered Cargo Handling Labour Wing (RCHW) for Cargo Handling Operations, the port has proposed 2% to 5% increase in the existing rate and captured the impact of the same in the revenue estimates. The port has also proposed rates for new cargo items viz. fly ash and river sand which are new commodity handled at port and provided rate for unenumerated cargo at par with rates for similar cargo items. Rates prescribed in existing Scale of Rates at Sl. No.24 to 31 are deleted as there is no service rendered by the port. The rate proposed by the port and deletion proposed is approved.

The port had, in its original proposal, proposed rate for coastal pet coke at par with the rate for foreign cargo. The ANMPS has stated that coastal concession is not prescribed in the wharfage rate for Pet coke. The port had then clarified that pet coke is equivalent to Petroleum products. However, in the final revised SOR, the port has proposed coastal rate for pet coke applying coastal concession.

In this regard, it is relevant here to state that as per the coastal concession policy of the MOS, crude including POL products, irons ore and thermal coal are not entitled for coastal concession. In line with the coastal concession policy, wharfage rate for coastal pet coke is prescribed at par with foreign rate. The same needs to be followed for levy for deployment of labour from RCHW. Hence the coastal rate for pet coke is prescribed at ₹48/- per tonne at par with the rate proposed for the foreign cargo as against concessional rate of ₹29/- proposed by the port. The revenue estimated by the NMPT is modified to that extent.

- (xxiv). (a). The existing fees for issue of License to C&F Agency and Steamer Agency is proposed to be increased from ₹6,650.00 for two calendar years to ₹25,000/- for two calendar years. Increase is also proposed for issue of renewal of license of issued of duplicate license. Further the existing note for renewal of license is slightly modified to state that renewal shall be effected only if the licensee has handled cargo/ containers of a minimum four vessels per annum at the Port during the previous license period. Since the proposed license fee and the interlinked note are of miscellaneous in nature, the same is approved as proposed by the port.

The port had earlier proposed security deposit of ₹2,00,000/- and ₹5,00,000/- payable by C&F and Steamer agents, respectively. Subsequently, in view the objection made by the concerned port users, the port has withdrawn the note relating to security deposit.

- (b). For issue of passes/ license for vehicles and persons for entry to the wharf, the port has proposed a note that the deposit cost of the RFID card and RFID tag will be ₹150/- and ₹210 respectively and the same will be refunded after verification if is in usable condition. Since the proposal envisages to refund the deposit, the proposal is approved.
- (xxv). The port has proposed a new tariff item at schedule 6.5 relating to charges for carrying out Bollard Pull Test. With regard to basis for proposing new tariff, the NMPT has clarified that as there was no rate for Bollard Pull test in existing SOR, the same has been proposed adopting the rate of Mumbai Port Trust for similar service. The rate proposed by the NMPT is found to be the existing rate applicable in the MBPT after applying applicable indexation factor in the rate approved by this Authority. In view of the above position and recognizing that the methodology adopted by the port is one of the methods prescribed in the Tariff Guidelines for proposing tariff for new service, the rate for this new services is approved as proposed by the port.
- (xxvi). The NMPT has proposed to delete the schedule 6.8 relating to charges for use of HMC installed by the private operator prescribed in existing SOR of the port. The existing SOR of the NMPT stipulates that charges for use of Harbour Mobile Cranes installed by the private operators authorized by NMPT will be governed by separate Order No.TAMP/24/2013-NMPT approved by TAMP on 13 February 2015 & notified in the Gazette of India on 19 March 2015. The said rate came into effect after expiry of 15 days from date of notification of the Order in Gazette of India i.e. from 3 April 2015 and validity was prescribed for a period of 3 years i.e. till 3 April 2018. The validity of the rate approved in the said Order has been extended at the request of the NMPT from time to time and is presently valid till 24 February 2020. Since the extended validity of the rate for HMC installed by the private operators is till 24 February 2020, it is appropriate to prescribe a note as in the existing SOR.

That being so, under the Schedule 6.8 a provision is prescribed to state that the charges for use of Harbour Mobile Cranes installed by the private operators authorized by NMPT will be governed by separate Order No.TAMP/24/2013-NMPT approved by TAMP on 13 February 2015 & notified in the Gazette of India on 19 March 2015 which has been extended vide Order No.TAMP/24/2013-NMPT dated 29 March 2019 notified in the Gazette of India on 14 August 2018 vide Gazette No.309. This is in line with the prescription made in the existing SOR.

- (xxvii). This Authority has vide separate Order No.TAMP/41/2014-NMPT dated 21 March 2015 approved hire charge for 63T HMC installed by the port following norms based model and the said Order was notified in the Gazette of India on 13 April 2015. The said rate came into effect after expiry of 15 days from date of notification of the Order in Gazette of India i.e. from 28 April 2015 and validity was prescribed for a period of 3 years i.e. till 28 April 2018. The hire charge for HMC approved in the said Order prescribes for automatic escalation in the rate subject to achievement of performance standards.

As against the above position, the port in the current proposal has proposed to incorporate rate for port owned HMC in the proposed SOR with 3% hike for handling dry bulk cargo, nil increase for break bulk cargo and 50% increase in handling laden container and 25% increase in handling empty container. The proposal of the port is not on norm based. The port is, therefore, requested to file a proposal within 3 months' time for the port owned HMC following normative model. In the meantime, since the validity of the rate for HMC installed by the port vide Order dated 21 March 2015 is already over, the validity of rates prescribed in said Order dated 21 March 2015 is extended from the date of expiry till the revised rate for the HMC based on the proposal to be filed by the NMPT comes into effect. The existing rate shall be subject to the annual indexation on achievement of the bench mark level of the average daily crane performance as prescribed in the said Order. Hence, a suitable note in this regard about application of rate as per Order dated 21 March 2015 is prescribed in the revised SOR to this effect. The revenue estimate is modified on that account.

- (xxviii). As per Clause 3.1 of the Tariff Policy, 2018, the Major Port Trusts shall also commit Performance Standards for cargo related services in terms of average ship berth day output, average moves per hour in case of container handling. It is not necessary to commit cargo-wise ship berth day output. Instead, the Major Port Trusts may propose overall average ship berth day output. For vessel side services, the port shall prescribe Performance Standards in terms of average turnaround time of vessels and average pre-berthing time of vessels.

The NMPT has committed overall Performance Standards for cargo related services in terms of average ship berth day output at 16,500 tonnes/ day. The port has also proposed Performance Standards in terms of average turnaround time of vessels at 2.50 days and average pre-berthing time of vessels at 1.00 day. The Tariff Policy, 2018 does not prescribe any method or basis for proposing performance standards. The port has clarified that the performance standards proposed by the port is based on the average performance of the port in the earlier years. It is seen that the performance standards proposed by NMPT as regards ship berth day output and pre berthing time are improvement over the performance achieved in the year 2017-18 as reported by the IPA in the Performance Indicators at Major Ports. As regards turnaround time on port account the port has achieved 1.69 days in the year 2017-18 as reported by the IPA. It is, therefore, not found appropriate to prescribe performance parameter lower than that achieved by the port. Hence, this performance parameter is prescribed as 1.69 days. Apart from this, the performance standard as proposed by the NMPT is prescribed along with SOR.

It is relevant here to mention that the Performance Standards committed by the Port are to be considered for the operations carried out exclusively by the Port within the port premises, with its own equipment and will not be applicable to the private service provider authorised by the port for rendering services with his equipment for

whom separate benchmark performance standards prescribed in the relevant Order shall be applicable.

- (xxix). As per Clause 2.8 of the Tariff Policy, 2018, SOR will be indexed annually to inflation to the extent of 100% of the variation in Wholesale Price Index (WPI) announced by the Government of India. Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1st May of the relevant year to 30th April of the following year. Further, as per clause 3.2 of the Tariff Policy, 2018 to be read with clause 2.8 of the Tariff Policy, 2018, annual indexation in SOR at 100% of the WPI is applicable subject to achievement of Performance Standards committed by Major Port Trusts. If a particular port does not fulfil the Performance Standard, no indexation would be allowed during the next year. It is relevant to state that in the instant case indexation for the year 2018-19 is already considered in the ARR and for drawing the SOR. The next annual indexation in SOR will be applicable from 1 May 2020 subject to achievement of Performance Standards in the year 2019-20. That being so, a note is inserted in the SOR to the effect that the SOR approved by this Authority is subject to automatic annual indexation at 100% of the WPI to be announced by this Authority. The annual indexation will be from 1 May 2020 subject to the NMPT achieving the Performance Standards notified alongwith the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in SOR for that particular year. The Tariff Policy, 2018 stipulates that annual indexation in the SOR will be automatic subject to achievement of Performance Standards. It does require the Major Port Trusts to approach this Authority for the same. In order to have transparency, the port is advised to declare the Performance Standards achieved for the period 1 January to 31 December vis-à-vis the Performance Standards notified by this Authority at the level committed by the port within one month of end of the calendar year to this Authority. If the Performance Standards as notified by this Authority are achieved by the port, then the port can automatically index the rates prescribed in its SOR at 100% of WPI announced by this Authority and apply the indexed SOR w.e.f. 1 May of the relevant year. The indexed SOR by the NMPT to be intimated by the port to the concerned users and to this Authority.
- (xxx). As per Clause 3.8 of Working Guidelines, the SOR notified shall remain valid for 3 years after expiry of 30 days from the date of notification of the Order in the Gazette of India. Therefore, the validity of the revised SOR is prescribed for a period of 3 years from the date the Order approved comes into effect.
- (xxxi). (a). As per clause 7.1 of the Tariff Policy, 2018, the rates prescribed in the Scale of Rates are ceiling levels. The ports may, if they so desire charge lower rates. The NMPT may exercise the flexibility to charge lower rates and/ or allow higher rebates and discounts.
- (b). As stated earlier, as per Clause 2.7 the Tariff Policy, 2018, it is for the NMPT to ensure that as a result of revision in the SOR there will not be loss of traffic to the port.
- (c). If there is any error apparent on the face of record considered, the NMPT may approach this Authority for review of the tariff fixed within 30 days from the date of notification of the Order passed in the Gazette of India.
- (d). The modifications proposed by NMPT in the conditionalities governing the Scale of Rates are considered for approval based on justification/ clarification furnished by NMPT. The NMPT may also for any justifiable reasons, approach this Authority for review of the tariff fixed giving adequate justification/ reasoning within 30 days from the date of notification of the Order passed in the Gazette of India.

- (e). The NMPT may, if necessary, come up with a proposal for amending any of the conditionalities approved, even before the expiry of the tariff validity period.

14.1. In the result, and for the reasons give above, and based on a collective application of mind, this Authority approves the revised SOR and the Performance Standards of the NMPT which have been notified separately. The effective date of the revised Scale of Rates and conditionalities governing the application of revised Scale of Rates will remain the same as already indicated in the separate Order dated 24 July 2019 and shall be in force for a period of 3 years from the date of effect of revised SOR. The approval accorded will automatically lapse thereafter unless specifically extended by this Authority.

14.2. The NMPT has committed Performance Standard for cargo related services in terms of average ship berth day output, average moves per hour in case of container handling. For vessel side services, the port has committed Performance Standards in terms of average turnaround time of vessels and average pre-berthing time of vessels.

14.3. The indexation of SOR as provided in Clause 2.8 of the Tariff Policy, 2018 is to be read with Clause 3.2 of Tariff Policy 2019. If NMPT does not meet the Performance Standard, the NMPT is not eligible for indexation during the next year.

14.4. As per Clause 6 of the Tariff Policy 2018, Major Port Trust shall furnish to this Authority annual reports on cargo traffic, ship berth day output, average turnaround time of ships, average pre-berthing waiting time as well as the tariff realized for each of its berth. In addition, for the container berths, annual reports shall also be provided on average moves per crane hour and average dwell time for containers. The annual reports shall be submitted by the Ports within 60 days following the end of each of the year. Any other information which is required by this Authority shall also be furnished to them from time to time.

14.5. As per Clause 4 of the Working Guidelines this Authority shall publish all the information received by it from Major Port Trusts under clause 6 of the Tariff Policy, 2018 on its website. However, this Authority shall consider a request from any 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 upon such publication. TAMP's decision in this regard would be final.

(T.S. Balasubramanian)
Member (Finance)

**Computation of Annual Revenue Requirement under Tariff Policy, 2018 for Determination of Tariff for
Major Port Trusts furnished by NMPT**

Rs. in lakhs

Sl. No.	Description	Y1 (2015-2016)	Y2 (2016-2017)	Y3 (2017-18)
(1).	Total Expenditure (As per Reconciled Audited Annual Accounts)			
(i).	Operating expenses (including Depreciation)	25,109.64	27,359.39	28,566.99
(ii).	Management & general Overheads	3,790.45	4,771.83	5,455.55
(iii).	Finance and Miscellaneous expenses (FME)	1,157.37	2,974.97	1,669.42
	Subtotal 1=(i)+(ii)+(iii)+(iv)	30,057.46	35,106.19	35,691.96
(2).	Less Adjustments:			
(i).	Estate related expenses			
	(a). Operating expenses (including Depreciation)	1,057.95	1,221.32	1,264.55
	(b). Allocated Management & Administrative Overheads	159.70	213.01	241.50
	(c). Allocated FME	48.76	132.80	73.90
	Subtotal 2(i)=[(a)+(b)+(c)]	1,266.41	1,567.13	1,579.95
(ii).	Interest on loans	-	-	-
(iii).	2/3rd of One time expenses, if any like arrears of wages, arrears of pension / gratuity, arrears of exgratia payment, etc. (list out each of the items)			
	(a). WRC Arrears	-	-	-
	Subtotal 2(iii) = [(a)+(b)+(c)]	-	-	-
(iv).	2/3rd of the Contribution to the Superannuation funds (Pension Fund, Gratuity Fund and Leave Encashment Fund)	3,398.30	3,784.14	4,242.58
(v).	Management and General overheads over & above 25% of the aggregate of the operating expenditure and depreciation	-	-	-
(vi).	Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10. of the Tariff Policy, 2018.			
	(a). Operating Expenses	76.35	84.09	92.50
	(b). Depreciation	44.68	44.68	44.68
	(c). Allocated Management and Administrative Overheads and FME	624.64	779.59	797.18
	Subtotal 2(vi) = [(a)+(b)+(c)]	745.68	908.36	934.36
	Total of 2 = 2(i)+2(ii)+2(iii)+2(iv)+2(v)+2(vi)	5,410.39	6,259.63	6,756.89
(3).	Total Expenditure after Total Adjustments (3 = 1 - 2)	24,647.07	28,846.56	28,935.07
(4).	Average Expenses of Sl. No.3 = [Y1 + Y2 + Y3] / 3			27,476.23
(5).	Capital Employed			
	(i). Net Fixed Assets as on 31.03.2018 (As per Audited Annual Accounts)			88,584.28
	(ii). Add: Work in Progress as on 31.03.2018 (As per Audited Annual Accounts)			2,905.57
	(iii). Less: Net value of Fixed assets related to Estate activity as on 31.03.2018 as per Audited Annual Accounts.			7,317.08
	(iv). Less : Net value of fixed assets, if any, transferred to BOT operator as on 31 March 2018 as per Audited Accounts.			
	(v). Less : Net value of fixed assets as on 31 March 2018 as per Audited Accounts relevant to be considered for captive berths, if any, under clause 2.10. of the Tariff Policy, 2018.			2,359.55
	(vi). Add : Working Capital as per norms prescribed in clause 2.5. of the Working Guidelines			
	(a). Inventory			644.48
	(b). Sundry Debtors			1,378.04
	(c). Cash			2,511.52
	(d). Sum of (a)+(b)+(c)			4,534.04
	(vii). Total Capital Employed [(i)+(ii)-(iii)-(iv)-(v)+(vi)(d)]			86,347.25
(6).	Return on Capital Employed 16% on Sl. No. 5(vii)			13,816.00
(7).	Annual Revenue Requirement (ARR) as on 31 March			41,292.23
(8).	Indexation in the ARR @ 100% of the WPI applicable for the year 2018-19			3.45%
(9).	Ceiling Indexed Annual Revenue Requirement (ARR)			42,716.81
(10).	Revenue Estimation at the Proposed SOR within the Ceiling indexed ARR estimated at Sl No. 9 above			42,154.14

Computation of Annual Revenue Requirement under Tariff Policy, 2018 for Determination of Tariff for Major Port Trusts furnished by NMPT and modified by TAMP

Rs. in lakhs

Sl. No.	Description	Y1 (2015-2016)	Y2 (2016-2017)	Y3 (2017-18)
(1).	Total Expenditure (As per Reconciled Audited Annual Accounts)			
(i).	Operating expenses (including Depreciation)	25,109.64	27,359.39	28,566.99
(ii).	Management & general Overheads	3,790.45	4,771.83	5,455.55
(iii).	Finance and Miscellaneous expenses (FME)	1,157.37	2,974.97	1,669.42
	Subtotal 1=(i)+(ii)+(iii)+(iv)	30,057.46	35,106.19	35,691.96
(2).	Less Adjustments:			
(i).	Estate related expenses			
	(a). Operating expenses (including Depreciation)	1,057.95	1,221.32	1,264.55
	(b). Allocated Management & Administrative Overheads	159.70	213.01	241.50
	(c). Allocated FME	48.76	132.80	73.90
	Subtotal 2(i)=[(a)+(b)+(c)]	1,266.41	1,567.13	1,579.95
(ii).	Less: Railway related expenses	126.54	147.64	109.11
(ii).	Interest on loans	-	-	-
(iii).	2/3rd of One time expenses, if any like arrears of wages, arrears of pension / gratuity, arrears of exgratia payment, etc. (list out each of the items)			
	(a).WRC Arrears	-	-	-
	Subtotal 2(iii) = [(a)+(b)+(c)]	-	-	-
(iv).	2/3rd of the Contribution to the Superannuation funds (Pension Fund, Gratuity Fund and Leave Encashment Fund)	3,398.30	3,784.14	4,242.58
(v).	Management and General overheads over & above 25% of the aggregate of the operating expenditure and depreciation	-	-	-
(vi).	Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10. of the Tariff Policy, 2018.			
	(a). Operating Expenses	130.65	381.42	542.73
	(b). Depreciation	44.68	44.68	44.68
	(c). Allocated Management and Administrative Overheads and FME	624.64	779.59	797.18
	Subtotal 2(vi) = [(a)+(b)+(c)]	799.98	1,205.69	1,384.59
	Total of 2 = 2(i)+2(ii)+2(iii)+2(iv)+2(v)+2(vi)	5,591.23	6,704.60	7,316.23
(3).	Total Expenditure after Total Adjustments (3 = 1 - 2)	24,466.23	28,401.59	28,375.73
(4).	Average Expenses of Sl. No.3 = [Y1 + Y2 + Y3] / 3			27,081.18
(5).	Capital Employed			
	(i). Net Fixed Assets as on 31.03.2018 (As per Audited Annual Accounts)			88,584.28
	(ii). Add:Work in Progress as on 31.03.2018 (As per Audited Annual Accounts)			2,905.57
	(iii). Less: Net value of Fixed assets related to Estate activity as on 31.03.2018 as per Audited Annual Accounts.			7,317.08
	(iv). Less : Net value of fixed assets, if any, transferred to BOT operator as on 31 March 2018 as per Audited Accounts.			
	(v). Less : Net value of fixed assets as on 31 March 2018 as per Audited Accounts relevant to be considered for captive berths, if any, under clause 2.10. of the Tariff Policy, 2018.			2,359.55
	(vi). Add : Working Capital as per norms prescribed in clause 2.5. of the Working Guidelines			
	(a). Inventory			644.48
	(b). Sundry Debtors			1,378.04
	(c). Cash			2,511.52
	(d). Sum of (a)+(b)+(c)			4,534.04
	(vii). Total Capital Employed [(i)+(ii)-(iii)-(iv)-(v)+(vi)+(d)]			86,347.25
(6).	Return on Capital Employed 16% on Sl. No. 5(vii)			13,816.00
(7).	Annual Revenue Requirement (ARR) as on 31 March			40,897.18
(8).	Indexation in the ARR @ 100% of the WPI applicable for the year 2018-19			3.45%
(9).	Ceiling Indexed Annual Revenue Requirement (ARR)			42,308.13
(10).	Revenue Estimation at the Proposed SOR within the Ceiling indexed ARR estimated at Sl No. 9 above			42,105.63

Revenue Estimation at the proposed Scale of Rates as furnished by NMPT

Sl. No.	Description	Existing tariff (Foreign)	Existing tariff (Coastal)	Reference to the schedule and SI No in existing SOR	Proposed Tariff (foreign)	Proposed Tariff (Coastal)	Unit of levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the year 2017-18(Foreign)	Actual Traffic exclusively handled by the port during the year 2017-18(coastal)	Revenue estimation at the proposed tariff (Rs.)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
1	Port Dues												
a	Ships/ Steamers	USD 0.332	Rs. 5.38	Chapter II Sl. No 2.1	USD 0.344	Rs. 5.57	per GRT	Chapter II Sl. No 2.1	23587151	8431556	587,845,691	5,878.46	3%
b	Tugs, Launches, Barges, Sailing vessels, etc. not included above	USD 0.053	Rs. 2.48	Chapter II Sl. No 2.1	USD 0.055	Rs. 2.57	per GRT	Chapter II Sl. No 2.1			-	-	3%
c	SPM	USD 0.332	Rs. 5.38	Chapter II Sl. No 2.1	USD 0.344	Rs. 5.57	per GRT	Chapter II Sl. No 2.1	5459977	0	125,209,300	1,252.09	3%
d	Bunker Barge	New item proposed	New item proposed		USD 0.055	Rs. 2.57	per GRT	Chapter II Sl. No 2.1	0	434	1,115	0.01	
e	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		USD 0.344	Rs. 5.57	per GRT	Chapter II Sl. No 2.1	200000	200000	5,706,400	57.06	
f	Vessels calling exclusively for Bunkering at Anchorage	New item proposed	New item proposed		Nil	Nil	NA	Chapter II Sl. No 2.1	0	0			
2	Berth Hire Charges:												
	Berth Hire Charges for occupation of berth where wharf cranes are not installed												
	Vessel Other than oil Tanker												
	All vessels irrespective of GRT	0.23 cents subject to a minimum of USD 7.98	Re. 0.060 subject to a minimum of Rs. 213.33	Chapter II Sl. No. 2.4.1	0.24 cents subject to a minimum of USD 8.22/hour	Re. 0.062 subject to a minimum of Rs. 220.00/hour	Rate per hour or part thereof per GRT	Chapter II Sl. No 2.2.1	5375413	2319531	36,178,904	361.79	4%
	Oil Tankers and Other vessels												
(i)	Tankers / Oil tankers	0.33 cents subject to a minimum of USD 6.58	Re. 0.089 subject to a minimum of Rs. 175.96.	Chapter II Sl. No. 2.4.2	0.34 cents subject to a minimum of USD 6.78/hour	Re. 0.092 subject to a minimum of Rs. 181.24/hour	Rate per hour or part thereof per GRT	Chapter II Sl. No 2.2.2	15835557	5613352	147,972,313	1,479.72	3%
(ii)	Sailing vessels, Barges, Tugs (Vessels other than steamer and Tankers)	USD 4.12	Rs. 110.06	Chapter II Sl. No. 2.4.2	USD 4.26	Rs. 113.89	Per vessel / hour	Chapter II Sl. No 2.2.2					
(iii)	Fishing vessels / service boats	USD 0.66	Rs. 17.63	Chapter II Sl. No. 2.4.2	USD 0.68	Rs. 18.24	Per vessel / hour	Chapter II Sl. No 2.2.2					
(iv)	Wooden rowing boat with or without auxiliary engines	USD 0.32	Rs. 8.65	Chapter II Sl. No. 2.4.2	USD 0.33	Rs. 8.95	Per vessel / hour	Chapter II Sl. No 2.2.2					
(v)	Double banking (Daughter Vessel)	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above		Chapter II Sl. No. 2.4.2	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above			Chapter II Sl. No 2.2.2					
(vi)	Bunker Barge	New item proposed	New item proposed		USD 4.26	Rs. 113.89	Per vessel / hour	Chapter II Sl. No 2.2.2		434	820,008	8.20	
(vii)	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		0.34 cents subject to a minimum of USD 6.78/hour	Re. 0.092 subject to a minimum of Rs. 181.24/hour	Rate per hour or part thereof per GRT	Chapter II Sl. No 2.2.2	200000	200000	127,580	1.28	
	Charges for issue of Entry & Clearance Certificate:												
	Charges for issue of entry and clearance certificate to Master/Owner/Agent of vessel which calls at the Port for crew change and anchor within or beyond port limits without discharging or loading any cargo or passenger.	Rs. 1,330.00			Rs. 1,400.00		Per Certificate		3		4,200	0.04	
3	Pilotage												
(i)	For pilotage both inward and outward							Chapter II Sl. No 2.3					
(a)	upto 30,000 GRT	USD 0.426 subject to minimum of USD 1278	. 11.37 34110.00	Chapter II Sl. No 2.2	USD 0.441 subject to minimum of USD 1323	Rs. 11.77 subject to minimum of Rs.35310	per GRT	Chapter II Sl. No 2.3	8628319	3866704	299,500,775	2,995.01	4%
(B)	30,001 TO 60,000 GRT	USD 12780 + USD 0.340 per GRT over 30000 GRT	Rs.341100+ Rs.9.10 per GRT over 30000 GRT	Chapter II Sl. No 2.2	USD 13230 + USD 0.353 per GRT over 30000 GRT	Rs.353100+ Rs.9.42 per GRT over 30000 GRT	per GRT	Chapter II Sl. No 2.3	13431251	2881770	344,859,685	3,448.60	4%
(c)	60,001 GRT and above	USD 22980 + 0.298 per GRT over 60000 GRT	Rs.614100 + Rs.7.97 per GRT over 60000 GRT	Chapter II Sl. No 2.2	USD 23820 + 0.309 per GRT over 60000 GRT	Rs.635700+ Rs.8.24 per GRT over 60000 GRT	per GRT	Chapter II Sl. No 2.3	1527581	1683082	47,601,785	476.02	4%
(d)	SPM	USD 0.252	Rs. 9.58	Chapter II Sl. No 2.2	USD 0.260	Rs. 9.91	per GRT	Chapter II Sl. No 2.3	5459977	0	94,849,816	948.50	3%
								Chapter II Sl. No 2.3					
(ii. (a)	Barges,Tugs,Launches, etc. not specified above and sailing vessels(With/without auxiliary engines) and fishing vessels upto GRT 199	USD 94.88	Rs. 2,536.31	Chapter II Sl. No 2.2	USD 98.00	Rs. 2,625.00	per vessel	Chapter II Sl. No 2.3	0	15	39,375	0.39	3%
(b)	200 GRT and above	USD 142.31	Rs. 3,803.80	Chapter II Sl. No 2.2	USD 147.00	Rs. 3,936.00	per vessel	Chapter II Sl. No 2.3	0	10	39,360	0.39	3%
(iii. (a)	Bunker Barge (One time during first entry)	New item proposed	New item proposed		USD 98.00	Rs. 2,625.00	per vessel	Chapter II Sl. No 2.3	0	1	2,625	0.03	
(b)	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		As per 3 (i) above	As per 3 (i) above	per GRT	Chapter II Sl. No 2.3	80000	80000	3,296,540	32.97	
(c)	Vessels calling exclusively for Bunkering at Anchorage (based on request)	New item proposed	New item proposed		As per 3 (i) above	As per 3 (i) above	per GRT	Chapter II Sl. No 2.3					
3	Shifting charges												
(i) (a)	Upto 30000 GRT	USD 0.106 subject to a minimum of USD 318	Rs.2.85 subject to a minimum of Rs.8550.00	Chapter II Sl. No 2.2	USD 0.110 subject to a minimum of USD 330	Rs.2.95 subject to a minimum of Rs.8850	Per GRT	Chapter II Sl. No 2.3	529679	143232	4,311,702	43.12	4%
(b)	30,001 TO 60,000 GRT	USD 3180 + USD 0.085 per GRT over 30000 GRT	Rs.85500+ Rs.2.27 per GRT over 30000 GRT	Chapter II Sl. No 2.2	USD 3300 + USD 0.088 per GRT over 30000 GRT	Rs.88500 + Rs.2.36 per GRT over 30000 GRT	Per GRT	Chapter II Sl. No 2.3	987779.00	358187.00	6,956,310	69.56	4%
(c)	60,001 GRT and above	USD 5730 + USD 0.074 per GRT over 60000 GRT	Rs.153600 + Rs.2.00 per GRT over 60000 GRT	Chapter II Sl. No 2.2	USD 5940 + USD 0.077 per GRT over 60000 GRT	Rs.159300 + Rs.2.06 per GRT over 60000 GRT	Per GRT	Chapter II Sl. No 2.3					4%
(ii. (a)	Barges,Tugs,Launches, etc. not specified above and sailing vessels(With/without auxiliary engines) and fishing vessels upto GRT 199	USD 23.73	Rs. 634.41	Chapter II Sl. No 2.2	USD 24.56	Rs. 656.00	Per vessel	Chapter II Sl. No 2.3	0	15	9,840	0.10	3%
(b)	200 GRT and above	USD 35.58	Rs. 950.95	Chapter II Sl. No 2.2	USD 36.82	Rs. 984.00	Per vessel	Chapter II Sl. No 2.3	0	10	9,840	0.10	3%
(iii. (a)	Bunker Barge	New item proposed	New item proposed		Nil	Nil	NA	Chapter II Sl. No 2.3					
(b)	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		Nil	Nil	NA	Chapter II Sl. No 2.3					

4	Detention charges of the vessels:													
(i)	Cancellation of a requisition for the services of Pilot with less than 2 hours notice for pilotage between 0600 hours to 1800 hours or with less than 6 hours notice for pilotage between 1800 hours and 0600 hours	USD 99.75	Rs. 2,666.65	Chapter II Sl. No. 2.3	USD 103.22	Rs. 2,759.00	Per vessel	Chapter II Sl. No 2.4	5	7	19,328	0.19	3%	3%
(ii)	For detention of Pilot by a Steamer for more than 30 minutes beyond the time for which the requisition was made							Chapter II Sl. No 2.4						
	(a) For 1st hour or part thereof	USD 49.88	Rs. 1,332.65	Chapter II Sl. No. 2.3	USD 51.62	Rs. 1,379.00	Per vessel	Chapter II Sl. No 2.4	7	10	13,803	0.14	3%	3%
	(b) For every subsequent hour or part thereof	USD 41.56	Rs. 1,110.55	Chapter II Sl. No. 2.3	USD 43.01	Rs. 1,149.00	Per vessel	Chapter II Sl. No 2.4	4	5	5,745	0.06	3%	3%
2.4.1	Tug Hire Charges:													
1	Tug hire charges for SPM operations	USD 1,240.63	Rs. 47,275.45	Chapter II Sl. No. 2.3.1	USD 1,280.00	Rs. 48,800.00	Per Tug hour	Chapter II Sl. No 2.4.1	1,440.00		123,033,600	1,230.34	3%	3%
2	Tug hire charges for other than SPM operations	New item proposed	New item proposed		USD 240.00	Rs. 10,000.00	Per Tug hour	Chapter II Sl. No 2.4.1	60.00	80	800,499	8.00		
3	Hire charges for Tugs, Launches and other Harbour Craft							Chapter II Sl. No 2.4.1						
	(i). Pilot Launches	New item proposed	New item proposed		USD 69.00	Rs. 2,890.00	Per Tug hour	Chapter II Sl. No 2.4.1	50.00	70	202,420	2.02		
	(ii). Mooring Launches	New item proposed	New item proposed		USD 57.00	Rs. 2,390.00	Per Tug hour	Chapter II Sl. No 2.4.1	25.00	35	83,699	0.84		
	Tug hire charges when requisitioned but not utilised or delayed (applicable for all tugs irrespective of their capacity).							Chapter II Sl. No 2.4.1						
4	(i). Non-utilisation of the tug by the hirer for any reason, other than those exceptional circumstances under which the hirer has no control and is not at fault and the tug released within one hour from the time of reporting for assigned work	New item proposed	New item proposed		USD 49.00	Rs. 2,050.00	Per Tug hour	Chapter II Sl. No 2.4.1	30.00	40	82,000	0.82		
	(ii). In the case of the tug being delayed by the hirer beyond one hour from the time the tug has reported for work due to reasons other than exceptional circumstances under which the hirer has no control and is not at fault.							Chapter II Sl. No 2.4.1						
	(a). For first one hour.	New item proposed	New item proposed		USD 98.00	Rs. 4,100.00	Per Tug hour	Chapter II Sl. No 2.4.1	20.00	35	143,500	1.44		
	(b). For every additional hour or part thereof.	New item proposed	New item proposed		USD 50.00	Rs. 2,100.00	Per Tug hour	Chapter II Sl. No 2.4.1	10.00	20	42,000	0.42		
	Cancellation charges in respect of floating craft mentioned in Sl. No.3 above, whose services have been requisitioned but not utilised or delayed.If cancellation was done without giving 3 hoursNotice.							Chapter II Sl. No 2.4.1						
5	(i). Launch (Flat Rate).	New item proposed	New item proposed		USD 8.00	Rs. 335.00	Per Tug hour	Chapter II Sl. No 2.4.1	20.00	35	11,725	0.12		
	(ii). In respect of Tug (Flat Rate).	New item proposed	New item proposed		USD 16.00	Rs. 671.00	Per Tug hour	Chapter II Sl. No 2.4.1	30.00	40	26,840	0.27		
5	Anchorage Fees:													
	Schedule of Anchorage Charges for all vessels other than liquid cargo vessels:													
	Upto 48 hours	New item proposed	New item proposed		Free		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	0	0	0	-		
	Above 48 hours and upto 96 hours	New item proposed	New item proposed		10% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	80000	80000	35,552	0.36		
	Above 96 hours and upto 144 hours	New item proposed	New item proposed		30% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	40000	40000	53,328	0.53		
	Above 144 hours	New item proposed	New item proposed		50% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	35000	35000	77,770	0.78		
	Schedule of Anchorage Charges for liquid cargo vessels:													
	Upto 72 hours	New item proposed	New item proposed		Free		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.2	0	0	0	-		
	Above 72 hours and upto 144 hours	New item proposed	New item proposed		5% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.2	70000	70000	33,490	0.33		
	Above 144 hours	New item proposed	New item proposed		10% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.2	80000	80000	76,548	0.77		
6	Miscellaneous Service charges for the use of Tug :													
	Charges per person per voyage while tug on SPM duty	New item proposed			Rs. 5,000.00		Per person per voyage	Chapter II Sl. No 2.6	100		500000	5.00		
3	Wharfage charges													
	Break - Bulk Cargo													
1	Spices (cardamom, ginger, turmeric, coriander seed, pepper, chillies etc.)	Rs. 50.77	Rs. 30.46	Chapter III Sl. No.3.1	Rs. 53.00	Rs. 32.00	MT	Chapter III Sl. No.3.1	300	500	31,900	0.32	4%	4%
	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen	Rs. 38.58	Rs. 23.15	Chapter III Sl. No.3.1	Rs. 40.00	Rs. 24.00	MT	Chapter III Sl. No.3.1	200	450	18,800	0.19	4%	4%
	Yarn, cotton and wool raw. Waste or manufactured staple fiber	Rs. 121.68	Rs. 73.01	Chapter III Sl. No.3.1	Rs. 46.00	Rs. 28.00	CBM	Chapter III Sl. No.3.1	700	1000	60,200	0.60	-62%	-62%
	Areca nuts, beedi leaves, coffee instant coffee essence or powder, mangnanite illuminates monazite bauxite rutile sand, sandal wood logs, and product, Tea, Coffee husk, tobacco.	Rs. 50.00	Rs. 30.00	Chapter III Sl. No.3.1	Rs. 52.00	Rs. 31.00					238,000	2.38	4%	3%
	Asphalt, Bitumen	Rs. 81.65	Rs. 48.99	Chapter III Sl. No.3.1	Rs. 84.00	Rs. 51.00	MT	Chapter III Sl. No.3.1	1000	6000	72,600	0.73	3%	4%
	Plant & Machinery (in Knock Down Conditions or otherwise)	Rs. 127.95	Rs. 76.77	Chapter III Sl. No.3.1	Rs. 132.00	Rs. 79.00	MT	Chapter III Sl. No.3.1	500	600	305,493	3.05	3%	3%
	Over dimensional cargo	Rs. 875.00	Rs. 525.00	Chapter III Sl. No.3.1	Rs. 905.00	Rs. 543.00	MT	Chapter III Sl. No.3.1	3368		3,048,040	30.48	3%	3%

2	Bulk Cargo		Rs.	Rs.									-	-		
1(a)	Finished Fertilizers												-	-		
	MOP,SOP,Urea,DAP,NPK,CAN,MAP/SAP/UAP and any other Finished fertilizer	Rs. 34.45	Rs. 20.67	Chapter III Sl. No.3.2	Rs. 36.00	Rs. 21.00		MT	Chapter III Sl. No.3.2	555079	7001	20,129,865	201.30	4%	2%	
(b)	Fertilizer Raw materials												-	-		
	Sulphate/Rock phosphate	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00		MT	Chapter III Sl. No.3.2	68464	0	2,807,024	28.07	4%	2%	
2	Food Grains and Food Products												-	-		
(a)	Rice,Wheat,Maize,pulses(bags/bulk)	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00		MT	Chapter III Sl. No.3.2	50833	0	2,084,153	20.84	4%	2%	
(b)	Sugar,Sugarcandy or cube	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00		MT	Chapter III Sl. No.3.2				-	-	4%	2%
3	P.O.L												-	-		
(a)	Motor spirit	Rs. 68.89	Rs. 68.89	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	220069	78024	21,462,696	214.63	5%	5%	
(b)	Superior Kerosene oil	Rs. 68.89	Rs. 68.89	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	0	1600	115,200	1.15	5%	5%	
(c)	Diesel oil	Rs. 68.89	Rs. 68.89	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	790945	1864870	191,218,680	1,912.19	5%	5%	
(d)	Krudle oil	Rs. 68.89	Rs. 68.89	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	3503165	3658172	515,611,654	5,156.16	5%	5%	
(e)	Naptha	Rs. 68.89	Rs. 68.89	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	1115605	138962	90,335,448	903.35	5%	5%	
(f)	Furnace oil	Rs. 68.89	Rs. 68.89	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	0	72000	5,184,000	51.84	5%	5%	
(g)	Grease	Rs. 63.97	Rs. 63.97	Chapter III Sl. No.3.2	Rs. 66.00	Rs. 66.00		MT	Chapter III Sl. No.3.2	200	300	33,000	0.33	3%	3%	
(h)	Asphalt/ coaltar/ bitumen	Rs. 63.97	Rs. 63.97	Chapter III Sl. No.3.2	Rs. 66.00	Rs. 66.00		MT	Chapter III Sl. No.3.2	43581	0	2,876,346	28.76	3%	3%	
(i)	SPM	Rs. 25.00	Rs. 25.00	Chapter III Sl. No.3.2	Rs. 26.00	Rs. 26.00		MT	Chapter III Sl. No.3.2	8869726	0	230,612,876	2,306.13	4%	4%	
(j)	Pet coke	Rs. 39.90	Rs. 39.90	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 41.00		MT	Chapter III Sl. No.3.2	42000	42000	3,444,000	34.44	3%	3%	
(k)	SLOP/ Sludge Oil/ Waste Oil	New item proposed	New item proposed		Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	500	300	57,600	0.58			
(l)	Others	Rs. 68.89	Rs. 68.89	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 72.00		MT	Chapter III Sl. No.3.2	2194214	0	157,983,408	1,579.83	5%	5%	
4	Other chemicals												-	-		
(a)	Ammonia Liquid or Gas	Rs. 68.89	Rs. 41.33	Chapter III Sl. No.3.2	Rs. 72.00	Rs. 43.00		MT	Chapter III Sl. No.3.2	86750	0	6,246,000	62.46	5%	4%	
(b)	Phosphate Acid and Styrene Monomer	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	9466	0	577,426	5.77	3%	4%	
(c)	Sulphuric acid	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	300	200	25,700	0.26	3%	4%	
(d)	Orthoxyence	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	400	300	35,500	0.36	3%	4%	
(e)	Ethylene Dichloride(E.D.C)	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	200	250	21,450	0.21	3%	4%	
(f)	Cyclohexanone	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	150	100	12,850	0.13	3%	4%	
(g)	Cumene	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	200	250	21,450	0.21	3%	4%	
(h)	Methanol	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	25800	0	1,573,800	15.74	3%	4%	
(i)	Phenol	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	100	100	9,800	0.10	3%	4%	
(j)	Caustic soda dye	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	150	50	11,000	0.11	3%	4%	
(k)	Acids/chemicals of all kinds in crystals liquids not specified above	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	180253	21029	11,773,506	117.74	3%	4%	
(l)	Benzene	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	193722	0	11,817,042	118.17	3%	4%	
(m)	Mixed Xylene	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	150	100	12,850	0.13	3%	4%	
(n)	Para Xylene	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	675690	15993	41,808,831	418.09	3%	4%	
(o)	Soda Ash	Rs. 63.97	Rs. 38.38	Chapter III Sl. No.3.2	Rs. 66.00	Rs. 40.00		MT	Chapter III Sl. No.3.2	0	10979	439,160	4.39	3%	4%	
(p)	Sulphur	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	61500	0	3,751,500	37.52	3%	4%	
(q)	Poly Propylene Granualaes	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	100	200	13,500	0.14	3%	4%	
(r)	Purified Terephthalic Acid (PTA)	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	150	50	11,400	0.11	3%	4%	
(s)	Poly Ethylene Terephthalate (PET)	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	200	100	15,900	0.16	3%	4%	
(t)	Mono Ethylene Glycol (MEG)	Rs. 59.05	Rs. 35.43	Chapter III Sl. No.3.2	Rs. 61.00	Rs. 37.00		MT	Chapter III Sl. No.3.2	150	80	12,110	0.12	3%	4%	
5	Edible oil & Other Liquids												-	-		
(a)	Palm oil,vegetable oil etc.	Rs. 49.21	Rs. 29.53	Chapter III Sl. No.3.2	Rs. 51.00	Rs. 31.00		MT	Chapter III Sl. No.3.2	787412	4996	40,312,888	403.13	4%	5%	
(b)	Oil seeds	Rs. 49.21	Rs. 29.53	Chapter III Sl. No.3.2	Rs. 51.00	Rs. 31.00		MT	Chapter III Sl. No.3.2	250	200	18,950	0.19	4%	5%	
(c)	Molasses	Rs. 49.21	Rs. 29.53	Chapter III Sl. No.3.2	Rs. 51.00	Rs. 31.00		MT	Chapter III Sl. No.3.2	150	120	11,370	0.11	4%	5%	
6	Iron & steel Materials												-	-		
(a)	Iron and steel plates, pipes, tubes, steel wire coils (irrespective of the weight of individual piece)	Rs. 49.21	Rs. 29.53	Chapter III Sl. No.3.2	Rs. 51.00	Rs. 31.00		MT	Chapter III Sl. No.3.2	5022	117515	3,899,087	38.99	4%	5%	
(b)	Iron and steel scraps and drops	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00		MT	Chapter III Sl. No.3.2	500	300	27,700	0.28	4%	2%	
(c)	Pig iron/ sponge iron	Rs. 49.21	Rs. 29.53	Chapter III Sl. No.3.2	Rs. 51.00	Rs. 31.00		MT	Chapter III Sl. No.3.2	300	200	21,500	0.22	4%	5%	
(d)	Galvanized steel,ingots,Tin plates,Lead material of all types	Rs. 81.02	Rs. 48.61	Chapter III Sl. No.3.2	Rs. 84.00	Rs. 50.00		MT	Chapter III Sl. No.3.2	150	200	22,600	0.23	4%	3%	
(e)	Alloy steel, Stainless steel and Metals not otherwise specified - Ingots and products	Rs. 134.82	Rs. 80.89	Chapter III Sl. No.3.2	Rs. 140.00	Rs. 84.00		MT	Chapter III Sl. No.3.2	500	250	91,000	0.91	4%	4%	
7	Granite in any form except Granite Boulder	Rs. 44.29	Rs. 26.57	Chapter III Sl. No.3.2	Rs. 46.00	Rs. 27.00		MT	Chapter III Sl. No.3.2	0	41013	1,107,351	11.07	4%	2%	
8	Ores/ Metals												-	-		
(a)	Manganese ore	Rs. 29.53	Rs. 17.72	Chapter III Sl. No.3.2	Rs. 31.00	Rs. 18.00		MT	Chapter III Sl. No.3.2	200	150	8,900	0.09	5%	2%	
(b)	Perlite Ore	Rs. 29.53	Rs. 17.72	Chapter III Sl. No.3.2	Rs. 31.00	Rs. 18.00		MT	Chapter III Sl. No.3.2	300	250	13,800	0.14	5%	2%	
(c)	Chromate ore	Rs. 29.53	Rs. 17.72	Chapter III Sl. No.3.2	Rs. 31.00	Rs. 18.00		MT	Chapter III Sl. No.3.2	250	130	10,090	0.10	5%	2%	
(d)	Bentonate & ballclay sand/ clay of any class	Rs. 19.68	Rs. 11.81	Chapter III Sl. No.3.2	Rs. 20.00	Rs. 12.00		MT	Chapter III Sl. No.3.2	0	40924	491,088	4.91	2%	2%	
(e)	Rock sand	Rs. 26.60	Rs. 15.96	Chapter III Sl. No.3.2	Rs. 28.00	Rs. 17.00		MT	Chapter III Sl. No.3.2	200	150	8,150	0.08	5%	7%	
(f)	Zinc concentrate	Rs. 103.34	Rs. 62.00	Chapter III Sl. No.3.2	Rs. 90.00	Rs. 54.00		MT	Chapter III Sl. No.3.2	350	200	42,300	0.42	-13%	-13%	
(g)	Copper Concentrate	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00		MT	Chapter III Sl. No.3.2	200	180	12,520	0.13	4%	2%	
(h)	Copper cathode	Rs. 123.03	Rs. 73.82	Chapter III Sl. No.3.2	Rs. 127.00	Rs. 76.00		MT	Chapter III Sl. No.3.2	340	240	61,420	0.61	3%	3%	
(i)	Copper wire, rods, cables, bars blocks	Rs. 98.42	Rs. 59.05	Chapter III Sl. No.3.2	Rs. 102.00	Rs. 61.00		MT	Chapter III Sl. No.3.2	100	180	21,180	0.21	4%	3%	
(j)	Limestone	Rs. 34.45	Rs. 20.67	Chapter III Sl. No.3.2	Rs. 36.00	Rs. 21.00		MT	Chapter III Sl. No.3.2	55000	0	1,980,000	19.80	4%	2%	
(k)	Aluminium and tin	Rs. 108.26	Rs. 64.96	Chapter III Sl. No.3.2	Rs. 112.00	Rs. 67.00		MT	Chapter III Sl. No.3.2	300	265	51,355	0.51	3%	3%	
(l)	Iron ore other than KIOCL	Rs. 34.45	Rs. 34.45	Chapter III Sl. No.3.2	Rs. 36.00	Rs. 36.00		MT	Chapter III Sl. No.3.2	66007	54657	4,343,504	43.44	4%	4%	
(m)	Iron Ore Fines/ Lumps	Rs. 32.38	Rs. 32.38	Chapter III Sl. No.3.2	Rs. 34.00	Rs. 34.00		MT	Chapter III Sl. No.3.2	500	250	25,500	0.26	5%	5%	
(n)	Ilag	Rs. 33.25	Rs. 19.96	Chapter III Sl. No.3.2	Rs. 34.00	Rs. 21.00		MT	Chapter III Sl. No.3.2	300	200	13,680	0.14	2%	5%	
(o)	Bauxite	Rs. 34.45	Rs. 20.67	Chapter III Sl. No.3.2	Rs. 36.00	Rs. 21.00		MT	Chapter III Sl. No.3.2	250	100	13,200	0.13	4%	2%	
(p)	Any other ore in bulk	Rs. 34.45	Rs. 20.67	Chapter III Sl. No.3.2	Rs. 36.00	Rs. 21.00		MT	Chapter III Sl. No.3.2	150	100	7,500	0.08	4%	2%	

4	Container charges										-	-				
4.1.a)	Wharfage charges for Reefer, Hazardous and ISO specialised Tank Containers										-	-				
	Empty										-	-				
1	Container Upto 20'	New item proposed	New item proposed		Rs. 120.00	Rs. 72.00	Per container	Chapter IV sl.no 4.1	670	1500	188,400	1.88				
2	Above 20' and upto 40'	New item proposed	New item proposed		Rs. 180.00	Rs. 108.00		Chapter IV sl.no 4.1	500	150	106,200	1.06				
3	Above 40'	New item proposed	New item proposed		Rs. 240.00	Rs. 144.00	Per container	Chapter IV sl.no 4.1	0	0	-	-				
	Loaded															
1	Container Upto 20'	New item proposed	New item proposed		Rs. 600.00	Rs. 360.00	Per container	Chapter IV sl.no 4.1	2500	2800	2,508,000	25.08				
2	Above 20' and upto 40'	New item proposed	New item proposed		Rs. 900.00	Rs. 540.00	Per container	Chapter IV sl.no 4.1	800	300	882,000	8.82				
3	Above 40'	New item proposed	New item proposed		Rs. 1,200.00	Rs. 720.00	Per container	Chapter IV sl.no 4.1	0	0	-	-				
4.1	Wharfage charges for other types of containers												-	-		
	Empty												-	-		
1	Container Upto 20'	Rs. 59.05	Rs. 35.43	Chapter IV sl.no 4.1	Rs. 80.00	Rs. 48.00	Per container	Chapter IV sl.no 4.1	6690	19593	1,475,664	14.76	35%	35%		
2	Above 20' and upto 40'	Rs. 88.58	Rs. 53.15	Chapter IV sl.no 4.1	Rs. 120.00	Rs. 72.00	Per container	Chapter IV sl.no 4.1	4677	1739	686,448	6.86	35%	35%		
3	Above 40'	Rs. 118.10	Rs. 70.86	Chapter IV sl.no 4.1	Rs. 160.00	Rs. 96.00	Per container	Chapter IV sl.no 4.1	0	0	-	-	35%	35%		
													-	-		
	Loaded												-	-		
1	Container Upto 20'	Rs. 295.26	Rs. 177.16	Chapter IV sl.no 4.1	Rs. 400.00	Rs. 240.00	Per container	Chapter IV sl.no 4.1	25470	28359	16,994,160	169.94	35%	35%		
2	Above 20' and upto 40'	Rs. 442.89	Rs. 265.73	Chapter IV sl.no 4.1	Rs. 600.00	Rs. 360.00	Per container	Chapter IV sl.no 4.1	8263	3014	6,042,840	60.43	35%	35%		
3	Above 40'	Rs. 590.52	Rs. 354.31	Chapter IV sl.no 4.1	Rs. 800.00	Rs. 480.00	Per container	Chapter IV sl.no 4.1			-	-	35%	35%		
4.2	Storage charges															
1	Upto 20'	USD 0.285	Rs. 12.67	Chapter IV sl.no 4.2		Rs. 19.00	Per container per day or part thereof	Chapter IV sl.no 4.2	200		3800	0.04				
2	Above 20' and upto 40'	USD 0.427	Rs. 19.02	Chapter IV sl.no 4.2		Rs. 38.00	Per container per day or part thereof	Chapter IV sl.no 4.2	150		5700	0.06				
3	Above 40'	USD 0.569	Rs. 25.36	Chapter IV sl.no 4.2		Rs. 57.00	Per container per day or part thereof	Chapter IV sl.no 4.2								
4.3	Re-stow charges															
	Empty															
	Upto 20'	Rs. 29.53	Rs. 17.72	Chapter IV Sl. No. 4.3	Rs. 31.00	Rs. 19.00	Per Container	Chapter IV Sl. No. 4.3	150		4650	0.05	5%	7%		
	Above 20' and upto 40'	Rs. 44.29	Rs. 26.57	Chapter IV Sl. No. 4.3	Rs. 46.00	Rs. 28.00	Per Container	Chapter IV Sl. No. 4.3	100		4600	0.05	4%	5%		
	Above 40'	Rs. 59.05	Rs. 35.43	Chapter IV Sl. No. 4.3	Rs. 61.00	Rs. 37.00	Per Container	Chapter IV Sl. No. 4.3					3%	4%		
	Loaded															
	Upto 20'	Rs. 49.21	Rs. 29.53	Chapter IV Sl. No. 4.3	Rs. 51.00	Rs. 31.00	Per Container	Chapter IV Sl. No. 4.3	100		5100	0.05	4%	5%		
	Above 20' and upto 40'	Rs. 73.82	Rs. 44.29	Chapter IV Sl. No. 4.3	Rs. 77.00	Rs. 46.00	Per Container	Chapter IV Sl. No. 4.3	150		11550	0.12	4%	4%		
	Above 40'	Rs. 98.42	Rs. 59.05	Chapter IV Sl. No. 4.3	Rs. 102.00	Rs. 61.00	Per Container	Chapter IV Sl. No. 4.3					4%	3%		
4.4	Hire charges of Spreaders for Container Handling:															
	20' Spreader	Rs. 147.63		Chapter IV Sl. No. 4.4	Rs. 153.00		Rate per hour or part thereof	Chapter IV Sl. No. 4.4	250		38250	0.38	4%			
	40' Spreader	Rs. 221.45		Chapter IV Sl. No. 4.4	Rs. 229.00		Rate per hour or part thereof	Chapter IV Sl. No. 4.4	200		45800	0.46	3%			
4.5	Container Handling Charges															
	Empty Container															
	Upto 20'	Rs. 120.07	Rs. 72.04	Chapter IV Sl. No. 4.5	Rs. 187.00	Rs. 112.00	Per Container	Chapter IV Sl. No. 4.5	6690	19593	3,445,446	34.45	56%	55%		
	Above 20' and upto 40'	Rs. 180.11	Rs. 108.07	Chapter IV Sl. No. 4.5	Rs. 280.00	Rs. 168.00	Per Container	Chapter IV Sl. No. 4.5	4677	1739	1,601,712	16.02	55%	55%		
	Above 40'	Rs. 240.14	Rs. 144.08	Chapter IV Sl. No. 4.5	Rs. 373.00	Rs. 224.00	Per Container	Chapter IV Sl. No. 4.5	0				55%	55%		
	Loaded Container															
	Upto 20'	Rs. 251.96	Rs. 151.18	Chapter IV Sl. No. 4.5	Rs. 391.00	Rs. 235.00	Per Container	Chapter IV Sl. No. 4.5	25470	28359	16,623,135	166.23	55%	55%		
	Above 20' and upto 40'	Rs. 377.93	Rs. 226.76	Chapter IV Sl. No. 4.5	Rs. 587.00	Rs. 352.00	Per Container	Chapter IV Sl. No. 4.5	8263	3014	5,911,309	59.11	55%	55%		
	Above 40'	Rs. 503.91	Rs. 302.35	Chapter IV Sl. No. 4.5	Rs. 783.00	Rs. 470.00	Per Container	Chapter IV Sl. No. 4.5					55%	55%		
4.6	Electricity and monitoring charges for Reefer container															
	Upto 20'	Rs. 155.61		Chapter IV Sl. No. 4.6	Rs. 161.00		Rate per four hours or part thereof per container	Chapter IV Sl. No. 4.6	12000		1932000	19.32	3%			
	Above 20' and upto 40'	Rs. 188.86		Chapter IV Sl. No. 4.6	Rs. 195.00		Rate per four hours or part thereof per container	Chapter IV Sl. No. 4.6	20000		3900000	39.00	3%			
	Above 40'	Rs. 222.11		Chapter IV Sl. No. 4.6	Rs. 230.00		Rate per four hours or part thereof per container	Chapter IV Sl. No. 4.6					4%			
4.7.	Container Scanner Charges	New item proposed			Rs. 276.00		Rate per TEU	Chapter IV Sl. No. 4.7	10000		2760000	27.60				
5	DEMURRAGE															
5.1.1	Imports															
	Goods lying in the Transit sheds or in the open transit space	(a). 1st week Rs. 4.00 (b). 2nd week Rs. 6.65 (c). Succeeding Period Rs. 9.30		Chapter V sl.No.5.1	(a). 1st week Rs. 4.00 (b). 2nd week Rs. 7.00 (c). Succeeding Period Rs. 10.00		Per wharfage unit per day	Chapter V sl.No.5.1			2500000	25.00				
5.1.2	Exports															
	All export cargoes	Rs. 4.00		Chapter V sl.No.5.2	Rs. 4.00		per CBM per day, as applicable	Chapter V sl.No.5.2			1500000	15.00	0%			

5.1.3 Dwell Time Charges for Motor Vehicle / Equipments (Import/Export/Transshipment)													
		Gross Weight of the Motor Vehicle/Equipment in MT			Gross Weight of the Motor Vehicle/Equipment in MT								
		Less than 10 ton	More than 10 ton		Less than 10 ton	More than 10 ton							
	1-10 days	Free	Free	Chapter V sl.No.5.3	Free	Free	Chapter V sl.No.5.3						
	10-20 days	Rs. 150.00	Rs. 300.00	Chapter V sl.No.5.3	Rs. 155.00	Rs. 310.00	Chapter V sl.No.5.3					3%	3%
	Thereafter	Rs. 300.00	Rs. 600.00	Chapter V sl.No.5.3	Rs. 310.00	Rs. 621.00	Chapter V sl.No.5.3					3%	4%
6	Other Charges												
6.1	Charges for supply of water												
	Water charges	USD 4.655	Rs. 124.42	Chapter VI sl.No.6.1	USD 4.817	Rs. 128.00	Rate per K.L/Tonne	Chapter VI sl.No.6.1			75000	0.75	3%
6.2	Marshalling yard usage charges												
	Use of Marshalling yard outside wharf	Rs. 16.00		Chapter VI Sl. No. 6.3	Rs. 16.50		Rate per MT	Chapter VI Sl. No. 6.2	261625		4,316,813	43.17	
	Use of Marshalling yard inside the wharf	Rs. 20.00		Chapter VI Sl. No. 6.3	Rs. 21.00		Rate per MT	Chapter VI Sl. No. 6.2	1074944.8		22,573,841	225.74	
	Use of Marshalling Yard for handling containers (outside wharf):												
	Type of container:												
	For 20" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	New item proposed			Rs. 40.00		Rate per Box	Chapter VI Sl. No. 6.2	864		34,560	0.35	
	For 40" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	New item proposed			Rs. 60.00		Rate per Box	Chapter VI Sl. No. 6.2			-	-	
	20" Dry/ FR/ OT Laden	New item proposed			Rs. 400.00		Rate per Box	Chapter VI Sl. No. 6.2	670		268,000	2.68	
	40" Dry/ FR/ OT Laden	New item proposed			Rs. 500.00		Rate per Box	Chapter VI Sl. No. 6.2			-	-	
	20" Reefer/ Tank Container Laden	New item proposed			Rs. 500.00		Rate per Box	Chapter VI Sl. No. 6.2	10		5,000	0.05	
	40" Reefer/ Tank Container Laden	New item proposed			Rs. 600.00		Rate per Box	Chapter VI Sl. No. 6.2			-	-	
	Use of Marshalling Yard including private siding inside the wharf for handling containers												
	Type of container:												
	For 20" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	New item proposed			Rs. 50.00		Rate per Box	Chapter VI Sl. No. 6.2	100		5,000	0.05	
	For 40" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	New item proposed			Rs. 80.00		Rate per Box	Chapter VI Sl. No. 6.2			-	-	
	20" Dry/ FR/ OT Laden	New item proposed			Rs. 500.00		Rate per Box	Chapter VI Sl. No. 6.2	50		25,000	0.25	
	40" Dry/ FR/ OT Laden	New item proposed			Rs. 620.00		Rate per Box	Chapter VI Sl. No. 6.2			-	-	
	20" Reefer/ Tank Container Laden	New item proposed			Rs. 620.00		Rate per Box	Chapter VI Sl. No. 6.2	5		3,100	0.03	
	40" Reefer/ Tank Container Laden	New item proposed			Rs. 720.00		Rate per Box	Chapter VI Sl. No. 6.2			-	-	
6.3	Fees for issue of Licence to C&F Agency												
	New Licence	Rs. 6,650.00		Chapter VI. Sl. No. 6.4	Rs. 25,000.00		for two calendar year	Chapter VI. Sl. No. 6.3	5		125000	1.25	
	Renewal within the period of licence for further period of two calendar years	Rs. 1,330.00		Chapter VI. Sl. No. 6.4	Rs. 3,000.00		Per Licence	Chapter VI. Sl. No. 6.3	10		30000	0.30	
	For issue of duplicate licence when the original is lost or defaced	Rs. 266.00		Chapter VI. Sl. No. 6.4	Rs. 300.00		Per Licence	Chapter VI. Sl. No. 6.3	2		600	0.01	
	For temporary licence for a period not exceeding one year	Rs. 1,330.00		Chapter VI. Sl. No. 6.4	Rs. 10,000.00		for one calendar year	Chapter VI. Sl. No. 6.3	2		20000	0.20	
6.4	Fees for issue of licence to Steamer agency												
	New Licence	Rs. 6,650.00		Chapter VI. Sl. No. 6.5	Rs. 25,000.00		Per Licence	Chapter VI. Sl. No. 6.4	5		125000	1.25	
	Renewal within the period of licence for further period of two calendar years	Rs. 1,330.00		Chapter VI. Sl. No. 6.5	Rs. 3,000.00		Per Licence	Chapter VI. Sl. No. 6.4	10		30000	0.30	
	For issue of duplicate licence when the original is lost or defaced	Rs. 266.00		Chapter VI. Sl. No. 6.5	Rs. 300.00		Per Licence	Chapter VI. Sl. No. 6.4	2		600	0.01	
	For temporary licence for a period not exceeding one year	Rs. 1,330.00		Chapter VI. Sl. No. 6.5	Rs. 10,000.00		one calendar year	Chapter VI. Sl. No. 6.4	2		20000	0.20	
6.5	Charges for carrying out Bolland Pull Test												
		New item proposed	New item proposed		USD 459.00	Rs. 12,550.00	Rate per hour or part thereof	Chapter VI. Sl. No. 6.5		8	100,400	1.00	
6.6	Hire charges for cargo handling equipment												
1	10 MT capacity Fork lift truck	Rs. 705.00		Chapter VI. Sl. No. 6.7	Rs. 730.00		Rate per hour or part thereof	Chapter VI. Sl. No. 6.6	50		36500	0.37	4%
		subject to a minimum of Rs. 2820.00			subject to a minimum of Rs. 2905.00								
2	Tata Truck Model LPT 909/36	Rs. 555.00		Chapter VI. Sl. No. 6.7	Rs. 574.00		Rate per hour or part thereof	Chapter VI. Sl. No. 6.6	50		28700	0.29	3%
		subject to a minimum of Rs. 4440.00			subject to a minimum of Rs. 4573.00								
3	3 Ton Forklifts Trucks	Rs. 120.00 Subject to a minimum of Rs. 240.00	Rs. 72.00 subject to a minimum of Rs. 144.00	Chapter VI. Sl. No. 6.7	Rs. 124.00 Subject to a minimum of Rs. 248.00	Rs. 74.00 subject to a minimum of Rs. 148.00	Rate per hour or part thereof	Chapter VI. Sl. No. 6.6		100	7,400	0.07	
6.7.	Charges for use of Harbour Mobile Cranes installed by the port:												
(i)	For Dry Bulk Cargo												
	10000	Rs. 37.22	Rs. 22.33	Chapter VI. Sl. No. 6.8.1	Rs. 38.52	Rs. 23.11	Rate per Tonne	Chapter VI. Sl. No. 6.7	973525.266	202710.87	42,179,632	421.80	3%
	10001-11000	Rs. 39.08	Rs. 23.45	Chapter VI. Sl. No. 6.8.1	Rs. 40.44	Rs. 24.27	Rate per Tonne	Chapter VI. Sl. No. 6.7					3%
	11001-12000	Rs. 40.94	Rs. 24.56	Chapter VI. Sl. No. 6.8.1	Rs. 42.36	Rs. 25.41	Rate per Tonne	Chapter VI. Sl. No. 6.7					3%
(ii)	For Break - Bulk Cargo												
	4000	Rs. 90.65	Rs. 54.39	Chapter VI. Sl. No. 6.8.1	Rs. 90.65	Rs. 54.39	Rate per Tonne	Chapter VI. Sl. No. 6.7	619.2	61444.062	3,398,073	33.98	0%
	4001-5000	Rs. 95.18	Rs. 57.10	Chapter VI. Sl. No. 6.8.1	Rs. 95.18	Rs. 57.10	Rate per Tonne	Chapter VI. Sl. No. 6.7					0%
	5001-6000	Rs. 99.71	Rs. 59.83	Chapter VI. Sl. No. 6.8.1	Rs. 99.71	Rs. 59.83	Rate per Tonne	Chapter VI. Sl. No. 6.7					0%

(iii)	For Containers																		
	Normal Containers:																		
	Empty Container																		
	Upto 20'		Rs. 746.00	Rs. 448.00	Chapter VI. Sl. No. 6.8.1	Rs. 1,119.00	Rs. 672.00	Per Container	Chapter VI. Sl. No. 6.7	2213	3694	4,958,715	49.59	50%	50%				
	Above 20' and upto 40'		Rs. 1,120.00	Rs. 672.00	Chapter VI. Sl. No. 6.8.1	Rs. 1,680.00	Rs. 1,008.00	Per Container	Chapter VI. Sl. No. 6.7	372	112	737,856	7.38	50%	50%				
	Loaded Container																		
	Upto 20'		Rs. 1,566.00	Rs. 940.00	Chapter VI. Sl. No. 6.8.1	Rs. 1,958.00	Rs. 1,175.00	Per Container	Chapter VI. Sl. No. 6.7	7042	1703	15,789,261	157.89	25%	25%				
	Above 20' and upto 40'		Rs. 2,350.00	Rs. 1,410.00	Chapter VI. Sl. No. 6.8.1	Rs. 2,938.00	Rs. 1,763.00	Per Container	Chapter VI. Sl. No. 6.7	1017	152	3,255,922	32.56	25%	25%				
	Reefer Containers:																		
	Empty Container																		
	Upto 20'		Rs. 858.00	Rs. 515.00	Chapter VI. Sl. No. 6.8.1	Rs. 1,287.00	Rs. 773.00	Per Container	Chapter VI. Sl. No. 6.7								50%	50%	
	Above 20' and upto 40'		Rs. 1,288.00	Rs. 773.00	Chapter VI. Sl. No. 6.8.1	Rs. 1,932.00	Rs. 1,160.00	Per Container	Chapter VI. Sl. No. 6.7	134		258,888	2.59	50%	50%				
	Loaded Container																		
	Upto 20'		Rs. 1,801.00	Rs. 1,081.00	Chapter VI. Sl. No. 6.8.1	Rs. 2,251.00	Rs. 1,351.00	Per Container	Chapter VI. Sl. No. 6.7	41		92,291	0.92	25%	25%				
	Above 20' and upto 40'		Rs. 2,702.00	Rs. 1,621.00	Chapter VI. Sl. No. 6.8.1	Rs. 3,378.00	Rs. 2,026.00	Per Container	Chapter VI. Sl. No. 6.7	470	41	1,670,726	16.71	25%	25%				
	Hazardous Containers:																		
	Empty Container																		
	Upto 20'		Rs. 896.00	Rs. 537.00	Chapter VI. Sl. No. 6.8.1	Rs. 1,344.00	Rs. 806.00	Per Container	Chapter VI. Sl. No. 6.7								50%	50%	
	Above 20' and upto 40'		Rs. 1,344.00	Rs. 806.00	Chapter VI. Sl. No. 6.8.1	Rs. 2,016.00	Rs. 1,209.00	Per Container	Chapter VI. Sl. No. 6.7	15	17	50,793	0.51	50%	50%				
	Loaded Container																		
Upto 20'		Rs. 1,880.00	Rs. 1,128.00	Chapter VI. Sl. No. 6.8.1	Rs. 2,350.00	Rs. 1,410.00	Per Container	Chapter VI. Sl. No. 6.7	101		237,350	2.37	25%	25%					
Above 20' and upto 40'		Rs. 2,820.00	Rs. 1,692.00	Chapter VI. Sl. No. 6.8.1	Rs. 3,525.00	Rs. 2,115.00	Per Container	Chapter VI. Sl. No. 6.7	124		437,100	4.37	25%	25%					
Hazardous + Reefer Containers:																			
Empty Container																			
Upto 20'		New item proposed	New item proposed	Chapter VI. Sl. No. 6.8.1	Rs. 1,679	Rs. 1,008.00	Per Container	Chapter VI. Sl. No. 6.7	70	50	167,895	1.68							
Above 20' and upto 40'		New item proposed	New item proposed	Chapter VI. Sl. No. 6.8.1	Rs. 2,520.00	Rs. 1,512.00	Per Container	Chapter VI. Sl. No. 6.7	50	40	186,480	1.86							
Loaded Container																			
Upto 20'		New item proposed	New item proposed	Chapter VI. Sl. No. 6.8.1	Rs. 2,937.00	Rs. 1,762.50	Per Container	Chapter VI. Sl. No. 6.7	85	65	364,208	3.64							
Above 20' and upto 40'		New item proposed	New item proposed	Chapter VI. Sl. No. 6.8.1	Rs. 4,407.00	Rs. 2,644.50	Per Container	Chapter VI. Sl. No. 6.7	50	60	379,020	3.79							
6.8	Miscellaneous Charges																		
I	Charges for taking photographs or shooting films in the harbour premises:																		
	For shooting of films by film making company or private parties	Rs. 25,000.00		Chapter VI. Sl. No. 6.9.1	Rs. 100,000.00		Rate per Day or part thereof	Chapter VI. Sl. No. 6.8.1	1		100000	1.00							
	For still photographs of export / import cargoes or vessel on request of port users.	Rs. 532.00		Chapter VI. Sl. No. 6.9.1	Rs. 1,000.00		Rate per Day or part thereof	Chapter VI. Sl. No. 6.8.1	1		1000	0.01							
II	Fees of issue of passes / licence for entry into the wharf:																		
1	For issue Entry pass for individual (per head)	Rs. 3.00		Chapter VI. Sl. No. 6.9.2															
	i) Daily				Rs. 5.00		Per head per day	Chapter VI. Sl. No. 6.8.2	300		1500	0.02							
	ii) One Month				Rs. 100.00		Per head per month	Chapter VI. Sl. No. 6.8.2	400		40000	0.40							
	iii) Six Months				Rs. 200.00		Per head per 6 months	Chapter VI. Sl. No. 6.8.2	100		20000	0.20							
	iv) One Year				Rs. 400.00		Per head per year	Chapter VI. Sl. No. 6.8.2	50		20000	0.20							
2	Issue of entry pass for bus, authorized trucks carrying passengers (per vehicle per day)	Rs. 66.50		Chapter VI. Sl. No. 6.9.2	Rs. 120.00		Per Vehicle per day	Chapter VI. Sl. No. 6.8.2	300		36000	0.36							
3.a)	Issue of entry pass for commercial vehicles	Rs. 13.30		Chapter VI. Sl. No. 6.9.2															
	i) Daily				Rs. 20.00		per day	Chapter VI. Sl. No. 6.8.2	150		3000	0.03							
	ii) One Month				Rs. 400.00		per month	Chapter VI. Sl. No. 6.8.2	200		80000	0.80							
	iii) Six Months				Rs. 700.00		per 6 months	Chapter VI. Sl. No. 6.8.2	150		105000	1.05							
	iv) One Year				Rs. 1,250.00		per year	Chapter VI. Sl. No. 6.8.2	100		125000	1.25							
3.b)	Issue of entry pass for Individual and Commercial Vehicles (Car/ Jeep/ Van)																		
	i) Daily	New item proposed			Rs. 25.00		per day	Chapter VI. Sl. No. 6.8.2	200		5000	0.05							
	ii) One Month	New item proposed			Rs. 450.00		per month	Chapter VI. Sl. No. 6.8.2	250		112500	1.13							
	iii) Six Months	New item proposed			Rs. 750.00		per 6 months	Chapter VI. Sl. No. 6.8.2	200		150000	1.50							
	iv) One Year	New item proposed			Rs. 1,500.00		per year	Chapter VI. Sl. No. 6.8.2	125		187500	1.88							
4.a)	Issue of entry pass for light motor vehicles (Car/ Jeep/ Van)	Rs. 7.98		Chapter VI. Sl. No. 6.9.2															
	i) Daily				Rs. 10.00		per day	Chapter VI. Sl. No. 6.8.2	100		1000	0.01							
	ii) One Month				Rs. 250.00		per month	Chapter VI. Sl. No. 6.8.2	200		50000	0.50							
	iii) Six Months				Rs. 600.00		per 6 months	Chapter VI. Sl. No. 6.8.2	150		90000	0.90							
	iv) One Year				Rs. 1,000.00		per year	Chapter VI. Sl. No. 6.8.2	50		50000	0.50							
4.b)	Issue of entry pass for individual and light motor vehicles (Car/Jeep/Van)																		
	i) Daily	New item proposed			Rs. 15.00		per day	Chapter VI. Sl. No. 6.8.2	120		1800	0.02							
	ii) One Month	New item proposed			Rs. 300.00		per month	Chapter VI. Sl. No. 6.8.2	180		54000	0.54							
	iii) Six Months	New item proposed			Rs. 750.00		per 6 months	Chapter VI. Sl. No. 6.8.2	100		75000	0.75							
	iv) One Year	New item proposed			Rs. 1,250.00		per year	Chapter VI. Sl. No. 6.8.2	80		100000	1.00							
5	Issue of entry pass for private cargo handling equipment	Rs. 99.75		Chapter VI. Sl. No. 6.9.2															
	i) Daily				Rs. 120.00		per day	Chapter VI. Sl. No. 6.8.2	20		2400	0.02							
	ii) One Month				Rs. 750.00		per month	Chapter VI. Sl. No. 6.8.2	10		7500	0.08							
	iii) Six Months				Rs. 3,500.00		per 6 months	Chapter VI. Sl. No. 6.8.2	5		17500	0.18							
	iv) One Year				Rs. 6,000.00		per year	Chapter VI. Sl. No. 6.8.2	8		48000	0.48							

Revenue Estimation at the proposed Scale of Rates as furnished by the NMPT and modified by TAMP

Sl. No.	Description	Existing tariff (Foreign)	Existing tariff (Coastal)	Reference to the schedule and SI No in existing SOR	Proposed Tariff (foreign)	Proposed Tariff (Coastal)	Unit of levy	Reference to the schedule and SI No in proposed SOR	Actual Traffic exclusively handled by the port during the year 2017-18(Foreign)	Actual Traffic exclusively handled by the port during the year 2017-18(coastal)	Revenue estimation at the proposed tariff (Rs.)	Revenue estimation at the proposed tariff (Rs. In lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9) = 5*8	(10) = (5-3)/3				
1	Port Dues												
a	Ships/ Steamers	USD 0.332	Rs. 5.38	Chapter II Sl. No 2.1	USD 0.344	Rs. 5.57	per GRT	Chapter II Sl. No 2.1	23587151	8431556	587,845,691	5,878.46	3%
b	Tugs, Launches, Barges, Sailing vessels, etc. not included above	USD 0.053	Rs. 2.48	Chapter II Sl. No 2.1	USD 0.055	Rs. 2.57	per GRT	Chapter II Sl. No 2.1			-	-	3%
c	SPM	USD 0.332	Rs. 5.38	Chapter II Sl. No 2.1	USD 0.344	Rs. 5.57	per GRT	Chapter II Sl. No 2.1	5459977	0	125,209,300	1,252.09	3%
d	Bunker Barge	New item proposed	New item proposed		USD 0.055	Rs. 2.57	per GRT	Chapter II Sl. No 2.1	0	434	1,115	0.01	
e	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		USD 0.344	Rs. 5.57	per GRT	Chapter II Sl. No 2.1	200000	200000	5,706,400	57.06	
f	Vessels calling exclusively for Bunkering at Anchorage	New item proposed	New item proposed		Nil	Nil	NA	Chapter II Sl. No 2.1	0	0			
2	Berth Hire Charges:												
	Berth Hire Charges for occupation of berth where wharf cranes are not installed												
	Vessel Other than oil Tanker												
	All vessels irrespective of GRT	0.23 cents subject to a minimum of USD 7.98	Re. 0.060 subject to a minimum of Rs. 213.33	Chapter II Sl. No. 2.4.1	0.24 cents subject to a minimum of USD 8.22/hour	Re. 0.062 subject to a minimum of Rs. 220.00/hour	Rate per hour or part thereof per GRT	Chapter II Sl. No 2.2.1	5375413	2319531	36,178,904	361.79	4%
	Oil Tankers and Other vessels												
(i)	Tankers / Oil tankers	0.33 cents subject to a minimum of USD 6.58	Re. 0.089 subject to a minimum of Rs. 175.96	Chapter II Sl. No. 2.4.2	0.34 cents subject to a minimum of USD 6.78/hour	Re. 0.092 subject to a minimum of Rs. 181.24/hour	Rate per hour or part thereof per GRT	Chapter II Sl. No 2.2.2	15835557	5613352	147,972,313	1,479.72	3%
(ii)	Sailing vessels, Barges, Tugs (Vessels other than steamer and Tankers)	USD 4.12	Rs. 110.06	Chapter II Sl. No. 2.4.2	USD 4.26	Rs. 113.89	Per vessel / hour	Chapter II Sl. No 2.2.2					
(iii)	Fishing vessels / service boats	USD 0.66	Rs. 17.63	Chapter II Sl. No. 2.4.2	USD 0.68	Rs. 18.24	Per vessel / hour	Chapter II Sl. No 2.2.2					
(iv)	Wooden rowing boat with or without auxiliary engines	USD 0.32	Rs. 8.65	Chapter II Sl. No. 2.4.2	USD 0.33	Rs. 8.95	Per vessel / hour	Chapter II Sl. No 2.2.2					
(v)	Double banking (Daughter Vessel)	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above		Chapter II Sl. No. 2.4.2	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above			Chapter II Sl. No 2.2.2					
(vi)	Bunker Barge	New item proposed	New item proposed		USD 4.26	Rs. 113.89	Per vessel / hour	Chapter II Sl. No 2.2.2		434	820,008	8.20	
(vii)	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		0.34 cents subject to a minimum of USD 6.78/hour	Re. 0.092 subject to a minimum of Rs. 181.24/hour	Rate per hour or part thereof per GRT	Chapter II Sl. No 2.2.2	200000	200000	127,580	1.28	
	Charges for issue of Entry & Clearance Certificate:												
	Charges for issue of entry and clearance certificate to Master/Owner/Agent of vessel which calls at the Port for crew change and anchor within or beyond port limits without discharging or loading any cargo or passenger.	Rs. 1,330.00			Rs. 1,400.00		Per Certificate		3		4,200	0.04	
3	Pilotage												
(i)	For pilotage both inward and outward							Chapter II Sl. No 2.3					
(a)	upto 30,000 GRT	USD 0.426 subject to minimum of USD 1278	. 11.37 34110.00	Chapter II Sl. No 2.2	USD 0.441 subject to minimum of USD 1323	Rs. 11.77 subject to minimum of Rs.35310	per GRT	Chapter II Sl. No 2.3	8628319	3866704	299,500,775	2,995.01	4%
(B)	30,001 TO 60,000 GRT	USD 12780 + USD 0.340 per GRT over 30000 GRT	Rs.341100+ Rs.9.10 per GRT over 30000 GRT	Chapter II Sl. No 2.2	USD 13230 + USD 0.353 per GRT over 30000 GRT	Rs.353100+ Rs.9.42 per GRT over 30000 GRT	per GRT	Chapter II Sl. No 2.3	13431251	2881770	344,859,685	3,448.60	4%
(c)	60,001 GRT and above	USD 22980 + 0.298 per GRT over 60000 GRT	Rs.614100 + Rs.7.97 per GRT over 60000 GRT	Chapter II Sl. No 2.2	USD 23820 + 0.309 per GRT over 60000 GRT	Rs.635700+ Rs.8.24 per GRT over 60000 GRT	per GRT	Chapter II Sl. No 2.3	1527581	1683082	47,601,785	476.02	4%
(d)	SPM	USD 0.252	Rs. 9.58	Chapter II Sl. No 2.2	USD 0.260	Rs. 9.91	per GRT	Chapter II Sl. No 2.3	5459977	0	94,849,816	948.50	3%
(i), (a)	Barges, Tugs, Launches, etc. not specified above and sailing vessels (Without auxiliary engines) and fishing vessels upto GRT 199	USD 94.88	Rs. 2,536.31	Chapter II Sl. No 2.2	USD 98.00	Rs. 2,625.00	per vessel	Chapter II Sl. No 2.3	0	15	39,375	0.39	3%
(b)	200 GRT and above	USD 142.31	Rs. 3,803.80	Chapter II Sl. No 2.2	USD 147.00	Rs. 3,936.00	per vessel	Chapter II Sl. No 2.3	0	10	39,360	0.39	3%
(ii), (a)	Bunker Barge (One time during first entry)	New item proposed	New item proposed		USD 98.00	Rs. 2,625.00	per vessel	Chapter II Sl. No 2.3	0	1	2,625	0.03	
(b)	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		As per 3 (i) above	As per 3 (i) above	per GRT	Chapter II Sl. No 2.3	80000	80000	3,296,540	32.97	
(c)	Vessels calling exclusively for Bunkering at Anchorage (based on request)	New item proposed	New item proposed		As per 3 (i) above	As per 3 (i) above	per GRT	Chapter II Sl. No 2.3					
3	Shifting charges												
(i), (a)	Upto 30000 GRT	USD 0.106 subject to a minimum of USD 318	Rs.2.85 subject to a minimum of Rs.8550.00	Chapter II Sl. No 2.2	USD 0.110 subject to a minimum of USD 330	Rs.2.95 subject to a minimum of Rs.8850	Per GRT	Chapter II Sl. No 2.3	529679	143232	4,311,702	43.12	4%
(b)	30,001 TO 60,000 GRT	USD 3180 + USD 0.085 per GRT over 30000 GRT	Rs.85500+ Rs.2.27 per GRT over 30000 GRT	Chapter II Sl. No 2.2	USD 3300 + USD 0.088 per GRT over 30000 GRT	Rs.88500 + Rs.2.36 per GRT over 30000 GRT	Per GRT	Chapter II Sl. No 2.3	987779.00	358187.00	6,956,310	69.56	4%
(c)	60,001 GRT and above	USD 5730 + USD 0.074 per GRT over 60000 GRT	Rs.153600 + Rs.2.00 per GRT over 60000 GRT	Chapter II Sl. No 2.2	USD 5940 + USD 0.077 per GRT over 60000 GRT	Rs.159300 + Rs.2.06 per GRT over 60000 GRT	Per GRT	Chapter II Sl. No 2.3					4%
(i), (a)	Barges, Tugs, Launches, etc. not specified above and sailing vessels (Without auxiliary engines) and fishing vessels upto GRT 199	USD 23.73	Rs. 634.41	Chapter II Sl. No 2.2	USD 24.56	Rs. 656.00	Per vessel	Chapter II Sl. No 2.3	0	15	9,840	0.10	3%
(b)	200 GRT and above	USD 35.58	Rs. 950.95	Chapter II Sl. No 2.2	USD 36.82	Rs. 984.00	Per vessel	Chapter II Sl. No 2.3	0	10	9,840	0.10	3%
(ii), (a)	Bunker Barge	New item proposed	New item proposed		Nil	Nil	NA	Chapter II Sl. No 2.3					
(b)	Vessels calling exclusively for Bunkering at Berth	New item proposed	New item proposed		Nil	Nil	NA	Chapter II Sl. No 2.3					

4	Detention charges of the vessels:													
(i)	Cancellation of a requisition for the services of Pilot with less than 2 hours notice for pilotage between 0600 hours to 1800 hours or with less than 6 hours notice for pilotage between 1800 hours and 0600 hours	USD 99.75	Rs. 2,666.65	Chapter II Sl. No. 2.3	USD 103.22	Rs. 2,759.00	Per vessel	Chapter II Sl. No 2.4	5	7	19,328	0.19	3%	3%
(ii)	For detention of Pilot by a Steamer for more than 30 minutes beyond the time for which the requisition was made							Chapter II Sl. No 2.4						
	(a) For 1st hour or part thereof	USD 49.88	Rs. 1,332.65	Chapter II Sl. No. 2.3	USD 51.62	Rs. 1,379.00	Per vessel	Chapter II Sl. No 2.4	7	10	13,803	0.14	3%	3%
	(b) For every subsequent hour or part thereof	USD 41.56	Rs. 1,110.55	Chapter II Sl. No. 2.3	USD 43.01	Rs. 1,149.00	Per vessel	Chapter II Sl. No 2.4	4	5	5,745	0.06	3%	3%
2.4.1	Tug Hire Charges:													
1	Tug hire charges for SPM operations	USD 1,240.63	Rs. 47,275.45	Chapter II Sl. No. 2.3.1	USD 1,280.00	Rs. 48,800.00	Per Tug hour	Chapter II Sl. No 2.4.1	1,440.00		123,033,600	1,230.34	3%	3%
2	Tug hire charges for other than SPM operations	New item proposed	New item proposed		USD 240.00	Rs. 10,000.00	Per Tug hour	Chapter II Sl. No 2.4.1	60.00	80	800,499	8.00		
3	Hire charges for Tugs, Launches and other Harbour Craft							Chapter II Sl. No 2.4.1						
	(i). Pilot Launches	New item proposed	New item proposed		USD 69.00	Rs. 2,890.00	Per Tug hour	Chapter II Sl. No 2.4.1	50.00	70	202,420	2.02		
	(ii). Mooring Launches	New item proposed	New item proposed		USD 57.00	Rs. 2,390.00	Per Tug hour	Chapter II Sl. No 2.4.1	25.00	35	83,699	0.84		
	Tug hire charges when requisitioned but not utilised or delayed (applicable for all tugs irrespective of their capacity).							Chapter II Sl. No 2.4.1						
4	(i). Non-utilisation of the tug by the hirer for any reason, other than those exceptional circumstances under which the hirer has no control and is not at fault and the tug released within one hour from the time of reporting for assigned work	New item proposed	New item proposed		USD 49.00	Rs. 2,050.00	Per Tug hour	Chapter II Sl. No 2.4.1	30.00	40	82,000	0.82		
	(ii). In the case of the tug being delayed by the hirer beyond one hour from the time the tug has reported for work due to reasons other than exceptional circumstances under which the hirer has no control and is not at fault.							Chapter II Sl. No 2.4.1						
	(a). For first one hour.	New item proposed	New item proposed		USD 98.00	Rs. 4,100.00	Per Tug hour	Chapter II Sl. No 2.4.1	20.00	35	143,500	1.44		
	(b). For every additional hour or part thereof.	New item proposed	New item proposed		USD 50.00	Rs. 2,100.00	Per Tug hour	Chapter II Sl. No 2.4.1	10.00	20	42,000	0.42		
5	Cancellation charges in respect of floating craft mentioned in Sl. No.3 above, whose services have been requisitioned but not utilised or delayed.If cancellation was done without giving 3 hours notice.							Chapter II Sl. No 2.4.1						
	(i). Launch (Flat Rate).	New item proposed	New item proposed		USD 8.00	Rs. 335.00	Per Tug hour	Chapter II Sl. No 2.4.1	20.00	35	11,725	0.12		
	(ii). In respect of Tug (Flat Rate).	New item proposed	New item proposed		USD 16.00	Rs. 671.00	Per Tug hour	Chapter II Sl. No 2.4.1	30.00	40	26,840	0.27		
5	Anchorage Fees:													
Schedule of Anchorage Charges for all vessels other than liquid cargo vessels:														
	Upto 48 hours	New item proposed	New item proposed		Free		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	0	0	0	-		
	Above 48 hours and upto 96 hours	New item proposed	New item proposed		10% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	80000	80000	35,552	0.36		
	Above 96 hours and upto 144 hours	New item proposed	New item proposed		30% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	40000	40000	53,328	0.53		
	Above 144 hours	New item proposed	New item proposed		50% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.1	35000	35000	77,770	0.78		
Schedule of Anchorage Charges for liquid cargo vessels:														
	Upto 72 hours	New item proposed	New item proposed		Free		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.2	0	0	0	-		
	Above 72 hours and upto 144 hours	New item proposed	New item proposed		5% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.2	70000	70000	33,490	0.33		
	Above 144 hours	New item proposed	New item proposed		10% of applicable berth hire charges		Rate per GRT per hour or part thereof	Chapter II Sl. No 2.5.2	80000	80000	76,548	0.77		
6	Miscellaneous Service charges for the use of Tug :													
	Charges per person per voyage while tug on SPM duty	New item proposed			Rs. 5,000.00		Per person per voyage	Chapter II Sl. No 2.6	100		500000	5.00		
3	Wharfage charges													
Break - Bulk Cargo														
1	Spices (cardamom, ginger, turmeric, coriander seed, pepper, chillies etc.)	Rs. 50.77	Rs. 30.46	Chapter III Sl. No.3.1	Rs. 53.00	Rs. 32.00	MT	Chapter III Sl. No.3.1	300	500	31,900	0.32	4%	4%
	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen	Rs. 38.58	Rs. 23.15	Chapter III Sl. No.3.1	Rs. 40.00	Rs. 24.00	MT	Chapter III Sl. No.3.1	200	450	18,800	0.19	4%	4%
	Yarn, cotton and wool raw. Waste or manufactured staple fiber	Rs. 121.68	Rs. 73.01	Chapter III Sl. No.3.1	Rs. 46.00	Rs. 28.00	CBM	Chapter III Sl. No.3.1	700	1000	60,200	0.60	-62%	-62%
	Areca nuts, beedi leaves, coffee instant coffee essence or powder, mangnanite illuminates monazite bauxite rutile sand, sandal wood logs, and product, Tea, Coffee husk, tobacco.	Rs. 50.00	Rs. 30.00	Chapter III Sl. No.3.1	Rs. 52.00	Rs. 31.00					238,000	2.38	4%	3%
	Asphalt, Bitumen	Rs. 81.65	Rs. 48.99	Chapter III Sl. No.3.1	Rs. 84.00	Rs. 51.00	MT	Chapter III Sl. No.3.1	1000	6000	72,600	0.73	3%	4%
	Plant & Machinery (in Knock Down Conditions or otherwise)	Rs. 127.95	Rs. 76.77		Rs. 132.00	Rs. 79.00	MT			3867	305,493	3.05	3%	3%
	Over dimensional cargo	Rs. 875.00	Rs. 525.00	Chapter III Sl. No.3.1	Rs. 905.00	Rs. 543.00	MT	Chapter III Sl. No.3.1	3368		3,048,040	30.48	3%	3%
2	Bulk Cargo													
1(a)	Finished Fertilizers													
	MOP,SOP, Urea,DAP,NPK,CAN,MAP/SAP/UAP and any other Finished fertilizer	Rs. 34.45	Rs. 20.67	Chapter III Sl. No.3.2	Rs. 36.00	Rs. 21.00	MT	Chapter III Sl. No.3.2	555079	7001	20,129,865	201.30	4%	2%
(b)	Fertilizer Raw materials													
	Sulphate/Rock phosphate	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00	MT	Chapter III Sl. No.3.2	68464	0	2,807,024	28.07	4%	2%
2	Food Grains and Food Products													
(a)	Rice,Wheat, Maize,pulses(bags/bulk)	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00	MT	Chapter III Sl. No.3.2	50833	0	2,084,153	20.84	4%	2%
(b)	Sugar,Sugarcandy or cube	Rs. 39.37	Rs. 23.62	Chapter III Sl. No.3.2	Rs. 41.00	Rs. 24.00	MT	Chapter III Sl. No.3.2			-	-	4%	2%

(g)	Oil cakes and fodder of all kinds	Rs. 29.53	Rs. 17.72	Chapter III Sl. No.3.2	Rs. 31.00	Rs. 18.00	MT	Chapter III Sl. No.3.2	160	80	6,400	0.06	5%	2%
(h)	Unaccompanied personal effects	Rs. 98.42	Rs. 59.05	Chapter III Sl. No.3.2	Rs. 102.00	Rs. 61.00	MT	Chapter III Sl. No.3.2	200	50	23,450	0.23	4%	3%
(j)	Baggages accompanying passengers or seamen free and personnel baggages, Horses and carriages/ accompanying Military personnel moving on duty Embarking from vessels and the Animal meats for providing food for them	FREE	FREE	Chapter III Sl. No.3.2	FREE	FREE		Chapter III Sl. No.3.2				-		
(i)	Mill Scale	Rs. 46.55	Rs. 27.93	Chapter III Sl. No.3.2	Rs. 48.00	Rs. 29.00	MT	Chapter III Sl. No.3.2	300	200	20,200	0.20	3%	4%
15	Salt	Rs. 29.53	Rs. 17.72	Chapter III Sl. No.3.2	Rs. 7.00	Rs. 4.00	MT	Chapter III Sl. No.3.2	200	350	2,800	0.03	-76%	-77%
16	Rice Bran	Rs. 29.53	Rs. 17.72	Chapter III Sl. No.3.2	Rs. 31.00	Rs. 18.00	MT	Chapter III Sl. No.3.2	350	150	13,550	0.14	5%	2%
17	Tapioca chips, flour starch, waste & tamarind seed powder in bags	Rs. 49.21	Rs. 29.53	Chapter III Sl. No.3.2	Rs. 37.00	Rs. 22.00	MT	Chapter III Sl. No.3.2	200	125	10,150	0.10	-25%	-25%
18	Onion	Rs. 29.53	Rs. 17.72	Chapter III Sl. No.3.2	Rs. 31.00	Rs. 18.00	MT	Chapter III Sl. No.3.2	100	100	4,900	0.05	5%	2%
19.a)	Construction and building materials													
	Riversand/ Rocksand/ Metal Sand/ Granule/ Jelly/Marble/ Manufactured Sand (M Sand)	New item proposed	New item proposed	Chapter III Sl. No.3.2	Rs. 20.00	Rs. 12.00	MT	Chapter III Sl. No.3.2	110745	0	2,214,900	22.15		
b)	Items other than Construction and building materials													
(i)	Clay, chalk, fly ash in bulk	Rs. 96.82	Rs. 58.09	Chapter III Sl. No.3.2	Rs. 40.00	Rs. 24.00	MT	Chapter III Sl. No.3.2	21711	0	868,440	8.68	-59%	-59%
(ii)	Granite Boulders	New item proposed	New item proposed	Chapter III Sl. No.3.2	Rs. 40.00	Rs. 24.00	MT	Chapter III Sl. No.3.2	500	300	27,200	0.27		
(iii)	Tetra Pod	New item proposed	New item proposed	Chapter III Sl. No.3.2	Rs. 40.00	Rs. 24.00	MT	Chapter III Sl. No.3.2	300	200	16,800	0.17		
20	Conveyance - Various types, parts and accessories:-													
(a)	Vehicles/Equipments imported/Exported through the Port	Rs. 3,000.00	Rs. 1,800.00	Chapter III Sl. No.3.2	Rs. 3,104.00	Rs. 1,863.00	Each	Chapter III Sl. No.3.2	15	10	65,190	0.65	3%	4%
(a)	Vehicles/Equipments Imported/ Exported through the Port through Ro-Ro operation.	Rs. 3,000.00	Rs. 1,800.00	Chapter III Sl. No.3.2	Rs. 3,104.00	Rs. 1,863.00	Each	Chapter III Sl. No.3.2	8	10	43,462	0.43	3%	4%
(b)	Vehicles/Equipments handled with loaded merchandise or cargoes through Ro-Ro operation	Rs. 1,500.00	Rs. 900.00	Chapter III Sl. No.3.2	Rs. 1,552.00	Rs. 931.00	Per Vehicle per Equipment	Chapter III Sl. No.3.2	10	5	20,175	0.20	3%	3%
	Pipeline Transfer Operation Charges of POL Products	New item proposed	New item proposed	Chapter III Sl. No.3.2	Rs. 40.00	Rs. 40.00	MT	Chapter III Sl. No.3.2	300	200	20,000	0.20		
22														
23	Unenumerated goods other than the above specified	Rs. 63.97	Rs. 38.38	Chapter III Sl. No.3.2	Rs. 40.00	Rs. 24.00	MT	Chapter III Sl. No.3.2	200	200	12,800	0.13	-37%	-37%
3.3	Charges for use of bunkering facility alongside berths													
	For providing bunkers alongside berth(s) or anchorage through fixed pipelines or loading arms or flexible hoses of users or through mobile trucks/trainers/barges	Rs. 35.91		Chapter VI Sl. No. 6.2	Rs. 35.91	Rs. 25.00	Rate per MT	Chapter III Sl. No.3.3	100	100	6,091	0.06		
3.4	Composite Port Charges for Cruise Vessels													
	Rate for cruise vessel													
	For first 12 hours	New item proposed	New item proposed		USD 0.350		Per GRT	Chapter III Sl. No.3.4	1071283		25,027,849	250.28		
	For each additional hour or part thereof exceeding 12 hours	New item proposed	New item proposed		USD 0.060		Per GRT	Chapter III Sl. No.3.4	0		-	-		
4	Container charges													
4.1.a)	Wharfage charges for Reefer, Hazardous and ISO specialised Tank Containers													
	Empty													
1	Container Upto 20'	New item proposed	New item proposed		Rs. 120.00	Rs. 72.00	Per container	Chapter IV sl.no 4.1	670	1500	188,400	1.88		
2	Above 20' and upto 40'	New item proposed	New item proposed		Rs. 180.00	Rs. 108.00		Chapter IV sl.no 4.1	500	150	106,200	1.06		
3	Above 40'	New item proposed	New item proposed		Rs. 240.00	Rs. 144.00	Per container	Chapter IV sl.no 4.1	0	0	-	-		
	Loaded													
1	Container Upto 20'	New item proposed	New item proposed		Rs. 600.00	Rs. 360.00	Per container	Chapter IV sl.no 4.1	2500	2800	2,508,000	25.08		
2	Above 20' and upto 40'	New item proposed	New item proposed		Rs. 900.00	Rs. 540.00	Per container	Chapter IV sl.no 4.1	800	300	882,000	8.82		
3	Above 40'	New item proposed	New item proposed		Rs. 1,200.00	Rs. 720.00	Per container	Chapter IV sl.no 4.1	0	0	-	-		
4.1	Wharfage charges for other types of containers													
	Empty													
1	Container Upto 20'	Rs. 59.05	Rs. 35.43	Chapter IV sl.no 4.1	Rs. 80.00	Rs. 48.00	Per container	Chapter IV sl.no 4.1	6690	19593	1,475,664	14.76	35%	35%
2	Above 20' and upto 40'	Rs. 88.58	Rs. 53.15	Chapter IV sl.no 4.1	Rs. 120.00	Rs. 72.00	Per container	Chapter IV sl.no 4.1	4677	1739	686,448	6.86	35%	35%
3	Above 40'	Rs. 118.10	Rs. 70.86	Chapter IV sl.no 4.1	Rs. 160.00	Rs. 96.00	Per container	Chapter IV sl.no 4.1	0	0	-	-	35%	35%
	Loaded													
1	Container Upto 20'	Rs. 295.26	Rs. 177.16	Chapter IV sl.no 4.1	Rs. 400.00	Rs. 240.00	Per container	Chapter IV sl.no 4.1	25470	28359	16,994,160	169.94	35%	35%
2	Above 20' and upto 40'	Rs. 442.89	Rs. 265.73	Chapter IV sl.no 4.1	Rs. 600.00	Rs. 360.00	Per container	Chapter IV sl.no 4.1	8263	3014	6,042,840	60.43	35%	35%
3	Above 40'	Rs. 590.52	Rs. 354.31	Chapter IV sl.no 4.1	Rs. 800.00	Rs. 480.00	Per container	Chapter IV sl.no 4.1			-	-	35%	35%
4.2	Storage charges													
1	Upto 20'	USD 0.285	Rs. 12.67	Chapter IV sl.no 4.2	Rs. 19.00		Per container per day or part thereof	Chapter IV sl.no 4.2	200		3800	0.04	50%	
2	Above 20' and upto 40'	USD 0.427	Rs. 19.02	Chapter IV sl.no 4.2	Rs. 38.00		Per container per day or part thereof	Chapter IV sl.no 4.2	150		5700	0.06	100%	
3	Above 40'	USD 0.569	Rs. 25.36	Chapter IV sl.no 4.2	Rs. 57.00		Per container per day or part thereof	Chapter IV sl.no 4.2					125%	
4.3	Re-stow charges													
	Empty													
	Upto 20'	Rs. 29.53	Rs. 17.72	Chapter IV Sl. No.4.3	Rs. 31.00	Rs. 19.00	Per Container	Chapter IV Sl. No. 4.3	150		4650	0.05	5%	7%
	Above 20' and upto 40'	Rs. 44.29	Rs. 26.57	Chapter IV Sl. No.4.3	Rs. 46.00	Rs. 28.00	Per Container	Chapter IV Sl. No. 4.3	100		4600	0.05	4%	5%
	Above 40'	Rs. 59.05	Rs. 35.43	Chapter IV Sl. No.4.3	Rs. 61.00	Rs. 37.00	Per Container	Chapter IV Sl. No. 4.3					3%	4%
	Loaded													
	Upto 20'	Rs. 49.21	Rs. 29.53	Chapter IV Sl. No.4.3	Rs. 51.00	Rs. 31.00	Per Container	Chapter IV Sl. No. 4.3	100		5100	0.05	4%	5%
	Above 20' and upto 40'	Rs. 73.82	Rs. 44.29	Chapter IV Sl. No.4.3	Rs. 77.00	Rs. 46.00	Per Container	Chapter IV Sl. No. 4.3	150		11550	0.12	4%	4%
	Above 40'	Rs. 98.42	Rs. 59.05	Chapter IV Sl. No.4.3	Rs. 102.00	Rs. 61.00	Per Container	Chapter IV Sl. No. 4.3					4%	3%

										<u>CERTIFICATE</u>																			
It is hereby certified that the Revenue estimation furnished in the above statement has been verified and found to be in Order.																													
----- Head of the Finance Department of the Major Port Trust															----- Chartered Accountant/ Cost and Management														
Date																													
Place																													

SUMMARY OF THE COMMENTS RECEIVED FROM THE PORT USERS/ USER ORGANIZATIONS AND ARGUMENTS MADE IN THIS CASE DURING THE JOINT HEARING BEFORE THE AUTHORITY

F.No. TAMP/78/2018-NMPT - Proposal from the New Mangalore Port Trust for general revision of its Scale of Rates.

A summary of the comments received from the users/ user organizations and reply furnished by New Mangalore Port Trust (NMPT) thereon are tabulated below:

Sl. No.	Comments of the users / user organisations	Reply furnished by NMPT
1.	James Mackintosh & Co. (JMC)	
(i).	<u>Anchorage Charges:</u> NMPT is having its own limitation compared to any other Major Ports as it does not have any business in the anchorage. Hence no question arises for Anchorage Charges in New Mangalore. If JMC commence any operation at Anchorage then it would be appropriate to introduce the same. Till that time, it can be put on abeyance.	The anchorage area at NMPT has been designed and developed after several studies like nature of sea bed along with other maritime aspects to provide a safe holding ground for the vessels anchorage in this area. Recently and also in the past, it has been observed that many vessels anchor inside this anchorage area for vessel repairs by their ship's crew and do not have any other operation requirement at this port. It has been also observed that vessels which call this port for loading/ discharging but do not provide vessel/ cargo/ custom related documents and wait at the anchorage for a longer period. Staying at the anchorage increase the turnaround time of the vessel and affects the overall performance of the port. It also has an impact on the safety of navigation within the port limits with an adverse effect on other environmental and security related aspect. To avoid such kind of inconveniences in future, the anchorage charges is proposed.
(ii).	<u>Container related charges:</u> Container handling is still in pre-mature period in New Mangalore as there are no mother vessels and about 50% of the total handling will be empties, it is not wise to hike the rates considering the growth which AMC are jointly anticipating and targeting through trade meets and canvassing on our port's capability highlighting with those infrastructure. At this juncture it is suggested to retain the status – quo and once JMC achieves 2 lakh TEUs, then port can think of hiking the rates or it may definitely create an adverse impact in the highly competitive atmosphere.	The marginal increase is considered on the basis of resource addition for container handling i.e. new reach stackers, development of additional storage yard etc., in addition to the same, 7 free days was introduced for storage of coastal containers and the discount of 25% of Vessels related charges continuing from 2009 onwards. However, the proposed rates are the lowest in comparison to the neighboring ports.
(iii).	<u>Charges on Port MHC:</u> If there is sufficient volume of cargo or if the circumstances are favorable with market conditions, the rate hike can be adopted with pro-rata basis. Whereas, the present condition	The proposal has been reviewed considering the demand of Port users and to retain the container cargo, the proposed rate for Loaded container has been

	is not so favourable either for the Exim trade or for the handling agents, the rate hike can be put on hold till cargo flow increases and condition favours the Exim trade positively.	proposed to reduce from 50% to 25%. The detail is attached.									
(iv)	<u>Tug Hire:</u> Laurels to Port officials for taking a pro-trade action in constituting the rates on tug hire which can be an excellent relief for the trade.	Noted for appreciation.									
(v)	<u>Registration Fee for Steamer Agency / C&F Agency:</u> The new recommended registration fees should be a Bolt from the Blue for both e-steamer Agents & C&F agents, The reason told to impose such fee is the shortfall on the vessel related charges which seems to be contradictory to the guidelines as all the charges should be remitted well in advance based on the calculation of vessel parameters and berth stay etc. to berth and subsequently to sail the vessel after cargo operation. If this guideline exists and almost all the agents are following those guidelines, there is no question of short fall in the remittance. Of course there will be some excess or short compared to the final bill with the initial Calculations / payments. It is practical. The balance can be settled after receipt of the final port bill. It is not appropriate to mention, still we have to put on record that the agent are not receiving the agency charges as per the fees fixed by competent authorities due to competitive conditions. Therefore, any fee introduction of this nature should be suspended.	Regarding the registration fee, it is proposed to levy ₹25,000/- to ensure genuine & capable agencies to enroll who can add to cargo throughput of the Port.									
(vi)	<u>Berthing Policy:</u> It is a great relief to the stevedores to ban productivity per ton levy for supply of RCHW under chapter VII of SOR. But, the performance debit / credit which also arises mainly based on the performance of the Stevedores, the same can also be charged to stevedores only as one charge will be applicable to them henceforth, instead of former 2 charges. And moreover, the Steamer agents are in no way connected to the performance since it is beyond their control unless and until if any actions happened from their ends. Therefore, the charges can be directly charged to stevedores who are ultimately planning and handling the cargo with their own capacities engaging their own men and machines.	This has been considered in the proposal filed under the berthing policy and it will be charged once it gets notified.									
(vii)	<u>Dock Entry Passes:</u> Proposed hike in Dock Entry Passes charges is exorbitantly high and will adversely affect those who are having large number of staff and vehicles. The hike should be systematic and pragmatic. But, what is proposed, is unrealistic and not logical. So please try to avoid the hike and if it is necessary it can be at a	The proposal been reviewed and new rate is proposed considering the request of Port users. The same is attached. <table border="1"> <thead> <tr> <th>Sl. No.</th><th>Classification</th><th>Rate (in ₹)</th></tr> </thead> <tbody> <tr> <td>1</td><td>For issue Entry pass for individual (per head)</td><td></td></tr> <tr> <td>i)</td><td>Daily</td><td>5.00</td></tr> </tbody> </table>	Sl. No.	Classification	Rate (in ₹)	1	For issue Entry pass for individual (per head)		i)	Daily	5.00
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	maximum of 5% more than the present fee structure. JMC has requested TAMP to consider their suggestions with existing facts and implement those revisions accordingly to help the trade thereby to attract more cargo for the overall development of their NMPT.	<table> <tr><td>ii)</td><td>One month</td><td>100.00</td></tr> <tr><td>iii)</td><td>Six months</td><td>200.00</td></tr> <tr><td>iv)</td><td>One year</td><td>400.00</td></tr> <tr><td>2</td><td>Issue of entry pass for bus, authorized trucks carrying passengers (per vehicle per day)</td><td>120.00</td></tr> <tr><td>3.a)</td><td>Issue of entry pass for commercial vehicles</td><td></td></tr> <tr><td>i)</td><td>Daily</td><td>20.00</td></tr> <tr><td>ii)</td><td>One month</td><td>400.00</td></tr> <tr><td>iii)</td><td>Six months</td><td>700.00</td></tr> <tr><td>iv)</td><td>One year</td><td>1250.00</td></tr> <tr><td>b)</td><td>Issue of entry pass for Individual and Commercial Vehicles</td><td></td></tr> <tr><td>i)</td><td>Daily</td><td>25.00</td></tr> <tr><td>ii)</td><td>One month</td><td>450.00</td></tr> <tr><td>iii)</td><td>Six months</td><td>750.00</td></tr> <tr><td>iv)</td><td>One year</td><td>1500.00</td></tr> <tr><td>4. a)</td><td>Issue of entry pass for light motor vehicles (Car/ Jeep/ Van)</td><td></td></tr> <tr><td>i)</td><td>Daily</td><td>10.00</td></tr> <tr><td>ii)</td><td>One month</td><td>250.00</td></tr> <tr><td>iii)</td><td>Six months</td><td>600.00</td></tr> <tr><td>iv)</td><td>One year</td><td>1000.00</td></tr> <tr><td>b)</td><td>Issue of entry pass for individual and light motor vehicles (Car/Jeep/Van)</td><td></td></tr> <tr><td>i)</td><td>Daily</td><td>15.00</td></tr> <tr><td>ii)</td><td>One month</td><td>300.00</td></tr> <tr><td>iii)</td><td>Six months</td><td>750.00</td></tr> <tr><td>iv)</td><td>One year</td><td>1250.00</td></tr> <tr><td>5</td><td>Issue of entry pass for private cargo handling equipment</td><td></td></tr> <tr><td>i)</td><td>Daily</td><td>120.00</td></tr> <tr><td>ii)</td><td>One month</td><td>750.00</td></tr> <tr><td>iii)</td><td>Six months</td><td>3500.00</td></tr> <tr><td>iv)</td><td>One year</td><td>6000.00</td></tr> </table>	ii)	One month	100.00	iii)	Six months	200.00	iv)	One year	400.00	2	Issue of entry pass for bus, authorized trucks carrying passengers (per vehicle per day)	120.00	3.a)	Issue of entry pass for commercial vehicles		i)	Daily	20.00	ii)	One month	400.00	iii)	Six months	700.00	iv)	One year	1250.00	b)	Issue of entry pass for Individual and Commercial Vehicles		i)	Daily	25.00	ii)	One month	450.00	iii)	Six months	750.00	iv)	One year	1500.00	4. a)	Issue of entry pass for light motor vehicles (Car/ Jeep/ Van)		i)	Daily	10.00	ii)	One month	250.00	iii)	Six months	600.00	iv)	One year	1000.00	b)	Issue of entry pass for individual and light motor vehicles (Car/Jeep/Van)		i)	Daily	15.00	ii)	One month	300.00	iii)	Six months	750.00	iv)	One year	1250.00	5	Issue of entry pass for private cargo handling equipment		i)	Daily	120.00	ii)	One month	750.00	iii)	Six months	3500.00	iv)	One year	6000.00
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(i).	<u>Anchorage Fees :</u> Apart from providing safe anchorage position, the port has not given any value added service to vessels anchored at NMPT area. The port has not invested anything in the recent times which would necessitate the introduction of this new tariff. Hence, MSAA would like to know the rationale behind introduction of this new tariff head – Anchorage fees. 1.1. Some of the ports has this tariff head since lot of cargo operation takes place at anchorage of those ports and presence of any vessels in the vicinity would hamper expeditious cargo operations. 1.2. As there is no cargo operation carried out at anchorage and the port is not providing any service to ships at anchorage, the demand for payment of anchorage dues is not justified. Whenever, any vessel arrives at anchorage not intended for any cargo operation, the vessel is not being provided with any service by the port. Further, it may be noted that all the vessels traversing in the port limits do not utilize the service rendered by VTMS installed at the port.	The anchorage area at NMPT has been designed and developed after several studies like nature of sea bed along with other maritime aspects to provide a safe holding ground for the vessels anchoring in this area. Recently and also in the past it has been observed that many vessels anchor inside this anchorage area for vessel repairs by their ships crew and do not have any other operation requirement at this port. It has been also observed that vessels which call this port for loading / discharging but do not provide vessel / cargo / custom related documents and wait at the anchorage for a longer period. Staying at the anchorage increases the turnaround time of the vessel and affects the overall performance of the port. It also has an impact on the safety of navigation within the port limits with an adverse effect on other environmental and security related aspect. To avoid such kind of inconveniences in future, the anchorage charge is proposed.																																																																																							

	1.3. All PSUs are importing LPG at NMPT for public distribution and NMPT is one of the ports handling highest LPG cargoes. To ensure that LPG supply does not go dry, the PSUs position additional LPG vessels as part of national contingency plan. Introduction of anchorage dues will encourage the PSUs to modify the strategy and divert additional quantity to neighbouring ports. With this, NMPT is likely to lose the prestigious tag of being one of the largest LPG handling port in India. Hence, MSAA opine that introduction of this tariff head will not auger well for NMPT.	
(ii).	<u>Fees for issue of license to C&F Agency and Steamer Agency:</u> It has been noticed that security deposit of ₹2,00,000/- and ₹5,00,000/- is being demanded from C&F and Steamer agents, respectively. MSAA completely disagrees with the above proposal for the simple reason that both the items do not fall within the purview and jurisdiction of the New Mangalore Port Trust. In this connection, MSAA would like to submit as under: <u>2.1. Steamer Agency License:</u> MSAA reiterates that many of the ports have abolished dual licensing and rely on the license issued by Customs Authority, long before introduction of ease of doing business initiatives. Most of the ports do not insist on security deposit. The Security deposit introduced for Steamer Agency and C & F Agency is very steep and requires moderation. It is very unfair. The Port has not specified the reason for introduction of such high security deposit.	The proposal has been reviewed and the proposal for security deposit charges stands deleted from the proposal of general SOR.
(iii).	<u>Wharfage charges for reefers and ISO / Specialized Tank Containers:</u> Though the Wharfage charges for Reefer and ISO / specialized Tank Containers and for other type of containers has been reduced but the overall hike will certainly be a setback for container trade at this port. Without providing adequate facilities for the separate class of containers, introducing special rate does not auger well for a port which is still desperately trying to cross 200000 TEU mark. The proposal to hike the existing rates by over 100% has not been justified. As explained above, the port has merely proposed a rate	With regard to charges for specialized containers like reefer and ISO Tank Containers, the proposed rates is based on the TAMP guidelines and added infrastructure i.e. 150 plug points, replacement of power cables for providing uninterrupted stable power supply. The increase is considered on the basis of resource addition for container handling i.e. new reach stackers, development of additional storage yard etc. in addition to the same, 7 free days was introduced for storage of coastal containers and the discount of 25% for Vessel related charges continuing from 2009 onwards.

	without mentioning the factors it has considered to arrive at the price hike.	However, the proposed rates are the lowest in comparison to the neighbouring ports.
(iv).	<u>Container Handling Charges:</u> The proposal lacks rationality and the port has failed to offer explanation in terms of the methodology applied for arriving at this proposal. There have been several attempts to develop a container terminal at NMPT. Even after offering additional inducements, the port is unable to elicit interest from the key players, primarily due to financial unviability coupled with low container traffic. In this backdrop, the port has proposed hike in container handling charges ranging from services such as wharfage on all types of containers, storage charges, container handling charges, charges for using marshalling yard (outside and inside wharf) etc. will certainly discourage the trade to use NMPT for their EXIM requirement.	The rate of Container handling charges proposed in SOR is on the basis of calculation taking into consideration all the cost components of container handling equipments.
(v).	<u>Fees for port entry passes :</u> The tariff for port entry passes has been increased without application of mind. All services cannot be seen as an opportunity for profiteering. There are many service providers visiting the port to transact business as part of Export / Import obligations. Any unreasonable hike in the port entry passes would affect the entire supply chain. MSAA request TAMP to kindly share the detailed calculation used for tariff revision. The revised scale of rate at NMPT is likely to meet with severe resistance from the trade, particularly from container trade and it will certainly impact the traffic at NMPT. They earnestly appeal to the NMPT management to evaluate the ongoing depressed market condition due to which the bottom line of all the users is under duress. Therefore, during these difficult times, any rate hike will be detrimental to the economic health of the trade and industry. Hence, we request to drop the tariff hike and maintain the old scale of rates at least for 1 or 2 years from now till the market situation improves.	The port has reiterated the comments furnished on comments of JMC brought out at Sl. No.(vii) above.
	The number of Container Storage Yards around Mangaluru that have gone bankrupt in the recent past leading to insolvency, loss of employment, civil and criminal litigation. Any hike in tariff will further add to the pain of the trade which will effect employment generation of the educated youth of the region.	No comments furnished.

3.	M/s.Delta Infralogistics Limited	
(i)	The Container Handling Charges have been proposed to be hiked by 55%. In the Notes & Assumptions hosted on the website of NMPT, there is no mention of the rationale behind arriving at the proposed rate. In the same set of documents, the Minutes of the Meeting dated 16.02.2019 with the Port Users has been uploaded. Infact, in the particular meeting, the Port Users had vehemently expressed displeasure about the steep hike in the rates proposed in case of some of the activities at the Port for which the hike was in the range of 100-200%. The port appears to have taken note of the contentions of the port users and has revised the rates in some of the activities and the proposed hike is now in the range of over 50% now. In the Port Working Committee meeting held on 22.01.2019, when the Port Users raised the issue of the proposed steep hike in the SOR, the Chairman informed the port users that his earlier instructions were to have an average increase in rates of 3-5%. At that time, he had further informed the officials to sit with the port users and to find out which of the cases the hike requires moderation and to resolve it. It is our suggestion that any number of moves for Containers for giving Import Delivery or for Export Vessel feeding should be considered as one move. This will definitely facilitate and contribute to the Import or Export trade at the port. Similar condition may be provided in the proposed SOR notification also. NMPT, to comply with the BCG recommendations, is in the process of initiating action to develop a container terminal. Even after offering additional inducements, the port, over a period, has not been able to elicit interest from the key players. Till date, the container traffic is not at the expected level. Still, the Port has proposed steep hike in the Container Handling charges. It may please be noted that the Port aims to achieve handling of 200,000 TEUs in the next few year. Simultaneously, raising the container handling charges to such levels will have an adverse effect on the trade and can be a hindrance in achieving the said projected traffic. As per the administrative report of NMPT 2017-18, the total container loaded at NMPT were 56,978 TUEs (of which 24,000 TEUs were Empty), while the total unloaded containers handled were 58,520 TEUs, total of 1,15,198 TEUS. As such, on an immediate basis, regarding the proposal, it is our	The marginal increase is considered on the basis of resource addition for container handling i.e. new reach stackers, development of additional storage yard etc. in addition to the same, 7 free days was introduced for storage of coastal containers and the discount of 25% for Vessel related charges. However, the proposed rates are the lowest in comparison to the neighbouring ports.

	suggestion that the Port maintain a Status Quo on the Container handling charges till such time the Container Traffic loaded at NMPT reaches 2,00,000 TEUs.																																																																																																																																																																																																																																																																																		
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(ii).	<u>Fees for Port Entry Passes ‘Hike is Exorbitant for Cargo Handling’:</u> The proposal for Port entry passes has been increased exorbitantly without discussing the Port Users. The Stevedores / Port Users entering port for transacting Cargo work hence this cannot be seen as an opportunity for profiteering. There are many service providers visiting the port to transact business as part of Export/Import obligations. Any unreasonable hike in the port entry passes would affect the entire supply chain. We therefore request you to kindly increase only 5% to 10% on Port Entry Passes in Tariff revision. ANMPS have requested for no increase for cargo work Port entry, if TAMP still insist, TAMP may please consider the following increases as below: Fees of issue of passes / license for entry into the wharf : (*Existing/*Proposed)	The proposal has been reviewed and a new rate is proposed considering the request of Port users. The same as detailed below:-																																																																																																																																																																																																																																																																																	
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(iii).	<u>Anchorage Fees:</u> ANMPS agrees with the comments of Steamer Agents Association. If the proposed rate implemented, the NMPT will lose many cargo traffic because they cannot handle cargo at anchorage due to higher cost. In past, ANMPS have handled cargo at anchorage and found handling cost is doubled. Hence we stopped the handling. Some of the other major ports are having anchorage facilities whereas they do not have. Since there is no cargo traffic handled at Anchorage and the Port is not providing any service to ships / cargo at Anchorage, the Port's demand for payment of anchorage dues is not justified. Therefore, we strongly object NMPT charging Anchorage Fees at this Port.	The port has reiterated the comments furnished on comments of MSAA brought out at Sl. No.2(i) above and hence not reiterated here.																																																		
(iv).	<u>Wharfage Charges :</u> (a) They agree with the comments of Steamers Agents Association for handling Reefers & ISO/Specialized Tank. (b) Chapter III, Sl. no.(3j) Pet Coke – They have mentioned Foreign & Coastal are same ₹41/- which has to be 50% less (₹21/-) for coastal shipment, since our Govt./Shipping Ministry encouraging the Coastal Trade and they should not discourage coastal cargo.	(a) With regard to charges for specialised containers like reefer & ISO Tank containers , the proposed rates is based on the TAMP guidelines and added infrastructure i.e. 150 plug points, replacement of power cables for providing uninterrupted stable power supply. (b) As per the Government guidelines, clarification issued by the Ministry of Petroleum, pet coke does fall under the category of POL products. Therefore, it does not come under the purview of coastal cargo. [In the final revised SOR, the NMPT has proposed rate for pet coke applying applicable coastal concession.]																																																		
(v).	<u>Levy for Cargo Handling:</u> Chapter II, Sl. No.(8) Pet Coke – They have mentioned Foreign and Coastal are same at ₹48/- which has to be 50% less (₹24/-) for coastal cargo shipments, since our Govt./Shipping Ministry encouraging the Coastal Trade, hence they should not discourage coastal cargo. RCHW benchmark levy for handling cargo by MHC increased to ₹10/-PMT. In this case Port RCHW is not giving any service/labour & they are paying to Port. There should be no work no payment. Please note Port is planning to charge Royalty on cargo handling a huge amount, where as other Ports like Vizag, Goa	As per the Government guidelines, clarification issued by the Ministry of Petroleum, pet coke does fall under the category of POL products. Therefore it does not come under the purview of coastal cargo. In the present notified rate the levy charges for cargoes handled through HMC varies from ₹20.57 to ₹6.45 with benchmark productivity based penalty and rebate. To simplify the charges a flat rate of ₹10 per tonne as a cess is proposed with dispensing the bench mark																																																		

	& other Ports charging ₹ 5/- only. Therefore they recommend ₹5/- only for RCHW Levy	productivity norms related penalty / rebate which was the demand of the Users.
(vi).	<u>Container Handling Charges:</u> Container handling charges is not justifiable since port is planning for new Container Handling Terminal. NMPT is gradually increasing traffic. They require 2,00,000 containers to have Container Terminal. Hence, they should maintain the present rates, till they achieve our target.	The rate of Container handling charges proposed in SOR on the basis of calculation taking into consideration of all cost components of equipments.
(vii).	<u>Performance Standards:</u> They request the Board to fix the performance parameters for Average Ship berth day output for 8000-8500 instead proposed 16200 ton which in turn affects the EXIM Trade and Port Cargo Traffic.	The performance standards fixed is on the basis of average performance of the port in earlier years.

2. A joint hearing in this case was held on 15 May 2019 at the NMPT premises. The NMPT made a brief Power Point presentation of its proposal. At the joint hearing, the NMPT and the concerned users/ user organizations have made the following submissions:

New Mangalore Port Trust (NMPT)

(FA & CAO, NMPT)

- (i). We have proposed to revise the tariff to recover the operating cost and to upgrade existing port infrastructures.
- (ii). We filed the proposal in December 2018. After issue of Working Guidelines in 2019 and at the instance of TAMP, we filed the proposal in March 2019 following the 2019 Working Guidelines. Before we filed the proposal in March 2019, we consulted the port users in a Meeting on 16.02.2019. Based on the feedback, we have revised the tariff downwards for port entry passes, HMC charges and dispensed with security deposit for C&F and Steamer Agents.
- (iii). Our Annual Revenue Requirement is ₹418.69 crores and the increase required in tariff in CRC and VRC is 4%. We have proposed 3% increase in VRC, 2-4% increase in CRC, 35% increase in container wharfage and 55% increase in equipment hire charges for handling containers. We have also proposed tariff reduction in the range of 13% to 77% for various cargo items like yarn, timber, salt, fly ash in bulk, etc.
- (iv). We have proposed relief to the port users in the form of reduction in tug hire charges for non-SPM operations, hire charges for pilot/ mooring charges, exemption for non-commercial vessels, fishing vessels and crafts from payment of port dues. No shifting charges will be levied on working vessels which are shifted from general cargo berth to accommodate passenger/ cruise vessels. Likewise, shifting of container berth from berth no.8 to other berth shall not be charged. Bunker Barge shall not attract anchorage charge.
- (v). We request TAMP to approve our proposal.

Association of New Mangalore Port Stevedores (ANMPS)

- (i). Port has considered some of our request to reduce tariff. We are happy.
- (ii). Fees for port entry passes have been hiked. Many service providers enter port to transact business. Hike affect the supply chain. Please reduce fee for entry passes. [FA&CAO, NMPT: We have reduced the increase proposed in December 2018 for all kind of entry passes in our revised proposal of March 2019.]

- (iii). Concession in rate is not given for handling coastal cargo of pet coke.
[Sr. Dy. T.M., NMPT: On a reference made by MOS to Ministry of Petroleum, the Petroleum Ministry has clarified to MOS that pet coke is equivalent to petroleum products. Petroleum products are not eligible for concession.]
- (iv). Port has proposed a new tariff of ₹10 per MT as cess for mechanised handling of bulk cargo by Mobile crane for supply of labour from Registered Cargo Handling Labour Wing. But, RCHLW is not giving any service or labour.
[FA&CAO, NMPT: We will discuss this matter with the Stevedores Association.]

James Mackintosh & Co. Pvt. Ltd. & NMPT Port Users Welfare Association

- (i). Container handling in NMPT is in premature stage. We are taking efforts to increase the volume. It is not wise to increase the container handling charges.

Mangalore Refinery and Petrochemical Limited (MRPL), Kanara Chamber of Commerce and Industry (KCCI), Indian Oil Corporation Limited (IOCL), Bharat Petroleum Corporation Limited (BPCL) and Hindustan Petroleum Corporation Limited (HPCL)

- (i). Port is not giving any service at anchorage. It has not invested there.
[FA&CAO, NMPT: We have designed and developed Anchorage area after several studies. Many vessels anchor there for a longer period for waiting for custom related documents. Staying at the anchorage increases turnaround time of the vessels. However, anchorage charges not leviable for first 48 hours.]
[MRPL, KCCI and Oil Companies: VLCC vessels cannot complete vessel operations within 48 hours. Operation will exceed 48 hours. Oil Companies position additional LPG vessels to ensure uninterrupted LPG supply. Introduction of anchorage dues will divert additional LPG quantity to neighboring ports.]
[Oil Companies: Vessels wait for Berth.]
[FA&CAO: In that case, anchorage charges will not be levied.]
[FA&CAO: We agree to have meeting with these port users to further discuss the anchorage issue.]

3. With reference to joint hearing, the Kanara Chamber of Commerce and Industry (KCCI) has furnished its comments vide its letter dated 15 May 2019. The NMPT has not responded. A summary of the comments received from KCCI is furnished below:

I.	Anchorage Fees :
(i).	Most of the ports have two anchorages (inner and outer) of which inner anchorage caters to lighterage activities etc. and hence vessel movement is restricted. Anchorage charges are levied to such vessels using the inner anchorages in order to carry out the designated activities without any interruption. However, vessels are allowed to use the outer anchorage without any additional charges as the port is duty bound to provide safe anchorage to vessels calling at the port.
(ii).	NMPT anchorage was designed and developed during the commissioning of this port and all expenses incurred on this account was computed in the vessel related charges being collected from the ships since inception.
(iii).	NMPT handled about 1295 vessels during the year 2018-19, of which not a single vessel arrived / anchored to carry out repair. All these vessels arrived as per the voyage orders derived from the fully accepted 'Charter Party' executed between the ship owner and the charterer.
(iv).	Cargo vessels waited at anchorage during the aforesaid period due to various reasons including awaiting suitable berth.
(v).	During the year 2018-19, only once in the month of June 2018, NMPT had 12 vessels waiting at anchorage and hence, the claim that the presence of these vessels has an impact on the safety of navigation within the port limits is refuted. For a major port with port limit extending upto 12 nautical miles West and 5 nautical miles North, providing safe anchorage for 30 vessels at any given time does not pose threat to safe navigation.
(vi).	During 2018-19, following vessels stayed for more than 48 hours at anchorage:

	Commodity	Importer / Exporter	No. of Vessels
	LPG	HPCL /IOCL / BPCL	64
	Crude Oil	MRPL	34
	Paraxylene	OMPL	27
	Coke / Coal	Various Importers	21
	POL	MRPL	20
	Benzene	OMPL	16
	Naphtha	OMPL	13
	Edible Oil	Various Importers	12
	Cement	AMBUJA / U TECH	9
	POL	IOCL	6
	If the Anchorage dues is introduced, the refineries based at Mangalore would pass on the burden to the end user thus their product becomes uncompetitive in the international market. In the case of essential commodities like LPG, they can foresee two possibilities viz PSUs passing on the cost to the general public of this region or contemplating shifting the entire LPG imports to trade friendly neighbouring port. If the PSUs decide to shift the cargo to neighbouring ports to avoid incurring additional charges, the loss would be multifold not only for the general public but to the port itself. NMPT is likely to lose huge sum of wharfage and vessel related charges being collected from LPG ships in addition to the tonnage. Hence, they opine that introduction of this tariff head has more disadvantages to the port and general public at large.		
II.	Wharfage Charges for Reefers & ISO/ Specialised Tank Containers:		
	Without providing adequate facilities for the separate class of containers, introducing special rate does not augur well for a port. The proposal to hike the existing rates by over 100% has not been justified. The port has merely proposed a rate without mentioning the factors it has considered to arrive at the price hike.		
III.	Container Handling Charges:		
	In the recent past there have been several attempts by the port to develop a container terminal at NMPT. Even after offering additional inducements, the port is unable to elicit interest from the key players, primarily due to low container traffic. In this backdrop, the port has proposed hike in container handling charges ranging from services such as wharfage on all types of containers, storage charges, container handling charges, charges for using marshalling yard (outside and inside wharf) etc. will certainly discourage the trade to use NMPT for their EXIM requirement.		
IV.	All services cannot be seen as an opportunity for profiteering. There are certain basic services which need to be provided by the port authority without looking into profit angle. Port entry fee is one such element where the criteria to issue such entry is based on prescribed documents provided by the person seeking entry. Same to be issued after collecting actual cost incurred for issuing such port entry permits. It has been noticed that the tariff for port entry passes has been increased without application of mind. There are many service providers visiting the port to transact business as part of Export / Import obligations. An unreasonable hike in the port entry passes would affect the entire supply chain. TAMP to kindly share the detailed calculation used for tariff revision.		
	The revised scale of rates at NMPT is likely to meet with severe resistance from the trade, particularly from container trade and it will certainly impact the traffic at NMPT. They earnestly appeal to the NMPT management to evaluate the ongoing depressed market condition due to which the bottom line of all the users is under duress. Therefore, during these difficult times, any rate hike will be detrimental to the economic health of the trade and industry. Hence, they request TAMP to drop the tariff hike and maintain the old scale of rates at least for 2 or 3 years from now till the market situation improves.		
