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Tariff Authority for Major Ports

G.No.151 **New Delhi,** **11 April 2018**

NOTIFICATION

In exercise of the powers conferred by Section 48 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby disposes of the proposal received from Paradip Port Trust (PPT) for fixation of Ceiling Rates for Stevedoring and Shore Handling Operations at PPT, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports

Case No. TAMP/65/2016-PPT

Paradip Port Trust … **Applicant**

QUORUM

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

O R D E R

(Passed on this 19th day of March 2018)

This case relates to the proposal received from Paradip Port Trust (PPT) for fixation of Ceiling Rates for Stevedoring and Shore Handling Operations at PPT.

2.1. The main submissions made by PPT in its proposal dated 27 October 2016 are as follows:

(i). The Ceiling rate for Stevedoring and Shore handling activity is worked out on the basis of the prevailing equipment and labour rates and categorized as under:

(a).	Import Dry Bulk Cargo	:	Geared and Gearless vessel
(b).	Import Break Bulk Cargo	:	Geared vessel
(c).	Export Dry Bulk Cargo	:	Geared and Gearless vessel (separate tariff for cargo moved by Rail and Road due to different labour components and equipment deployment.)
(d).	Export Break bulk Cargo	:	Geared vessel.

(ii). **Productivity Norm:**

(a). Due to infrastructural bottlenecks at the port, the average productivity/ existing equipment deployment pattern during 6 months i.e., from April 2016 to September 2016 has been taken as the basis for calculation of ceiling rate for major dry bulk cargo.

(b). Productivity norms and Ceiling Rates for commodities like finished fertilizer, Timber or logs etc. which at present are not being handled at the port, are being considered based on anticipated productivity to be achieved at the port in future.

(c). Further, in absence of specific productivity norms for certain other break bulk cargo, the norms recommended by MOS vide letter dated 17 September 2016, are considered as the basis for fixing Ceiling Rates in the matter.

(iii). **Cargo Handling Workers (CHW):**

The rate applicable for CHW (Winch Man, Signal Man, Mazdoor), actual of which is notified by PPT during 2016 with TAMP approved levy of 100%, is considered for gang cost for deriving stevedoring tariff pertaining to geared vessel. (The copy of notification no. TD/DTM/CHS-11/2812 dated 1.09.2016 is furnished by PPT which reflects the daily rate for the various types of cargo handling employees).

(iv). **Clearing, Handling Forwarding (CFH) Worker:**

The pool of CFH worker formed as per the directive of Apex Court are engaged for Rakes/ Trucks unloading operation. The rate is derived as per actual for the month of September 2016.

(v). **General Purpose Mazdoor (GPM):**

GPM are engaged for rake cleaning, vessel hatch cleaning and other miscellaneous operation. The applicable rate prescribed by the local Stevedores Association @ ₹742/- per person per shift is considered. (The PPT has furnished copy of the certificate dated

16 April 2014 issued by the Paradip Port Stevedores Association in support of the Mazdoor rate of ₹. 742/-).

(vi). **Intra Port Transportation (IPT):**
The rate for dumpers engaged in IPT work for bulk cargo as per applicable rate effective from 1 September 2016, as prescribed by local Dumper Owners Association operating at the port is the bench mark pricing for shore handling rate. The rate is derived in two parts – area inside old port area which covers more than 90% of storage area and for extended area like Indira Park, higher rate as notified is considered for Coal & Lime stone or flues. In the absence of rates for other commodity, additional 10% over the applicable rate for inside port area has been considered keeping in view additional distance factor. (The rate circular of Dumpers for September 2016 is furnished by PPT.)

(vii). **Equipment:**
The Hire charges for the equipment is considered as per the prevailing rate of hire charge at PPT. The hire charges considered for big Payloader/ Excavator is ₹1700/- per hour and for small Payloader/ Excavator is ₹1200 per hour.

(viii). **Rake loading:**
The Major chunk of import bulk cargo handling at PPT is despatched by Rail. Since no specific equipment is prescribed in the guideline, 6 payloaders for 3 hours engagement is considered for one rake loading. Similarly for deriving per MT rate, 3600 MT of cargo is considered for a single rake.

(ix). **Truck Loading:**
For despatch of import dry bulk cargo by Trucks, pay loaders are engaged similar to rake loading. Since activity is more or less the same, no specific rate for truck despatch is prescribed.

(x). **Harbour Mobile Crane (HMC):**
The ceiling tariff excludes cost of HMC usage which is paid by the importer/ vessel owner as per TAMP notified rate directly to the HMC operators licensed by PPT to operate inside the port.

(xi). Capital costs for equipment have not been considered as per section 3.4 of the prescribed guidelines.

(xii). The operational overheads and administrative overheads have been considered as costs @ 20% each over equipment and labour costs as prescribed under guidelines. 3.5.8 and 3.5.9 respectively.

(xiii). Allowable Margins have been considered @ 20% of the total operating cost as per item 5 of the guideline.

(xiv). Cost of weighment services, cost of screening cargo, shortages (in case of dry bulk cargo during transportation and handling losses) wagon demurrages, dead freight/ punitive overhead charges for wagon, lime spraying/ covering of tarpaulins (during monsoon) have not been included in the Ceiling Rates for dry bulk cargo.

(xv). Cost of dunnage/ lashing/ unlashing has not been considered in case of break bulk cargo.

(xvi). Ceiling rate has been prescribed as composite service charges for stevedoring, shore handling, intra-port transportation, stacking, high heaping as well as wagon/ truck loading/ unloading. However, in case, the service provider is not undertaking a particular service, the individual service rate as has been prescribed in the calculation sheet will become the Ceiling rate for individual prescribed services. (The details have been furnished by PPT).

(xvii). **Service Tax:**

The ceiling rate is excluding service tax and same is payable extra as applicable from time to time.

(xviii). **Revenue share:**
The revenue share payable to the port has been considered @ ₹5/- PMT for all dry bulk and break bulk cargo.

2.2. Thus, the proposal of PPT seeks approval for the following performance norms and ceiling rates for rendering composite services of Stevedoring and Shore handling –

(a). Import (Dry Bulk Cargo)

	IPT inside Old Port Area		**IPT Outside old Port Area**	
	Berth Day Output (MT/Day)	**Rate (₹./MT)**	**Berth Day Output (MT/Day)**	**Rate (₹./MT)**
GEARED VESSEL				
Coking Coal	10618	128.44	10618	133.34
Non-Coking coal (Thermal Coal)	10618	128.44	10618	133.34
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	121.77	10668	125.33
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	105.56	14494	109.34
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	121.77	10000	125.58
Finished Fertilizer	5000	237.56	5000	261.22
Other Dry Bulk Cargo	8146	165.70	8146	172.05
GEARLESS VESSEL				
Coking Coal	14665	114.92	14665	120.20
Non-Coking coal	14665	114.92	14665	120.20
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	127.74	10392	131.69
Iron Ore/ Iron Ore Pellets/ Bentonite, etc.	14932	107.35	14932	111.52
Pig Iron	10000	130.35	10000	134.55
Finished Fertilizer	5000	232.82	5000	243.16
Other Dry Bulk Cargo	10881	143.80	10881	150.54

[IPT=Intra Port Transportation]

(b). Import (Break Bulk Cargo)

	IPT inside Old Port Area	
	Berth Day Output (MT/Day)	**Rate (₹./MT)**
Bagged Cargo	2250	500.88
Jumbo Bags	4200	377.18
Iron & Steel - Coils & Slabs	4152	468.02
Iron & Steel - pipes, tubes & plates	2100	568.27
Timber Logs - soft	1500	1095.10
Timber Logs - hard	1500	1033.68
Project cargo	1000	635.57

(c). Export (Dry Bulk Cargo Hauling by Rail)

	IPT inside Old Port Area		IPT Outside old Port Area	
	Berth Day Out put (MT/Day)	**Rate (₹./MT)**	**Berth Day Out put (MT/Day)**	**Rate (₹./MT)**
GEARED VESSEL				
Coking Coal	10618	359.65	10618	364.50
Non-Coking coal (Thermal Coal)	10618	359.65	10618	364.50
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	347.27	10668	350.79
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	593.44	14494	596.41
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	798.75	10000	802.52
Finished Fertilizer	5000	739.77	5000	749.67
Other Dry Bulk Cargo	8146	683.57	8146	689.87
GEARLESS VESSEL				
Coking Coal	14665	337.32	14665	342.17
Non-Coking coal (Thermal Coal)	14665	337.32	14665	348.52
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	332.82	10392	342.69
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14932	581.75	14932	591.06
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	786.64	10000	796.76
Finished Fertilizer	5000	757.00	5000	773.25
Other Dry Bulk Cargo	10881	655.29	10881	667.94

(d). Export (Dry Bulk Cargo Hauling by Road)

	IPT inside Old Port Area		IPT Outside old Port Area	
	Berth Day Out put (MT/Day)	**Rate (₹./MT)**	**Berth Day Out put (MT/Day)**	**Rate (₹./MT)**
GEARED VESSEL				
Coking Coal	10618	217.37	10618	222.45
Non-Coking coal (Thermal Coal)	10618	217.37	10618	222.45
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	211.12	10668	216.20
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	196.91	14494	201.98
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	359.74	10000	364.82
Finished Fertilizer	5000	312.80	5000	317.87
Other Dry Bulk Cargo	8146	249.34	8146	254.42
GEARLESS VESSEL				
Coking Coal	14665	201.04	14665	206.11
Non-Coking coal (Thermal Coal)	14665	201.04	14665	221.39

Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	197.15	10392	202.23
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14932	193.02	14932	198.10
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	345.76	10000	350.84
Finished Fertilizer	5000	279.13	5000	284.20
Other Dry Bulk Cargo	10881	224.67	10881	229.75

(e). Export (Break bulk Cargo)

	IPT inside Old Port Area	
	Berth Day Out put (MT/Day)	**Rate (₹./MT)**
Bagged Cargo	2250	685.74
Jumbo Bags	4200	519.32
Iron & Steel - Coils & Slabs	4152	676.42
Iron & Steel - pipes, tubes & plates	2100	1000.94
Timber Logs - soft	1500	943.36
Timber Logs - hard	1500	918.72
Project cargo	1000	881.02

3. Subsequently, at our request, the PPT vide its letter dated 30 December 2016 has furnished the Copy of the Minutes of the Board Meeting, reflecting that the Board of Trustees of PPT have ratified sending the PPT proposal in reference to TAMP with the approval of the Chairman and has fixed the revenue share of ₹ 5/- per MT for the combined service of Stevedoring and Shore Handling Operation. The PPT has not furnished full-fledged Scale of Rates till the case was finalised.

4. In accordance with the consultative procedure prescribed, a copy of the PPT proposal dated 27 October 2016 was forwarded to the concerned users/ user organization bodies vide our letter dated 3 November 2016 seeking their comments. Some of the users / user organization/ stevedore associations have furnished their comments, which were forwarded to PPT as feedback information. After a reminder dated 20 December 2016, the PPT has responded vide its letter dated 30 December 2016.

5. A joint hearing in the case in reference was held on 23 November 2016 at the PPT premises. The PPT has made a brief power point presentation of its proposal. The PPT and the users have made their submissions, at the joint hearing.

6.1. While furnishing its comments on the comments of the users/ user organisations/ stevedore associations, the PPT vide its letter dated 30 December 2016 has made the following submissions:

(i). While the importers/ exporters like M/s Jindal Steel & Power Ltd and Tata Steel Ltd are of the opinion that the Upfront Ceiling Tariff proposed by PPT is on the higher side, the Paradip Port Stevedores Association (PPSA) have stated that the proposed tariff is on the lower side. However, while working out the proposal as per Ministry guidelines, PPT has taken into consideration cost effectiveness for the exporters and importers and normal return to the Stevedoring and Shore Handling Agents and has proposed a workable rate which is broadly the prevailing rate at PPT for handling different cargo.

(ii). During the joint hearing, the PPT requested the users to furnish detailed calculation of different components and their impact on the proposed rate in their representation so that it could be seen in totality. But while making their representation, the users have picked up some selected components of the costing as against the overall cost and

have furnished their views only on those components ignoring others without showing the overall impact.

(iii). PPT has taken a total view as per the Guidelines ensuring that the said rate is practical, workable and broadly conforms with the prevailing rate. However, on careful examination of the representation of the port users, it is felt necessary to revise the Ceiling Tariff proposed by PPT i.e. for Project Cargo and Iron & Steel (Pipes, Tubes and Plates). The proposal of PPT dated 27 October 2016 for other cargo remains unchanged. The revised calculation sheet showing Import and Export Project Cargo and calculation for Import and Export Iron and Steel (Pipes, Tubes and Plates) are also furnished by PPT.

(iv). The upward revision in Ceiling Tariff for project cargo is mainly on account of specialized equipment deployment for cargo handling operation. However, the Ceiling Tariff for Iron and Steel (Pipes, Tubes and Plates) is moderated in downward direction on the basis of increased productivity norms considered at 3600 MT/day as against 2100 MT/day furnished in earlier proposal of the PPT. The increase in productivity norm for Iron and Steel (Pipes, Tubes and Plates) is considered keeping the storage space nearer to berths, weight of steel cargo and output being achieved in nearby Ports.

6.2. A comparative position of the rates for the various cargo items of Import (Break Bulk Cargo) and Export (Break Bulk cargo) as proposed by PPT in its October 2016 proposal vis-à-vis the rates as proposed by PPT in December 2016 is given below:

(i). Import (Break Bulk Cargo)

	As given in the October 2016 proposal		**As given in December 2016 proposal**	
	IPT inside Old Port Area		**IPT inside Old Port Area**	
	Berth Day Output (MT/Day)	**Rate (₹./MT)**	**Berth Day Output (MT/Day)**	**Rate (₹./MT)**
Bagged Cargo	2250	500.88	2250	500.88
Jumbo Bags	4200	377.18	4200	377.18
Iron & Steel - Coils & Slabs	4152	468.02	4152	468.02
Iron & Steel - pipes, tubes & plates	2100	568.27	***3600***	***458.53***
Timber Logs - soft	1500	1095.10	1500	1095.10
Timber Logs - hard	1500	1033.68	1500	1033.68
Project cargo	1000	635.57	1000	***1036.47***

(ii). Export (Break bulk Cargo)

	IPT inside Old Port Area		**IPT inside Old Port Area**	
	Berth Day Out put (MT/Day)	**Rate (₹./MT)**	**Berth Day Out put (MT/Day)**	**Rate (₹./MT)**
Bagged Cargo	2250	685.74	2250	685.74
Jumbo Bags	4200	519.32	4200	519.32
Iron & Steel - Coils & Slabs	4152	676.42	4152	676.42
Iron & Steel - pipes, tubes & plates	2100	1000.94	***3600***	***802.93***
Timber Logs - soft	1500	943.36	1500	943.36
Timber Logs - hard	1500	918.72	1500	918.72
Project cargo	1000	881.02	1000	***1127.42***

(iii). The proposal of PPT for other cargo remains unchanged.

6.3. In view of the above, the PPT vide its letter dated 30 December 2016 has sought approval for the following:

(i). To approve the proposal for Project Cargo and Iron and Steel (Pipes, Tubes and Pellets) as mentioned above and the proposal dated 27 October 2016 submitted by PPT pertaining to the Upfront Ceiling Tariff for Stevedoring and Shore Handling Operation at PPT (excluding Project Cargo and Iron and Steel (Pipes, Tubes and Plates).

(ii). To fix Revenue share of ₹. 5/- per MT for the combined service of Stevedoring and Shore Handling Operation.

7. In the meantime, considering that the proposal is under process and as it may take some more time to dispose of the proposal and keeping in view that the MOS has directed this Authority for immediate action, this Authority vide its Order dated 8 February 2017 has granted ad-hoc approval to the upfront tariff for stevedoring and shore handling operations and Performance Standards as proposed by the port as an interim arrangement, pending fixation of final rates by this Authority after completion of the consultation process. The final rates to be approved by this Authority will have a prospective effect. The interim rate adopted in an ad-hoc basis will be recognised as such. There will not be any question of refund / recovery, if any, in case of variation between ad-hoc rates and final rates. The said Order is notified in the Gazette of India on 21 February 2017 vide Gazette No. 63. A copy of the said Notification and Order has been communicated to PPT and all the concerned users/ user organisations vide our letter dated 1 March 2017.

8. Based on a preliminary scrutiny of the proposal, the PPT was requested vide our letter dated 20 March 2017 to furnish additional information/ clarifications on few points. After reminders dated 12 June 2017 and 30 August 2017**,** the PPT has responded under cover of its e-mail dated 10 September 2017. The information/ clarification sought by us and the response of PPT thereon are tabulated below:

Sl. No.	Information/ clarification sought by TAMP	Reply of PPT
1.	**General**	
(i).	The Paradip Port Trust (PPT) alongwith its proposal has forwarded to us a copy of the Circular dated 12 July 2016 issued by the PPT to the Trade. From the contents of the Circular, it is understood that after having two meetings with the Trade, the Port has decided to implement the ship day productivity norms for different dry bulk cargo carried by different types of Vessels, the incentives (₹.3500 per hour) and disincentives (₹.7000 per hour) to control the stay of the vessel at the Berth with effect from 10 August 2016 and notional calculation of penalty and incentive till 15 September 2016 and the recovery of the penalty and payment of incentive to be made effective from 1 October 2016. The parameters relating to productivity, incentive and penalty to be levied on the Vessels, do not appear to be relevant for the PPT Stevedoring proposal in reference. The relevance of the said Circular for the proposal in reference to be explained.	With a view to augment productivity & optimize available port infrastructure considering conventional/ semi-mechanized cargo handling operation, PPT emphasized to bring minimum performance indicators for stevedores/ handling agents under the Berthing Policy for dry bulk cargo and said productivity norms indicated in PPT circular dated 12th July, 2016 shared with TAMP for reference is primarily in reference to the said policy. However, for deriving the ceiling tariff for Stevedoring & Shore Handling operations, PPT considered the actual berth day productivity of major dry bulk cargo achieved during the during the FY 2015-16 as well as the productivity for similar cargo achieved in April-September, 2016 of the FY-2016-17 as same constitutes a fair degree of mixture of performance of large and small stevedores. In the opinion of Paradip Port, the key indicators of performance norms being set under Berthing policy for Dry Bulk cargo depends greatly on the availability of adequate personnel (both workers/ supervisory) as well as equipment resources under a Stevedore or in the locality. Further, the basic objective of both the

		policy is primarily to induce higher productivity with lesser cost. But in such scenario having lower cost and also higher efficiency in cases where the norms cannot be achieved, the stevedores and shore handling agents are likely to be penalized twice. While on one hand with a view to secure business they will have to quote a lower rate than the ceiling rate, but for non-achievement of the level of productivity parameter under the Berthing Policy, it has to bear the brunt of penalty. In the views of Paradip Port, there has to be a combination of norms which should have fair degree of competition. Under the Berthing Policy for dry bulk cargo, it is envisaged to revise the same every quarter which may have to be done upward or downward depending upon the real situation considering the various infrastructure and local factors and based on which it would not be prudent to finalize a benchmark productivity which will determine the ceiling level tariff for stevedoring and shore handing activities and that would be annually indexed. Further, it needs to be emphasized that higher productivity norms under the Berthing Policy may be achieved by the large Stevedores having higher resources whereas smaller Stevedores may not have such huge resources to achieve the same. Keeping the Productivity norms for fixation of ceiling level tariff as per the Berthing Policy for dry bulk cargo may eliminate the competition that may leave Stevedoring & Shore Handling activity to only a few companies. Further, the Port has to move forward for achieving the higher efficiency parameters and therefore cannot totally ignore the higher productivity norms for dry bulk cargo under the Berthing Policy. To add further, many of the costs taken into consideration in 2016 for determination/fixation of the Ceiling Tariff for Stevedoring & Shore-handling activity are primarily the costs involved in deployment of Labour, equipment etc. at Paradip Port. The labour costs involved in Stevedoring belonging to Port Labour, the cost of labour involved in Shore Handling including the Private Casual Workers plus the drivers/helpers of Dumper involved in Intra-port Transportation work are due for revision from 2012, 2014 and 2015 respectively. Similarly, the equipment cost taken into consideration is of the costs fixed in the year 2014. All most all the costs elements are likely to be revised shortly. Accordingly, the issue has been discussed with various stake holders of the Port and in view of such discussions with the stake holders of the Port, the ceiling level productivity as has been

		considered for Stevedoring and Shore Handling activity is based on the actual average productivity based on April to September, 2016 which was being achieved by PPT with experimentation of the Productivity Norms for dry bulk cargo under the Berthing Policy involving the existing costs as the same were last revised in 2012, 2014 and 2015 respectively. However, in case of break bulk cargo, since PPT handles negligible volume of such cargo, the guidelines prescribed under the Stevedoring & Shore Handling Policy was taken into account for all calculation purpose to determine the ceiling tariff.
(ii).	The Stevedoring and Shore handling Guidelines prescribe norms for equipment hire for shore handling operations for both Dry Bulk Cargo and Break Bulk Cargo under different handling methods. It is not clear from the proposal of the Port as to under which handling method have the rates been proposed by PPT for handling of dry bulk cargo and break bulk cargo. Please clarify.	The equipment deployment is as per existing practice being followed for cargo handling operation at the Port. The equipment so envisaged in the guideline are primarily for Ports which complete the ships always at the same Port. Paradip Port in terms of handling of dry bulk cargo conventionally requiring such equipment does not perform the functions as a Terminal Port as majority of ships carrying cargo have to move to the neighbouring Ports after partially lightened and vice versa for the exports. The vessel needs to be trimmed properly to maintain her stability prior to moving out from the Port and therefore the requirement of the equipment is established as per the need of ships over a period as exists now. The feedback from users on the convention so has been considered while submitting the proposal.
(iii).	Stevedoring Operations:	
(a).	The PPT has considered uniform deployment of 5 nos. of small pay loaders/ excavators and 7 small pay loaders/ excavators in some cases for handling each cargo items under dry category whereas the Stevedoring and Shore handling Guidelines stipulate deployment of 3-4 excavators depending on the type of the bulk cargo to be handled. Consideration of a higher deployment of equipment in respect of each cargo item under bulk category to be justified.	Considering Handymax/ Supra max vessels with 5 holds; 5 small Payloaders for hatch finishing and similarly for Panamax vessels – 7 small Payloaders to cater to the requirement of 7 holds is considered. While many times, excavator is also used in place of small Payloader at the stage of trimming the cargo initially in the holds requiring lightening, commercially it remains same as the hire charges for Payloader & excavator is same.
(b).	Though the stevedoring and shore handling Guidelines do not stipulate deployment of a Tindal (Leader), it is understood that deployment of Tindal would be essential for the Stevedoring Operations. In view of the above position, the PPT to examine considering the labour cost of Tindal also in the labour cost for all cargo items under Dry Bulk cargo.	Paradip Port is the only Major Port in the country which could implement the manning scale in toto as recommended by the Tribunal. The proposal of PPT is on the basis of the deployment of workmen as per the manning scale which did not recommend deployment of a Tindal.

(c).	The labour cost has been considered by PPT in respect of Winch man, Signal man and Mazdoor for each cargo item under dry bulk cargo. The reason for considering cost of Mazdoor in the Stevedoring charges may be justified given that the Stevedoring and Shore Handling Guidelines do not stipulate considering cost of Mazdoor in the Stevedoring operations of all types of dry bulk cargo. The basis to consider uniform deployment of 30 nos. of General Purpose Mazdoor or 20 nos. of General Purpose Mazdoor, as the case may be for all cargo items to be explained.	Mazdoors are deployed for hatch finishing/ trimming (for lightering ships) operation along with the General Purpose Mazdoor for import bulk cargo operations. For a Handymax or Supramax vessel, on an average 20 GPMs are engaged per hatch and for a Panamax vessel, the deployment is on an average of 30 GPMs per hatch.
2.	**<u>Productivity Norms:</u>**	
(i).	The Stevedoring and the Shore Handling Guidelines stipulate various parameters viz., norm in tonnes per hook per shift, average number of hooks per shift etc., to arrive at the productivity in respect of handling of each cargo type under dry bulk cargo and break bulk cargo. However, on the ground that the productivity norms fixed for dry bulk cargo is not being achieved at PPT due to various infrastructural bottlenecks at the port, the Port has stated to have considered the average productivity from April 2016 to September 2016 for majority of dry bulk cargo items. Further, in respect of break bulk cargo like finished fertilizer, Timber or logs etc. which at present are not being handled at the port, the anticipated productivity to be achieved at the port in future is reported to have been considered. Accordingly, in respect of the cargo items under dry bulk cargo viz., Coking Coal, Non-Coking Coal (Thermal coal), Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Lead & Zinc Ore, Pig Iron Ingots, Alumina & similar dry bulk cargo, Finished Fertilizer and Other Dry Bulk Cargo, the productivity norm as proposed by PPT is seen to be lower than the productivity norm worked out based on the parameters stipulated in the Stevedoring Guidelines. Consideration of lower productivity norm in respect of these cargo items to be justified.	PPT has considered realistic productivity norms for dry bulk cargo on the basis of the past figures. Increase in berth-day-output for fixation of ceiling tariff would only help bigger players having more resources to control the market and eliminate small players. Normally, in the dry bulk cargo geared vessels, 4 Cranes with 4 Labour Gang deployments per shift is done at PPT and same has been considered for 3 shift working basis. For break bulk and Finished Fertiliser, Timber etc. which are not handled currently in the Port, the number of crane to be deployed are on anticipation basis and lesser in number and hence, the lower productivity has been considered which can be revised on witnessing the actual productivity and the deployment pattern of cranes. The level of productivity as considered by Paradip Port has been explained at general Item-1(i) above. The same is the average Productivity being achieved at the Port during April-September, 2016 with existing pattern of deployment and cost.
(ii).	Similarly, under break bulk cargo, in respect of Iron & Steel - Coils & Slabs, Iron & steel - Pipes, Tubes, Plates, Timber Logs - Soft , Timber Logs – Hard and Project Cargo, the productivity norm as proposed by PPT is seen to be lower than the productivity norm worked out based on the parameters stipulated in the Stevedoring Guidelines. Consideration of a lower	Same has been explained in Item-2(i) above.

	productivity norm in respect of these cargo items to be justified.	
(iii).	In respect of break bulk cargo like finished fertilizer, Timber or logs etc. which at present are not being handled at the port, the anticipated productivity to be achieved at the port in future is reported to have been considered. The basis for arriving at the future productivity in respect of these cargo items to be explained.	This has been considered taking into views of stakeholders as the same is futuristic.
(iv).	Since the Project cargo is not homogeneous in nature and come in different size, shape and weight, the Stevedoring and Shore Handling Guidelines do not prescribe any productivity norm in respect of these cargo groups. However, the PPT in its proposal has proposed Productivity norms at 1000 tonnes per day. The basis for arriving at the productivity norm in respect of Project cargo to be explained.	It is true that the Stevedoring and Shore Handling Guidelines doesn't prescribe any productivity norms for project cargo considering odd dimension and multiple specialized equipment requirements for handling operation. However, based on the present mode of project cargo handling at Paradip; PPT has submitted the proposal in consultation with the Port stake holders considering that the Project cargo would continue to come through the Paradip Port viewing the ambitious plan of the State Government for industrialization of the State.
(v).	The PPT has proposed productivity norms in respect of 'Other dry bulk cargo'. The Stevedoring and Shore Handling Guidelines do not prescribe any productivity norm in respect of 'Other dry bulk cargo'. The cargo items which would be covered under this head may be listed. The basis for arriving at the productivity norm in respect of 'Other dry bulk cargo' may be explained. The PPT to note that the guidelines already provide that if any new cargo is to be handled which is not notified / not included in the list, then the port may categorise the cargo under any one of the cargo categories based on the nature, physical characteristics and the method of handling of the cargo.	Other dry bulk cargo includes Pet Coke, Met Coke, Lam Coke, Coke Breeze, etc. Such cargo being lighter in nature (with lower bulk density) than various types of Coal/ other dry bulk cargo and therefore cannot be equated with Coal. Hence, such cargo has been considered as a separate category and accordingly productivity/ tariff proposed. Incidentally, the bulk density of various types of Coke is only 0.6 as compared to approx. bulk density of 0.9 in Coal and 1.3 in case of Lime Stone and Dolomite.
3.	**<u>Import – Dry Bulk cargo – Geared Vessel – Intraport Transportation inside old Port area:</u>**	
(i).	<u>Stevedoring Operations:</u>	
(a).	The reason for considering 2 shifts in the calculation of equipment hire cost and 3 shifts in the calculation of Labour cost to be explained. PPT to clarify why there cannot be uniform number of shifts for equipment and labour.	The requirement of labour and equipment proposed under stevedoring is for hatch operations. Labour requirement is one shift ahead than equipment deployment inside cargo holds, hence 3 shifts for labour and 2 shifts for equipment are considered.
(b).	The basis to consider uniform parcel size of vessel for all types of dry bulk cargo at 50000 MT to be furnished.	Geared vessels are normally Handymax or Supramax. Hence average parcel size of 50,000 MT is considered for calculation purpose.
(c).	Documentary evidence in support of the equipment hire cost of ₹.1200/- per hour for small pay loader/ excavator to be furnished.	(The document furnished by PPT is a letter of PPSA dated 27.09.2012, which reflects that the rate for 'Z Bar, JCB-430Z, Volva (small) is ₹ 1200/- per hour). The PPT has stated that the rate circular for equipment attached by PPT has not undergone any change since then.
(d).	In the calculation of labour cost:	

	(i). The daily rate of Winch man and Signal man has been considered at ₹. 2104.27 and ₹.1899.20 respectively. However, in the document furnished by PPT (Annexure – III) alongwith the PPT proposal, the daily rate of Winch man and Signal man has been indicated at ₹. 2059.83 and ₹. 1859.14. The reason for considering a higher labour rate for Winch man and Signal man in the calculations to be clarified.	Higher rate has been considered after factoring the other allowances like night weightage allowance for deployment of the workmen during night only as well as Special Washing Allowance which are paid to all the workmen per month. Accordingly, the average wages factoring the allowances is considered for calculation purpose.
	(ii). The no. of hooks considered by PPT in respect of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo and Finished Fertiliser is 4 as against the norm of 3 prescribed in the Stevedoring and shore handling Guidelines. The reason for considering more no. of hooks to be clarified.	For Lime Stone/Dolomite, Clinker/similar dry bulk cargo, 4 hooks are regularly operational at Paradip. Hence, higher number of 4 hooks considered as against 3 prescribed in the Stevedoring and Shore Handling Guidelines.
	(iii). The basis for considering 4 no. of hooks in respect of Other Dry Bulk cargo to be explained, given that the Stevedoring and shore handling Guidelines do not prescribe norms for Other Dry Bulk cargo.	The operation is similar to Lime Stone/ Clinker, hence 4 hook working is considered as per present working of Port.
(e).	The documentary evidence in support of the daily rate of General Purpose Mazdoor is seen to be as on 16 April 2014. The PPT to consider the prevailing rate of General Purpose Mazdoor in the calculations.	There is no change in daily rate of General Purpose Mazdoor though the same is due for revision now as understood from the local Stevedores Association.
(ii).	<u>Shore handling Operations:</u>	
(a).	<u>Equipment at Berth:</u>	
	(i). Consideration of uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo items to be justified.	Considering 4 hook operation, requirement of 4 no of big loaders is considered for on shore clearance of cargo on a sustained basis. Incidentally, as per norms laid down, it has been suggested for considering 6 nos. of Payloaders (at berth) for operation under Method 5. However, the suggested nos. have been taken at Paradip Port in case of gearless vessels, where the productivity is higher due to deployment of Harbour Mobile Crane.
	(ii). Documentary evidence in support of the equipment hire cost of ₹.1700/- per hour for small payloader/ excavator to be furnished.	(The document furnished by PPT is a letter of PPSA dated 27.09.2012, which reflects that the rate for 'Caterpillar, Volva, Kawasaki, SDLG, LG, JCB-456 is ₹ 1700/- per hour).
(b).	<u>Intraport Transportation:</u>	
	(i). The reason for considering the rate of intraport transportation in respect of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo at ₹.539.36 per trip, when the documentary evidence furnished by PPT (Annex V to the PPT proposal) reflects the rate of intraport transportation in respect of Lime Stone at ₹.493.33 per trip, to be clarified.	The rate for Intra Port Transportation for area inside old customs bonded area and extended area is different. ₹. 493.33 is applicable rate for inside old area which is about 90% of cargo storage by users and ₹. 539.36 is for extended area.

	(ii). The basis for different carrying capacity of dumper considered by PPT for the different cargo items to be explained.	The actual carrying capacity of dumper depends on types of cargo having different bulk density. Further the carrying capacity has been derived for different cargo over a period of time on the basis of actual cargo being handled per vessel and number of trips of each commodity based on which the service charge for dumper is being charged.
	(iii). The basis for considering the rate of intraport transportation in respect of 'Other dry bulk cargo' at ₹. 600/- per trip, when the documentary evidence furnished by PPT (Annex V to the PPT proposal) does not reflect any rate for intraport transportation in respect of Lime Stone to be furnished.	Since there is no specific mention of other dry bulk cargo and range varies between ₹.500-700 MT, average rate of ₹.600 PMT has been considered for determining ceiling tariff.
(c).	<u>Cargo stacking at plot:</u> The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	Considering the safety factors and to avoid congestion of transport equipment like dumpers in the stackyard, requirement of two stacking point in the storage yard operated simultaneously, for which 2 Payloaders are continuously engaged in 2 stacking points thus requiring total 4 in nos. Pay loaders. The same has been considered also in the policy guideline - Method 5.
(d).	<u>Rake Loading for Despatch:</u>	
	(i). The basis for considering deployment of 10 nos. of General Purpose Mazdoor and 1 no. of Supervisor for loading onto a rake to be explained.	The no of GPM & supervisor is as per prevailing practice followed in rake operation at Paradip Port by the Stevedores.
	(ii). The basis for considering deployment of 6 nos. of big pay loaders/ excavators for loading onto a rake to be justified.	The free time allowed for loading rake for a consignor at PPT is only 5 hours. This includes the timing for cleaning of wagons prior to loading, trimming, labeling, etc. Effectively, the user gets 3.0 hours of effective time for completion of loading a rake by Payloaders for which 6 big Payloaders are considered for use in order to complete the loading within free time. The basis of consideration is furnished in the following calculation: (i) Train Load of Cargo : 3,600 Mts. (ii) Cleaning Time for rake : 2.00 Hrs. (iii) Bucket Capacity of Payloader : 5 CBM, (iv) Bulk Density of Cargo : 0.9 (Average), (v) Average Utilization Factor : 0.8 (vi) Cycle Time per move : 1 Mins. (vii) Loading per hr per pay loader : 60 Cycles (viii) Gross Loading per hr per Payloader = 5 CBM X 0.9 (Bulk Density) X0.8 (Utilization Factor) X 60 cycles per hrs. = 216 MTs. (ix) No of Payloaders required completing the rake in 3 hrs. = 3600 Mts / 216 Mts per hr. X 3 hrs = 5.55 numbers (say - 6) Apart from the above, in many sidings of Paradip, Indian Railways operates Engine-on-Load (EOL) basis, where free time allowed for rake loading is
	(iii). The basis for considering deployment of 6 nos. of big pay loaders/ excavators for a period of 3 hours may be explained. The rationale for 3 hours to be furnished.	

		only 3 hrs., that also requires at times 7 to 8 big Payloaders to complete loading within stipulated time to avoid detention/ demurrage levy by Railways.
(e).	Cess for Water sprinkling & road cleaning: The basis for considering a uniform rate of ₹. 2.50 per MT towards Cess for Water sprinkling & road cleaning for handling each of the cargo item to be explained.	Paradip Port is the largest major Port in the country in terms of dry bulk cargo, which are primarily Coal. Dusts thus carried in the wheels of the equipment/ dumpers engaged by Stevedores for transportation of cargo get sprayed in the entire Port roads/ open storage facilities inside the Customs bonded area during regular movement of such vehicles. To prevent pollution and as per suggestion received from State Pollution Control Board, water sprinkling & road cleaning is carried out regularly by PPT to avoid emission of dust during handling/ transportation/ storage by dumpers/ equipment. Therefore, each cargo using the port road & storage yard in conventional handling (excluding mechanical handling) is charged uniform levy of ₹.2.50 per MT from stevedores/ handling agents.
4.	**Import – Dry Bulk cargo – Gearless Vessel – Intraport Transportation inside old Port area:**	
(i).	Stevedoring Operations:	
	(a). The reason for considering 2 shifts in the calculation of equipment hire cost to be explained.	The requirement of labour and equipment proposed under stevedoring is for hatch operations. Labour requirement is one shift ahead than equipment deployment inside cargo holds, hence 3 shifts for labour and 2 shifts for equipment considered.
	(b). The basis to consider uniform parcel size for all types of dry bulk cargo at 75000 MT to be furnished.	Gearless panamax vessels have carrying capacity ranging between 70-80,000 MT. However, considering draft of 14.50 mtr at Paradip, parcel size of 75,000 MT considered for ceiling tariff calculation.
(ii).	Shore handling Operations:	
	(a). Equipment at Berth: The basis for considering uniform deployment of 6 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	Considering discharge through Harbour Mobile Cranes, requirement of 6 no of big loaders is considered for on shore clearance of cargo on a sustained basis. Incidentally, as per norms laid down, it has been suggested for considering 6 nos of Payloaders (at berth) for operation under Method 5.
	(b). Intraport Transportation: The basis for different carrying capacity of dumper considered by PPT for the different cargo items to be explained.	The actual carrying capacity of dumper depends on types of cargo having different bulk density. Further the carrying capacity has been derived for different cargo over a period of time on the basis of actual cargo being handled per vessel and number of trips of each commodity based on which the service charge for dumper is being charged.
	(c). Cargo stacking at plot: The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	As explained at Item -3 (c) above.
	(d). Rake Loading for Despatch:	

	(i). The basis for considering deployment of 10 nos. of General Purpose Mazdoor and 1 no. of Supervisor for loading onto a rake to be explained.	As explained in Item-3(d) (i) above.
	(ii). The basis for considering deployment of 6 nos. of big pay loaders/ excavators for loading onto a rake to be justified.	Explanation as has been given for geared vessels in item 3.(d). (ii) & (iii) above.
	(iii). The basis for considering deployment of 6 nos. of big pay loaders/ excavators for a period of 3 hours to be explained.	
5.	**<u>Import – Dry Bulk cargo – Geared Vessel – Intraport Transportation outside old Port area:</u>**	
(i).	<u>Stevedoring Operations:</u>	
	(a).In the calculation of labor cost, the no. of hooks considered by PPT in respect of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo and Finished Fertiliser is 4 as against the norm of 3 prescribed in the Stevedoring and shore handling Guidelines. Consideration of more no. of hooks to be justified.	For Lime Stone/ Dolomite, Clinker/ similar dry bulk cargo, 4 hooks are operational at Paradip. Hence, higher no. of 4 hooks considered as against 3 prescribed in the stevedoring and shore Handling Guidelines.
	(b).In the calculation of labor cost, the basis for considering 4 no. of hooks in respect of and "Other Dry Bulk cargo" may be explained, given that the Stevedoring and shore handling Guidelines do not prescribe norms for "Other Dry Bulk cargo". The PPT to note that the Guidelines provide that if any new cargo is to be handled which is not notified / not included in the list, then the port may categories the cargo under any one of the cargo categories based on the nature, physical characteristics and the method of handling of the cargo.	As explained in 2(v) above.
	(c).In the calculation of labour cost, the daily rate of General Purpose Mazdoor has been considered at ₹.817/- as against the rate of ₹. 742/- reflected in the documentary evidence (Annex – IV of the proposal) furnished by the PPT. Consideration of higher rate to be justified.	As against the cost of ₹.742/- inadvertently ₹.817/- has been considered. However, it will not have any bearing on cost as the impact is only ₹.0.03 paise per ton.
(ii).	<u>Shore handling Operations:</u>	
	(a). <u>Equipment at Berth:</u> The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	The same has been explained at 3(ii) (a) (i).
	(b). Intraport Transportation:	
	(i). The rate of intraport transportation considered in Coking Coal, Non-Coking Coal (Thermal coal), Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Lead & Zinc	For Coking coal, NC coal & Fluxes: the intra-port transportation is to outside old Port area has been considered 10% more than the rate applicable inside old custom bonded area as per rate circular of Dumper Owners Association in

	Ore, Pig Iron Ingots, Alumina & similar dry bulk cargo and Finished Fertilizer is not seen to be in line with the documentary evidence furnished by PPT (Annex V to the PPT proposal). The PPT to take into account the correct rate in its calculations.	absence of any rate for the old custom area having a higher distant than the old Port area. It is pertinent to mention that approx. 10% of the total dry bulk cargo handled conventionally is moving into or out of the old Port area.
	(ii). The basis for different carrying capacity of dumper considered by PPT for the different cargo items to be explained.	As has been explained at 3(ii) (b) (ii) above.
	(c). Cargo stacking at plot: The basis for considering uniform deployment of 3 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	The area outside the old custom area of the Port is at a longer distance than the storage area of the old custom area where at the stacking point, 4 pay loaders has been considered for use as has been stated earlier. However, the fact that the number of dumpers considered for working for a vessel in the old customs area remaining the same for outside old customs area as per the present norms of the Dumper Association; one pay loader has been considered less i.e. Instated of 4 in the customs area, 3 in the new customs area as the dumpers take a slightly higher time. Thus, the entire stacking can be managed with less number of equipment particularly equipment considered for this area where 1pay loader has been considered for stacking and 2 excavators for high stacking.
	(d). Rake Loading for Despatch:	
	(i). The basis for considering deployment of 10 nos. of General Purpose Mazdoor and 1 no. of Supervisor for loading onto a rake to be explained.	This has been explained in item 3(d) (i) above.
	(ii). The basis for considering deployment of 6 nos. of big pay loaders/ excavators for loading onto a rake to be justified.	The clarifications for (ii) & (iii) have been similar to the explanation as has been given in Item 3 (d)(ii) and (iii) above.
	(iii). The basis for considering deployment of 6 nos. of big pay loaders/ excavators for a period of 3 hours may be explained. The rationale for 3 hours to be explained.	
6.	**Import – Dry Bulk cargo – Gearless Vessel – Intraport Transportation outside old Port area:**	
(i).	Stevedoring Operations:	
(a).	The reason for considering 2 shifts in the calculation of equipment hire cost of Coking coal and 4 shifts in respect of calculation of equipment hire cost of all other dry bulk cargo to be explained.	The clarification on Stevedoring operations to (a & (b) for import gearless vessel carrying dry bulk cargo is similar to that of import geared vessel operation as has been explained at Item 3(i) (a) & (b) above respectively.
(b).	The basis to consider uniform parcel size for all types of dry bulk cargo at 75000 MT to be furnished.	
(ii).	Shore handling Operations:	
(a).	Equipment at Berth: The basis for considering uniform deployment of 6 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	In gearless vessels, Habour Mobile Cranes are used where the grab size is bigger. The productivity is much faster than the geared ship and to match such productivity 6 nos. of Pay Loaders are required on shore for faster loading

		of the discharge cargo onto the dumpers to avoid huge accumulation at the jetty. Similar numbers of Pay loaders have been considered for gearless vessels, in the Stevedoring and Shore handling Policy.
(b).	Intraport Transportation:	
(i).	The rate of intraport transportation considered in Coking Coal, Non-Coking Coal (Thermal coal), Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Lead & Zinc Ore, Pig Iron Ingots, Alumina & similar dry bulk cargo and Finished Fertilizer is not seen to be in line with the documentary evidence furnished by PPT (Annex V to the PPT proposal). The PPT to take into account the correct rate in its calculations.	The explanation given for intraport transportation of all types of dry bulk cargo for gearless vessel for outside old Port area is similar to that what has been explained at (5) (ii) (b)(i) above for geared ships.
(ii).	The basis for different carrying capacity of dumper considered by PPT for the different cargo items to be furnished.	The basis for different carrying capacity of dumpers considered by PPT for different cargo items as has been explained at Item-3(ii)(b)(ii) above.
(c).	Cargo stacking at plot: The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	In case of gearless vessels considering the requirement of faster evacuation matching the shore loading rate using 6 Pay Loaders normally more number of dumpers are used for vessel and therefore in the stacking area outside the old custom area similar number of pay Loaders i.e. 4 has been considered for stacking purpose as has been explained at item-3(c) above. The same is as per the operational practices in vogue at Paradip.
(d).	Rake Loading for Despatch:	
(i).	The basis for considering deployment of 10 nos. of General Purpose Mazdoor and 1 no. of Supervisor for loading onto a rake to be explained.	The number of General Purpose Mazdoor (GPM) & supervisor considered for deployment for fixation of the rate is as per the existing deployment pattern at Paradip port. The same has been explained earlier.
(ii).	The basis for considering deployment of 6 nos. of big pay loaders/ excavators for loading onto a rake to be justified.	The explanation for (ii) & (iii) are like the clarification given at Item (3)(ii)(d) (ii) & (iii) above.
(iii).	The basis for considering deployment of 6 nos. of big pay loaders/ excavators for a period of 3 hours to be explained.	Explained at (ii) above.
(iv).	The daily rate of Supervisor has been considered at ₹.844/- as against the rate of ₹. 767/- reflected in the documentary evidence (Annex – IV of the proposal) furnished by the PPT. The reason for the difference in rates to be clarified.	As against the cost of ₹.767/- inadvertently ₹.844/- has been considered. The same has been changed along with GPM rate in the same costing and revised working is furnished.
7.	**Import – Break Bulk cargo:**	
(i).	Stevedoring Operations:	
(a).	The deployment of Equipment inside hatch for handling bagged cargo may be justified given that the Stevedoring and Shore Handling Guidelines do not prescribe deployment of any equipment for bagged cargo.	In advertently, equipment deployment inside hatch for bagged cargo is considered in the calculation sheet. The same is to be ignored and a new calculation is furnished.

(b).	(i). The deployment of 3 No. of Equipment inside hatch for handling jumbo bags to be justified given that the Stevedoring and Shore Handling Guidelines prescribes deployment of 5T Forklift for handling jumbo bags.	Instead of 5 MT forklift, PPT has considered 10MT Hydra which are much safer for handling jumbo bags. In absence of specific rate, ₹. 10,000/- per shift per equipment is taken into account for calculation purpose primarily for proper stacking inside the coamings and the hatch.
	(ii). The nomenclature of equipment to be furnished.	
(c).	The deployment of one 10T Forklift for handling Iron & steel - Pipes, Tubes, Plates to be justified given that the Stevedoring and Shore Handling Guidelines prescribes deployment of one 30T Forklift for handling Iron & steel - Pipes, Tubes, Plates.	30MT forklift cost is more expensive for handling Iron & steel - Pipes, Tubes, Plates than the cost of 10MT forklift which are much more versatile equipment for such light weight steel cargo and therefore less costly 10MT equipment has been considered by PPT.
(d).	The consideration of 5 no. of Log Grabber for handling soft and hard Timber logs each to be justified given that the Stevedoring and Shore Handling Guidelines prescribes deployment of 1 no. of Log Grabber for handling soft and hard Timber logs each.	Deployment of log grabber for handling soft & hard timber as per policy is one per hatch. Considering the calculation of 3 hooks working per shift, 3 log grabbers are required at a time as attachment to the Ship's crane for 3 hatches instead of 5 nos as was taken into calculation earlier. The PPT has furnished revised cost sheet. While no timber log is handled through Paradip Port, the rate proposed is futuristic in nature.
(e).	Documentary evidence in support of hire charges of each of the equipment viz., Equipment inside hatch, 30T Forklift, 10T Forklift, Log grabbers to be furnished.	Apart from occasional handling of steel & project cargo, Paradip Port doesn't handle logs, other break bulk cargo including regular handling of steel involving such equipment for which no past rate is available with the Stevedore. For occasional handling of Steel & project cargo, currently the same is hired by stevedores from other sources not in the vicinity of Paradip. Therefore, the rates taken into consideration are purely on assumption basis.
(f).	In the calculation of labour cost for Iron & Steel - Coils & Slabs and Iron & steel - Pipes, Tubes, Plates, the PPT is not seen to have considered the cost of 2 no. of Mazdoor as given in the Stevedoring and Shore Handling Guidelines. The reason for not considering the same to be explained.	The no of Mazdoors considered in line with manning scale and currently being manned for steel cargo.
(g).	In the calculation of labour cost for Soft and Hard Timber Logs, the PPT has considered the cost of 4 Mazdoors, whereas the Stevedoring and Shore Handling Guidelines stipulate deployment of 2 Mazdoors each for Soft and Hard Timber Logs. Consideration of higher number of Mazdoors to be justified.	The no of Mazdoors considered in line with manning scale.
(h).	Though the Stevedoring and Shore Handling Guidelines stipulate deployment of a Tindal (Leader), it is seen that PPT has not considered deployment of Tindal for any of the cargo items under Break Bulk cargo. The reason for not considering the same to be explained.	While the Stevedoring and Shore Handling Guidelines doesn't prescribe any productivity norms for project cargo considering odd dimension and multiple specialized equipment requirements for handling operation, based on the present mode of project cargo handling at Paradip; PPT has considered 2 hook operation and 2 labours per hook as same is followed at Paradip Port now.

(i).	In the calculation of labor cost, the PPT has considered 4 no. of hooks in respect of Iron & Steel - Coils & Slabs, instead of 3 no. of hooks prescribed in guidelines and considered 3 no. of hooks in respect of Hard Timber Logs and Soft Timber Logs, as against 4 no. of hooks as prescribed in the Stevedoring and Shore Handling Guidelines. The reason for considering lower no. of hooks to be explained.	At present, the steel vessels coming to port are provided with 4 gangs as per demand of trade and same has been considered as the requirement for calculation in line with the policy. However, as timber logs are not handled at Paradip Port now, only 3 gangs per shift basis has been considered
(j).	In the calculation of labor cost, the basis for considering deployment of various types of manpower and 2 no. of hooks in respect of handling Project cargo may be explained, given that the Stevedoring and Shore handling Guidelines do not prescribe any norms for Project cargo.	While the Stevedoring and Shore Handling Guidelines doesn't prescribe any productivity norms for project cargo considering odd dimension and multiple specialized equipment requirements for handling operation, based on the present mode of project cargo handling at Paradip; PPT has submitted the proposal with 2 hook operation.
(ii).	<u>Shore handling Operations:</u>	
(a).	<u>Equipment at Berth:</u> The cost considered towards deployment of slings and gears to be supported with Documentary evidence.	Slings and gears are part of break bulk cargo operation. There is no documentary evidence regarding cost of same. The amount considered by PPT is on the basis of discussion with users.
(b).	<u>Intraport Transportation:</u> The uniform cost of Intraport transportation at ₹.60/- per MT for all cargo items to be supported with documentary evidence.	There is no notification for trailer rates for break bulk handling. However, the cost considered by PPT in consultation with users.
(c).	<u>Cargo stacking at plot:</u>	
(i).	The basis for considering deployment of 2 nos. of hook attached loader each for handling Bagged Cargo and Jumbo Bags to be explained.	2 equipment at plot considered for smooth storage and faster release of trailers for continuity in hook operation.
(ii).	The basis for considering deployment of 1 no. of 30T Forklift and 2 nos. of 10T Forklift for handling Iron & Steel - Coils & Slabs and Iron & steel - Pipes, Tubes, Plates to be explained.	Since steel coils are heavier 20-25 MT, higher capacity forklift of 30 MT considered. As iron pipes, tubes are less weight – 10 MT forklift considered.
(iii).	The basis for considering deployment of 5 nos. of log grabbers each for handling Soft and Hard Timber Logs to be explained.	Deployment of log grabber for handling soft & hard timber as per policy is one per hatch. Considering the calculation of 3 hooks working per shift, 3 log grabbers are required at a time as attachment to the Ship's crane for 3 hatches instead of 5 nos as was taken into calculation earlier. The PPT has furnished revised cost sheet. While no timber log is handled through Paradip Port, the rate proposed is futuristic in nature.
(iv).	When no equipment has been indicated in the calculation for Project cargo, it is not clear how the cost towards Cargo stacking at plot for Project cargo has been arrived at.	Project cargo currently handled at the port has to be stored in the port storage area prior to delivery to the consignee for customs examination. After transportation from the ship side by trailer, the cargo is to be stacked at the storage area using one heavy duty crane.
(d).	<u>Despatch:</u>	
(i).	The basis for considering deployment of 10 nos. of General Purpose Mazdoor for despatch to be explained.	The project cargo handling at present requires engagement of 10 no of General Purpose Mazdoor for hooking at the storage area and un-

		slinging in the trailers during the process of dispatch through trailers.
(ii).	The basis to consider different parcel size for different types of break bulk cargo to be furnished.	The parcel size considered based on the present volume of break bulk cargo being handled at Port and in some cases it has been expected to arrive in such parcel size.
(iii).	The basis for considering deployment of 6 nos. of big pay loaders/ excavators for loading onto a rake to be justified.	The detailed clarification has been furnished in item 3(ii)(d)(ii & iii)
(iv).	The basis for considering deployment of 1 no. of equipment each for handling Bagged Cargo and Jumbo Bags to be explained.	While jumbo bag loading requires equipment for loading onto trailer for dispatch, for other bagged cargo the process is manual handling. The PPT has reworked the cost sheet and furnished the same.
(v).	The basis for considering deployment of 1 no. of 30T Forklift and 1 no. of 10T Forklift for handling Iron & Steel - Coils & Slabs and Iron & steel - Pipes, Tubes, Plates to be explained.	For delivery of Coils & slabs, 30 MT forklift has been considered as the weight of such cargo is generally above 18MT; whereas, in case of iron & steel pipes, tubes & plates – the individual package being less than 10MT, lower capacity forklift of 10MT considered being lower in cost.
(vi).	The basis for considering deployment of 2 nos. of log grabbers each for handling Soft and Hard Timber Logs to be explained.	Timber log stored in the port area will be loaded onto trailers which requires one log grabber during such operation and the cost sheet has been revised incorporating use of only one log grabber instead of 2 as was proposed.
(vii).	When no equipment has been indicated in the Stevedoring and Shore Handling Guidelines for Project cargo, it is not clear how the cost towards Despatch for Project cargo has been arrived at.	While the Stevedoring and Shore Handling Guidelines doesn't prescribe any productivity norms for project cargo considering odd dimension and multiple specialized equipment requirements for handling operation, based on the present mode of project cargo handling at Paradip; PPT has considered deployment of one heavy duty crane as same is followed at Paradip Port now.
8.	**Export – Dry Bulk cargo – Rail – Geared Vessel – Intraport Transportation inside/ outside old Port area:**	
(i).	Stevedoring Operations:	
(a).	In the calculation of labor cost, the no. of hooks considered by PPT in respect of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo and Finished Fertiliser is 4 as against the norm of 3 prescribed in the Stevedoring and shore handling Guidelines. The reason for considering more no. of hooks to be explained.	For Lime Stone/Dolomite, Clinker/similar dry bulk cargo as well as Finished Fertilizer, the policy has only considered 3 hooks. However, in case of Lime Stone / Dolomite, Clinker / similar dry bulk cargo handling at Paradip Port, actually 4 numbers of hooks are being worked and thus 4 hooks working considered. Similarly, though Finished Fertilizers are not being handled at the port, but 4 hooks working like that of others bulk cargo has been considered by Paradip Port instead of 3 hooks as has been suggested in the Policy.
(b).	In the calculation of labor cost, the basis for considering 4 no. of hooks in respect of "Other Dry Bulk cargo" to be explained, given that the Stevedoring and shore handling Guidelines do not prescribe norms for Other Dry Bulk cargo.	Other dry bulk cargo which includes Pet Coke, Met Coke, Lam Coke, Coke Breeze, etc. are lighter in nature and the productivity (despite deployment of 4 hooks on every shift) is lower than Coal, Lime Stone, Iron Ore etc. Thus, such type of cargo ship requires more labour gangs having lower shipday productivity involving higher labor costs and hence separate tariff head proposed for same by Paradip Port.

(ii).	Shore handling Operations:	
(a).	Equipment at Berth:	
(i).	The basis for considering uniform deployment of 4 nos. of big pay loaders and 4 nos. of big excavators for handling each of the cargo item to be justified.	For export cargo loaded from the stack yard and transported to the wharf for loading on the ship, near the hook points pay loaders are used to push the cargo for making a heap for proper grabbing by the grabs attached to the loading equipment, i.e. the ship crane where 4 Payloaders have been considered at the berth on the basis of 4 hook operation throughout the working period of the ship till completion of loading.
(ii).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The involvement of CFH workers at the Paradip Port is primarily in truck/wagon loading in case of import of bagged as well as break bulk cargo and in case of exports, CFH workers are involved for unloading of all types of dry bulk, break bulk & bagged cargo from wagons/trucks.. The per ton cost is derived basis the manning scale & wage structure of CFH workers which is recovered from the users.
(b).	Intraport Transportation (Common siding to storage plot): The basis for different carrying capacity of dumper considered by PPT for the different cargo items to be furnished.	The carrying capacity of dumpers has been considered differently due the difference in bulk density of cargo in shifting operation of cargo also which is similar in intraport transportation of import cargo explained earlier at Item-4(ii)(b).
(c).	Cargo stacking at plot: The basis for considering uniform deployment of 3 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	Unlike that of imports, where the cargo is required for loading onto dumpers for timely clearance of unloaded cargo from berths requiring 4 pay loaders generally in the stack yard for stacking the cargo; in case of exports, similar numbers have been considered for loading at siding and for stacking purpose only 3 numbers of equipment is considered as adequate for such export stacking of the bulk cargo at the storage area.
(d).	Intraport Transportation (Storage plot to Vessel): The basis for carrying capacity of dumper for Finished Fertiliser at 10 MT considered by PPT to be explained.	Though Finished Fertiliser is not handled at the Port, but 10 MT carrying capacity has been considered per dumper envisaging that Urea being one of such commodity, it is lighter than other bulk cargo like Iron Ore/Thermal Coal etc. The proposed consideration is futuristic in nature only.
(e).	Equipment at berth: The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	In case of exports, heaping of cargo at the berth (after transportation from the storage area) is required for grabbing the cargo in full load condition and basis 4 hooks working, 4 Payloaders have been considered for such work at berth (one Payloader per each hook).
9.	**Export – Dry Bulk cargo – Rail – Geared Vessel – Intraport Transportation inside/ outside old Port area:**	
(i).	Stevedoring Operations: The reason for considering 2 shifts in the calculation of equipment hire cost for all types of dry bulk cargo to be explained.	Unlike that of imports, the export (dry bulk) cargo loaded on the ship only require trimming to make a table top situation prior to sailing. The same is required only during last phase of loading where the equipment trims the loaded cargo prior to sailing of the ship in even keel condition. Therefore, considering 5 hatches in geared ships, 5 pay loaders/excavators have been

		considered for deployment in 5 hatches for 2 shifts only.
(ii).	Shore handling Operations:	
(a).	Equipment at Berth:	
(i).	The basis for considering uniform deployment of 4 nos. of big pay loaders and 4 nos. of big excavators for handling each of the cargo item to be justified.	Unlike import unloading from ship, in exports, the cargo is unloaded at sidings first from wagons at the common user sidings where from the unloaded cargo from siding is loaded by Payloaders onto dumpers for transportation of such unloaded cargo to the designated storage plot of the exporter. For unloading of rake within the scheduled free time of 5 hrs. for a rake load of approx. 3,600 MTs. of cargo (primarily comprising of Iron Ore/Thermal Coal/Iron Ore Pellets etc.), 4 excavators are considered. Similarly, 4 Payloaders have been considered for loading the unloaded cargo onto dumpers from the siding. Though, other types of dry bulk cargo are not handled for exports from Paradip Port now, but similar number of equipment has been considered for adoption in future.
(ii).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The explanation is similar to the clarification as given at Item-8 (ii)(a)(ii) above.
(b).	The basis for considering uniform deployment of 3 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	Unlike that of imports, where the cargo is required for loading onto dumpers for timely clearance of unloaded cargo from wharf requiring 4 numbers of pay loaders generally in the stack yard for stacking the cargo, in case of exports, only 3 numbers of equipment is considered as adequate for stacking at the storage area.
(c).	Intraport Transportation (Storage plot to Vessel): The carrying capacity of dumper with Finished Fertiliser at 10 MT considered by PPT to be supported by documentary evidence.	Though Finished Fertiliser is not handled at the Port, but 10 MT carrying capacity has been considered per dumper envisaging that Urea being one of such commodity, it is lighter than other bulk cargo like Iron Ore/Thermal Coal etc. The proposed consideration is futuristic in nature only.
(d).	Equipment at berth: The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	For exports, cargo loaded from the stack yard and transported at the wharf near the hook points are only to be pushed for making a heap for effective grabbing of cargo by the grabs attached to the loading equipment, i.e. the ship crane where 4 Payloaders have been considered basis at the berth on the basis of 4 hook operation.
10.	**Export – Dry Bulk cargo – Rail – Gearless Vessel – Intraport Transportation inside old Port area:**	
(i).	Stevedoring Operations: The reason for considering 2 shifts in the calculation of equipment hire cost for all types of dry bulk cargo to be explained.	The justification is similar to Item- 9(i) above.
(ii).	Shore handling Operations:	

(a).	Equipment at Berth:	
(i).	The basis for considering uniform deployment of 4 nos. of big pay loaders and 4 nos. of big excavators for handling each of the cargo item to be justified.	The explanation is similar to Item 9 (ii) (a) (i) above.
(ii).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The explanation is similar to Item-9 (ii) (a) (ii) above.
(iii).	Cargo stacking at plot: The basis for considering uniform deployment of 3 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	The clarification is similar to what has been stated at Item - 9(b) above.
(iv).	Intraport Transportation (Storage plot to Vessel): The basis for carrying capacity of dumper with Finished Fertiliser at 10 MT considered by PPT to be supported by documentary evidence.	The clarification is similar to what has been stated at Item- 9(c) above.
(v).	Equipment at berth: The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	The clarification is similar to what has been stated at Item- 9(d) above.
11.	**Export – Dry Bulk cargo – Rail – Gearless Vessel – Intraport Transportation outside old Port area:**	
(i).	Stevedoring Operations:	
(a).	The PPT has considered uniform deployment of 4 nos. of big pay loaders and 4 nos. of big excavators for handling each of the cargo item, whereas the Stevedoring and Shore handling Guidelines stipulate deployment of 3-4 Excavators depending on the type of the dry bulk cargo to be handled. The reason for considering a higher deployment of equipment in respect of each cargo item to be justified.	The justification is same like what has been clarified in 9 (a)(i) above.
(b).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The justification is same like what has been clarified in 9 (a)(ii) above.
(ii).	Shore handling Operations:	
(a).	Intraport Transportation (Common siding to storage plot): The rate of intraport transportation in respect of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo, Iron Ore/ Iron	For Coking coal, NC coal & Fluxes, Iron Ore: the intra-port transportation is as per rate circular of Dumper Owners Association. However, for other cargo in absence of any specific rate, considering the trend 10% more than the rate applicable

	Ore pellets/ Bentonite/ Bauxite/ Copper Concentrate, Lead & Zinc Ore, Pig Iron, Finished Fertiliser considered in the calculation by PPT does not match with the rates reflected in the documentary evidence furnished by PPT (Annex V to the PPT proposal). The rates as reflected in the documentary evidence to be taken into account for the purpose of calculation.	inside old customs bonded area is considered for tariff proposal. It's pertinent to mention that more than 95% of the storage yard for bulk cargo is mainly inside old customs bonded area.
(b).	Cargo stacking at plot: The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	The justification is same like what has been clarified in 9 (ii) (a) above.
(c).	Equipment at berth: The basis for considering uniform deployment of 6 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	In calculation, 4 loaders have been only considered in the excel calculation formulae instead of 6 nos. erroneously mentioned in the remarks.
12.	**Export – Dry Bulk cargo – Road – Geared Vessel – Intraport Transportation inside old Port area:**	
(i).	Stevedoring Operations:	
(a).	In the calculation of labor cost, the no. of hooks considered by PPT in respect of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo and Finished Fertiliser is 4 as against the norm of 3 prescribed in the Stevedoring and shore handling Guidelines. The reason for considering more no. of hooks to be justified.	Practically, 4 hook operations are happening at Paradip and hence 4 gangs considered for calculation purpose.
(b).	In the calculation of labor cost, the basis for considering 4 no. of hooks in respect of "Other Dry Bulk cargo" to be explained, given that the Stevedoring and shore handling Guidelines do not prescribe norms for "Other Dry Bulk cargo".	Other dry bulk cargo includes Pet Coke, Met Coke, Lam Coke, Coke Breeze, etc. These cargo are lighter in nature and cannot be equated with Coal. Hence separate tariff proposed for same.
(ii).	Shore handling Operations:	
(a).	Equipment at Berth:	
(i).	The basis for considering uniform deployment of 1 no. of big pay loader and 1 no. of big excavator for handling each of the cargo item to be justified.	The activity is cargo unloading from trucks at storage plot & not berth. For truck unloading, one excavator and one Payloader is required for smooth operation.
(ii).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The per ton cost is derived on the basis of the manning scale & wage structure of CFH workers which is recovered from the users.
(b).	Equipment at berth: The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be furnished.	Considering 4 hook operation, 4 Payloaders required for cargo feeding for loading into vessel.

13.	**<u>Export – Dry Bulk cargo – Road – Gearless Vessel – Intraport Transportation inside old Port area:</u>**	
(i).	<u>Shore handling Operations:</u>	
(a).	<u>Equipment at Berth:</u>	
(i).	The basis for considering uniform deployment of 1 no. of big pay loader and 1 no. of big excavator for handling each of the cargo item to be justified.	The activity is cargo unloading from trucks at storage plot & not berth. For truck unloading, one excavator and one Payloader is required for smooth operation.
(ii).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The per ton cost is derived basis the manning scale & wage structure of CFH workers which is recovered from the users.
(b).	<u>Intraport Transportation (Common siding to storage plot):</u> The rate of intraport transportation in respect of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo, Iron Ore/ Iron Ore pellets/ Bentonite/ Bauxite/ Copper Concentrate, Lead & Zinc Ore, Pig Iron, Finished Fertiliser considered in the calculation by PPT does not match with the rates reflected in the documentary evidence furnished by PPT (Annex V to the PPT proposal). The rates as reflected in the documentary evidence to be taken into account for the purpose of calculation.	Intra-port transportation rate has been suitably revised as per Dumper Owner's Association rate applicable inside old port area and same is furnished by PPT.
(c).	<u>Equipment at berth:</u> The basis for considering uniform deployment of 2 nos. of big pay loaders/ excavators for handling each of the cargo item to be furnished.	Considering export in gearless vessel, at a time dumping of cargo is at two points at wharf to feed the Harbour Mobile Crane.
14.	**<u>Export – Dry Bulk cargo – Road – Geared Vessel – Intraport Transportation outside old Port area:</u>**	
(a).	<u>Shore handling Operations:</u> <u>Equipment at Berth:</u>	
(i).	The basis for considering uniform deployment of 4 nos. of big pay loaders and 4 nos. of big excavators for handling each of the cargo item to be justified.	For export dry bulk cargo vessel, faster loading from plot is key in achieving productivity. Hence, 4 loader & 4 excavators considered.
(ii).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The per ton cost is derived basis the manning scale & wage structure of CFH workers which is recovered from the users
(b).	<u>Equipment at berth:</u> The basis for considering uniform deployment of 4 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	Considering 4 hook operation, 4 loaders considered for cargo heaping at wharf to facilitate proper biting of cargo through the grabs fitted into the vessel crane.

15.	**<u>Export – Dry Bulk cargo – Road – Gearless Vessel – Intraport Transportation outside old Port area:</u>**	
(i).	<u>Stevedoring Operations:</u> The reason for considering 2 shift operation to be explained.	Equipment inside vessel hatch considered 2 shifts for cargo trimming.
(ii).	<u>Shore handling Operations:</u>	
(a).	<u>Equipment at Berth:</u>	
(i).	The basis for considering uniform deployment of 4 nos. of big pay loaders and 4 nos. of big excavators for handling each of the cargo item to be justified.	For export dry bulk cargo vessel, faster loading from plot is key in achieving productivity. Hence, 4 loader & 4 excavator considered.
(ii).	With regard to the labour cost for the CFH Workers, the port has just stated that the CFH workers are engaged for wagon unloading operation based on the rate derived as per actuals during September 2016. However, no workings in respect of labour cost for the CFH Workers has been furnished by PPT for any of the cargo items. The same to be furnished.	The per ton cost is derived basis the manning scale & wage structure of CFH workers which is recovered from the users
(b).	<u>Equipment at berth:</u> The basis for considering uniform deployment of 2 nos. of big pay loaders/ excavators for handling each of the cargo item to be justified.	Considering export in gearless vessel, at a time dumping of cargo is at two points at wharf to feed the Harbour Mobile Crane.
16.	**<u>Export – Break Bulk cargo:</u>**	
(i).	<u>Stevedoring Operations:</u>	
(a).	The deployment of Equipment inside hatch for handling bagged cargo to be justified given that the Stevedoring and Shore Handling Guidelines do not prescribe deployment of any equipment inside hatch for bagged cargo.	In advertently, equipment deployment inside hatch for bagged cargo is considered in the calculation sheet. The same is to be ignored and a new calculation is furnished.
(b).	(i). The deployment of 3 Nos. of Equipment inside hatch for handling jumbo bags to be justified given that the Stevedoring and Shore Handling Guidelines prescribes deployment of 5T Forklift for handling jumbo bags.	Instead of 5 MT forklift, PPT has considered 10MT Hydra which are much safer for handling jumbo bags. In absence of specific rate, Rs. 10,000/- per shift per equipment is taken into account for calculation purpose primarily for proper stacking inside the coamings and the hatch.
	(ii). The nomenclature of equipment to be furnished.	
(c).	The reason for consideration of lower capacity 10T Forklift for handling Iron & steel - Pipes, Tubes, Plates to be clarified given that the Stevedoring and Shore Handling Guidelines prescribes deployment of 30T Forklift for handling Iron & steel - Pipes, Tubes, Plates.	30MT forklift cost is more expensive for handling Iron & steel - Pipes, Tubes, Plates than the cost of 10MT forklift which are much more versatile equipment for such light weight steel cargo and therefore less costly 10MT equipment has been considered by PPT.
(d).	The deployment of 5 no. of Log Grabber for handling soft and hard Timber logs each to be justified given that the Stevedoring and Shore Handling Guidelines prescribes deployment of 1 no. of Log Grabber for handling soft and hard Timber logs each.	Deployment of log grabber for handling soft & hard timber as per policy is one per hatch. Considering the calculation of 3 hooks working per shift, 3 log grabbers are required at a time as attachment to the Ship's crane for 3 hatches instead of 5 nos as was taken into calculation earlier. The cost sheet has been revised and furnished. While no timber log is handled through Paradip Port, the rate proposed is futuristic in nature.

(e).	Documentary evidence in support of hire charges of each of the equipment viz., Equipment inside hatch, 30T Florklift,10T Forklift, Log grabbers to be furnished.	Apart from occasional handling of steel & project cargo, Paradip Port doesn't handle logs, other break bulk cargo including regular handling of steel involving such equipment for which no past rate is available with the Stevedore. For occasional handling of Steel & project cargo, currently the same hired by stevedores from other sources not in the vicinity of Paradip
(f).	In the calculation of labour cost for Iron & Steel - Coils & Slabs and Iron & steel - Pipes, Tubes, Plates, the PPT is seen to have considered the cost of 4 no. of Mazdoor as against 2 no. of Mazdoor given in the Stevedoring and Shore Handling Guidelines. Consideration of a higher no. of Mazdoor to be justified.	The no of Mazdoors considered in line with manning scale and currently being manned for steel cargo.
(g).	In the calculation of labour cost for Soft and Hard Timber Logs, the PPT has considered the cost of 4 Mazdoors, whereas the Stevedoring and Shore Handling Guidelines stipulate deployment of 2 Mazdoors each for Soft and Hard Timber Logs. Consideration of higher number of Mazdoor to be justified.	The no of Mazdoors considered in line with manning scale.
(h).	In the calculation of labor cost, the basis for considering deployment of various types of manpower and 2 no. of hooks in respect of handling Project cargo to be explained, given that the Stevedoring and Shore handling Guidelines do not prescribe any norms for Project cargo.	While the Stevedoring and Shore Handling Guidelines doesn't prescribe any productivity norms for project cargo considering odd dimension and multiple specialized equipment requirements for handling operation, based on the present mode of project cargo handling at Paradip; PPT has considered 2 hook operation and 2 labours per hook as same is followed at Paradip Port now.
(i).	The cost considered towards deployment of slings and gears to be supported with Documentary evidence.	Slings and gears are part of break bulk cargo operation. There is no documentary evidence regarding cost of same. The per MT cost has been considered taking into account the approximate expenses incurred by the stake holders.
(ii).	<u>Shore handling Operations:</u>	
(a).	<u>Unloading & Stacking:</u>	
(i).	The basis for considering deployment of 1 no. of equipment each for handling Bagged Cargo and Jumbo Bags to be explained.	While for jumbo bags, equipment deployment for unloading from trucks/trailer at storage plot is required, inadvertently for other bagged cargo also equipment cost is considered for calculation purpose. The revised cost sheet excluding equipment for bagged cargo is furnished.
(ii).	The basis for considering deployment of 6 nos. of Cranes for handling Iron & Steel - Coils & Slabs to be explained.	Primarily Steel cargo, such as Coils, Slabs, Billets, Plates are received for export purpose by rakes comprising 42/43 wagons weighing about 2500 MT and the same is to be unloaded within a free time of only 8 hours to avoid demurrage. For unloading such rakes within free time, deployment of 6 nos of cranes are required to complete the cargo unloading job from the export rake within free time.
(iii).	The basis for considering deployment of 1 no. of 10T Forklift for handling Iron & steel - Pipes, Tubes, Plates to be explained.	For unloading from trucks/trailers, one 10MT Forklift per shift is adequate, hence for calculation purpose same is taken intom account.

(iv).	The basis for considering deployment of 2 nos. of log grabbers each for handling Soft and Hard Timber Logs to be explained.	In advertently, 2 log grabbers were considered. Same is revised to one per shift and accordingly revised calculation sheet is furnished.
(v).	Furnish documentary evidence in support of the rate of ₹.10000/- considered for all types of equipment.	Apart from occasional handling of steel & project cargo, Paradip Port doesn't handle logs, other break bulk cargo including regular handling of steel involving such equipment for which no past rate is available with the Stevedore. For occasional handling of Steel & project cargo, currently the same hired by stevedores from other sources not in the vicinity of Paradip. Therefore, the rates taken into consideration are purely on assumption basis.
(b).	<u>Equipment for loading onto trailers for movement to Berth:</u>	
(i).	The basis for deployment of Crane for handling bagged cargo, jumbo bags and Iron & Steel – pipes, tubes and plates and Project Cargo to be furnished.	Requirement of bagged cargo has been deleted and cost sheet revised. For other cargo requirement has been clarified earlier and the same is as per the system in vogue at Paradip Port and is proposed to be continued basis discussion with the stake holders.
(ii).	Furnish documentary evidence in support of the rate of ₹.10000/- considered for Crane for handling bagged cargo, jumbo bags and Iron & Steel – pipes, tubes and plates and ₹. 35000/- considered for Crane for handling Project cargo.	This has been explained in item no. 7(i)(b)(i & ii) as well as 7(i)(e).
(iii).	The basis for considering deployment of 2 nos. of Forklift for handling Iron & steel – Coils & Slabs Pipes, Tubes, Plates to be explained.	Considering that the vessel will be working with 4 hooks, it has been considered that in the storage yard loading of such cargo onto trailers will be by 2 no of forklifts either of 10MT or 30MT depending upon the cargo is adequate.
(iv).	The basis for considering deployment of 2 nos. of log grabbers each for handling Soft and Hard Timber Logs to be explained.	Considering that the vessel will be working with 3 hooks, it has been considered that in the storage yard loading of such cargo onto trailers will be by 2 no of log grabbers is adequate.
(c).	<u>Intraport Transportation:</u> The cost considered towards deployment of slings and gears for all cargo items to be supported with Documentary evidence.	This has been explained earlier in item no. 7(ii)(a).
(d).	<u>Cargo stacking at plot:</u>	
(i).	The basis for considering deployment of 2 nos. of hook attached loader each for handling Bagged Cargo and Jumbo Bags to be explained.	For bagged cargo, calculation is revised deleting the equipment requirement, however for jumbo bags considering 3 hooks working on the ship side, 2 equipment are required at the stacking point.
(ii).	The basis for considering deployment of 1 no. of 30T Forklift and 2 nos. of 10T Forklift for handling Iron & Steel - Coils & Slabs and Iron & steel - Pipes, Tubes, Plates to be explained.	Same has been clarified in item no. 7(i)(c).
(iii).	The basis for considering deployment of 5 nos. of log grabbers each for handling Soft and Hard Timber Logs to be explained.	The calculation sheet is reworked with 3 no of log grabbers as stated earlier in item no. 7(i)(d).
(iv).	When no equipment has been indicated in the calculation for Project cargo, it is not clear how the cost towards Cargo stacking at plot for Project cargo has been arrived at.	Same has been clarified in item no. 7(i)(e).

(e).	Despatch:	
(i).	The basis for considering deployment of 10 nos. of General Purpose Mazdoor for despatch to be explained.	There is no dispatch in respect of export cargo. However, incase of exports, the cargo is received either by trucks or by wagons and same unloaded in the storage yard by using various types of equipment and manpower involve in such operation as explained earlier. The modalitities applicable for import despatch will be same in case there is a requirement of such dispatch of export cargo.
(ii).	The basis to consider different parcel size for different types of break bulk cargo to be furnished.	
(iii).	The basis for considering deployment of 6 nos. of big pay loaders/ excavators for loading onto a rake to be justified.	
(iv).	The basis for considering deployment of 1 no. of equipment each for handling Bagged Cargo and Jumbo Bags to be explained.	
(v).	The basis for considering deployment of 1 no. of 30T Forklift and 1 no. of 10T Forklift for handling Iron & Steel - Coils & Slabs and Iron & steel - Pipes, Tubes, Plates to be explained.	
(vi).	The basis for considering deployment of 2 nos. of log grabbers each for handling Soft and Hard Timber Logs to be explained.	
(vii)	When no equipment has been indicated in the Stevedoring and Shore Handling Guidelines for Project cargo, it is not clear how the cost towards Despatch for Project cargo has been arrived at.	

9.1. While furnishing additional information/ clarification, the PPT has modified its proposal, revising the upfront tariff towards stevedoring and shore handling operations.

9.2. A comparative position of the rates for the various cargo items as proposed by PPT in its October 2016 proposal vis-à-vis the rates as proposed by PPT in December 2016 vis-à-vis the rates as proposed by PPT in September 2017 are given below:

(i). Import (Dry Bulk Cargo) – IPT inside Old port area

	As given in the October 2016 proposal		**As given in December 2016 proposal**		**As given in September 2017 proposal**	
	Berth Day Output (MT/Day)	Rate (₹./MT)	Berth Day Output (MT/Day)	Rate (₹./MT)	Berth Day Output (MT/Day)	Rate (₹./MT)
GEARED VESSEL						
Coking Coal	10618	128.44	10618	128.44	10618	128.44
Non-Coking coal (Thermal Coal)	10618	128.44	10618	128.44	10618	128.44
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	121.77	10668	121.77	10668	121.77
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	105.56	14494	105.56	14494	105.56

Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	121.77	10000	121.77	10000	121.77
Finished Fertilizer	5000	237.56	5000	237.56	5000	237.56
Other Dry Bulk Cargo	8146	165.70	8146	165.70	8146	165.70
GEARLESS VESSEL						
Coking Coal	14665	114.92	14665	114.92	14665	114.92
Non-Coking coal	14665	114.92	14665	114.92	14665	114.92
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	127.74	10392	127.74	10392	127.74
Iron Ore/ Iron Ore Pellets/ Bentonite, etc.	14932	107.35	14932	107.35	14932	107.35
Pig Iron	10000	130.35	10000	130.35	10000	130.35
Finished Fertilizer	5000	232.82	5000	232.82	5000	232.82
Other Dry Bulk Cargo	10881	143.80	10881	143.80	10881	143.80

(ii). Import (Dry Bulk Cargo) – IPT outside Old port area

	As given in the October 2016 proposal		**As given in December 2016 proposal**		**As given in September 2017 proposal**	
	Berth Day Output (MT/Day)	Rate (₹./MT)	Berth Day Output (MT/Day)	Rate (₹./MT)	Berth Day Output (MT/Day)	Rate (₹./MT)
GEARED VESSEL						
Coking Coal	10618	133.34	10618	133.34	10618	133.34
Non-Coking coal (Thermal Coal)	10618	133.34	10618	133.34	10618	133.34
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	125.33	10668	125.33	10668	125.33
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	109.34	14494	109.34	14494	109.34
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	125.58	10000	125.58	10000	125.58
Finished Fertilizer	5000	261.22	5000	261.22	5000	261.22
Other Dry Bulk Cargo	8146	172.05	8146	172.05	8146	172.05
GEARLESS VESSEL						
Coking Coal	14665	120.20	14665	120.20	14665	119.82
Non-Coking coal	14665	120.20	14665	120.20	14665	119.82

Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	131.69	10392	131.69	10392	131.31
Iron Ore/ Iron Ore Pellets/ Bentonite, etc.	14932	111.52	14932	111.52	14932	111.13
Pig Iron	10000	134.55	10000	134.55	10000	134.17
Finished Fertilizer	5000	243.16	5000	243.16	5000	242.77
Other Dry Bulk Cargo	10881	150.54	10881	150.54	10881	150.15

(iii). Import (Break Bulk Cargo)

	As given in the October 2016 proposal		**As given in December 2016 proposal**		**As given in September 2017 proposal**	
	Berth Day Output (MT/Day)	Rate (₹./MT)	Berth Day Output (MT/Day)	Rate (₹./MT)	Berth Day Output (MT/Day)	Rate (₹./MT)
Bagged Cargo	2250	500.88	2250	500.88	2250	334.67
Jumbo Bags	4200	377.18	4200	377.18	4200	377.18
Iron & Steel - Coils & Slabs	4152	468.02	4152	468.02	4152	468.02
Iron & Steel - pipes, tubes & plates	2100	568.27	3600	458.53	3600	458.53
Timber Logs - soft	1500	1095.10	1500	1095.10	1500	871.10
Timber Logs - hard	1500	1033.68	1500	1033.68	1500	854.48
Project cargo	1000	635.57	1000	1036.47	1000	1036.47

(iv). Export (Dry Bulk Cargo handling by Rail) – IPT inside Old port area

	As given in the October 2016 proposal		**As given in December 2016 proposal**		**As given in September 2017 proposal**	
	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)
GEARED VESSEL						
Coking Coal	10618	359.65	10618	359.65	10618	359.65
Non-Coking coal (Thermal Coal)	10618	359.65	10618	359.65	10618	359.65
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	347.27	10668	347.27	10668	347.27
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	593.44	14494	593.44	14494	593.44
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	798.75	10000	798.75	10000	798.75
Finished Fertilizer	5000	739.77	5000	739.77	5000	739.77
Other Dry Bulk Cargo	8146	683.57	8146	683.57	8146	683.57
GEARLESS VESSEL						
Coking Coal	14665	337.32	14665	337.32	14665	337.32

Non-Coking coal (Thermal Coal)	14665	337.32	14665	337.32	14665	337.32
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	332.82	10392	332.82	10392	332.82
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14932	581.75	14932	581.75	14932	581.75
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	786.64	10000	786.64	10000	786.64
Finished Fertilizer	5000	757.00	5000	757.00	5000	757.00
Other Dry Bulk Cargo	10881	655.29	10881	655.29	10881	655.29

(v). Export (Dry Bulk Cargo handling by Rail) – IPT outside Old port area

	As given in the October 2016 proposal		**As given in December 2016 proposal**		**As given in September 2017 proposal**	
	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)
GEARED VESSEL						
Coking Coal	10618	364.50	10618	364.50	10618	364.50
Non-Coking coal (Thermal Coal)	10618	364.50	10618	364.50	10618	364.50
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	350.79	10668	350.79	10668	350.79
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	596.41	14494	596.41	14494	596.41
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	802.52	10000	802.52	10000	802.52
Finished Fertilizer	5000	749.67	5000	749.67	5000	749.67
Other Dry Bulk Cargo	8146	689.87	8146	689.87	8146	689.87
GEARLESS VESSEL						
Coking Coal	14665	342.17	14665	342.17	14665	342.17
Non-Coking coal (Thermal Coal)	14665	348.52	14665	348.52	14665	348.52
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	342.69	10392	342.69	10392	342.69
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14932	591.06	14932	591.06	14932	591.06
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	796.76	10000	796.76	10000	796.76
Finished Fertilizer	5000	773.25	5000	773.25	5000	773.25
Other Dry Bulk Cargo	10881	667.94	10881	667.94	10881	667.94

(vi). Export (Dry Bulk Cargo handling by Road) - IPT inside Old Port Area

	As given in the October 2016 proposal	**As given in December 2016 proposal**	**As given in September 2017 proposal**

	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)
GEARED VESSEL						
Coking Coal	10618	217.37	10618	217.37	10618	217.37
Non-Coking coal (Thermal Coal)	10618	217.37	10618	217.37	10618	217.37
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	211.12	10668	211.12	10668	211.12
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	196.91	14494	196.91	14494	196.91
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	359.74	10000	359.74	10000	359.74
Finished Fertilizer	5000	312.80	5000	312.80	5000	312.80
Other Dry Bulk Cargo	8146	249.34	8146	249.34	8146	249.34
GEARLESS VESSEL						
Coking Coal	14665	201.04	14665	201.04	14665	201.04
Non-Coking coal (Thermal Coal)	14665	201.04	14665	201.04	14665	201.04
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	197.15	10392	197.15	10392	197.15
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14932	193.02	14932	193.02	14932	193.02
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	345.76	10000	345.76	10000	345.76
Finished Fertilizer	5000	279.13	5000	279.13	5000	279.13
Other Dry Bulk Cargo	10881	224.67	10881	224.67	10881	224.67

(vii). Export (Dry Bulk Cargo handling by Road) - IPT outside Old Port Area

	As given in the October 2016 proposal		As given in December 2016 proposal		As given in September 2017 proposal	
	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)	Berth Day Out put (MT/Day)	Rate (₹./MT)
GEARED VESSEL						
Coking Coal	10618	222.45	10618	222.45	10618	222.45
Non-Coking coal (Thermal Coal)	10618	222.45	10618	222.45	10618	222.45
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10668	216.20	10668	216.20	10668	216.20
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14494	201.98	14494	201.98	14494	201.98
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	364.82	10000	364.82	10000	364.82
Finished Fertilizer	5000	317.87	5000	317.87	5000	317.87
Other Dry Bulk Cargo	8146	254.42	8146	254.42	8146	254.42

GEARLESS VESSEL						
Coking Coal	14665	206.11	14665	206.11	14665	206.11
Non-Coking coal (Thermal Coal)	14665	221.39	14665	221.39	14665	221.39
Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10392	202.23	10392	202.23	10392	202.23
Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	14932	198.10	14932	198.10	14932	198.10
Pig Iron Ingots, Alumina & similar dry bulk cargo	10000	350.84	10000	350.84	10000	350.84
Finished Fertilizer	5000	284.20	5000	284.20	5000	284.20
Other Dry Bulk Cargo	10881	229.75	10881	229.75	10881	229.75

(viii). Export (Break bulk Cargo)

	As given in the October 2016 proposal		**As given in December 2016 proposal**		**As given in September 2017 proposal**	
	Berth Day Out put (MT/Day)	**Rate (₹./MT)**	**Berth Day Out put (MT/Day)**	**Rate (₹./MT)**	**Berth Day Out put (MT/Day)**	**Rate (₹./MT)**
Bagged Cargo	2250	685.74	2250	685.74	2250	495.34
Jumbo Bags	4200	519.32	4200	519.32	4200	507.32
Iron & Steel - Coils & Slabs	4152	676.42	4152	676.42	4152	627.86
Iron & Steel - pipes, tubes & plates	2100	1000.94	3600	802.93	3600	802.93
Timber Logs - soft	1500	943.36	1500	943.36	1500	831.36
Timber Logs - hard	1500	918.72	1500	918.72	1500	851.52
Project cargo	1000	881.02	1000	1127.42	1000	1127.42

10. 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.

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

(i). The Ministry of Shipping in June 2016 has issued Stevedoring and Shore Handling Policy for Major Ports, 2016, to fix normative tariff for carrying out of Stevedoring and Shore Handling operations, separately for mechanized and manual handling of dry bulk cargo and break bulk cargo. Subsequently, the MOS in October 2016 has forwarded the Guidelines for determination of Upfront Tariff for Stevedoring and Shore Handling Operation authorized by Major Ports. In accordance with the above, the Paradip Port Trust (PPT) has come up with a proposal for fixation of normative tariff for stevedoring and shore handling operations at PPT. The proposal of the Port has the approval of its Board of Trustees.

(ii). Before we move on to analyse the case, it is to mention that the Paradip Port Stevedores' Association (PPSA) has opined that this Authority has no legal standing to fix Stevedoring and Shore handling tariff, as Stevedoring service does not come under Section 42(3) of the Major Port Trusts Act, 1963, and that the Stevedores operate under

a license issued to them through Stevedoring Regulations issued under Section 123/ 124 of the MPT Act, by the respective Ports. In this connection, it is to state that as per the Stevedoring and Shore Handling Policy issued by the Government in the year 2016, the Stevedoring activity includes loading and unloading and stowage of cargo on board the vessels in Port and the Shore handling activity includes arranging and receiving the cargo to/ from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/ to wagons/ trucks. The gamut of activities covered under the stevedoring and Shore handling operations are the activities listed under Section 42 of the Major Port Trusts Act, 1963, for which this Authority is mandated to fix tariff as per Section 48 of the Major Port Trusts Act, 1963. Clause 3 of the Stevedoring and Shore handling Policy for Major Ports, 2016 issued by the Government vide letter dated 14 June 2016 specifically mentioned that this Authority shall notify the normative tariff for Stevedoring and Shore handling activities, separately for the Major Port based on a set of guidelines to be issued to this Authority. Thus, it is brought to the notice of PPSA that this Authority is well within its statutory jurisdiction to fix the tariff for the Stevedoring and Shore handling operations at all the Major Port Trusts, including PPT.

(iii). The PPT had filed its proposal in October 2016. Subsequently, after examining the representation of port users/ stevedores, the PPT has revised its proposal in December 2016. The revision in the proposal of PPT was only to the extent of revision in the Ceiling Tariff proposed by PPT for Project Cargo and Iron & Steel (Pipes, Tubes and Plates). In respect of Project Cargo, the port has proposed upward revision in rate on account of consideration of specialized equipment like crane in place of Forklift for despatch and slings and Forklift for stevedoring operations. The judgment of the port on the requirement of specialized equipment is relied upon. In respect of Iron & Steel (Pipes, Tubes & Plates), the port has proposed a downward revision in rate on account of proposing a higher productivity. Subsequently, while responding to the information/ clarification sought by us, the PPT has again made modifications to its December 2016 proposal and has submitted revised calculations/ cost workings in September 2017, in respect of some cargo items. The proposal of PPT submitted in October 2016, December 2016 and September 2017 alongwith the information/ clarification furnished by the PPT during the proceedings of the case in reference is considered in the analysis.

(iv). As stated earlier, this Authority has vide Order No. TAMP/65/2016- PPT dated 8 February 2017 approved upfront stevedoring and shore handling operations on adhoc basis as an interim arrangement. The current exercise is for fixation of final upfront tariff for the stevedoring and shore handling operations based on the proposal filed by the PPT.

(v). (a). The Stevedoring and Shore handling Guidelines (the Guidelines) prescribe norms for twelve broad Commodity Group under each of dry bulk cargo and break bulk cargo. The Guidelines also give an indicative list of cargo falling under each of the Commodity Group under dry bulk cargo and break bulk cargo respectively.

(b). In respect of the dry bulk cargo, the PPT has proposed upfront tariff for Stevedoring and Shore handling operations for 7 commodities. Further, the Port has categorized the 7 dry bulk cargo into Import Cargo and Export Cargo. Thus, the upfront tariff has been proposed for the dry bulk cargo group under both the Import and Export category in respect of (i). Coking Coal, (ii). Non-Coking coal (Thermal Coal), (iii). Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo, (iv). Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore, (v). Pig Iron Ingots, Alumina & similar dry bulk cargo, (vi). Finished Fertilizer, (vii). Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.).

(c). Similarly, in respect of the break bulk cargo, the PPT has proposed upfront tariff for Stevedoring and Shore handling operations for 7 commodities.

Further, the Port has categorized the 7 break bulk cargo also into Import Cargo and Export cargo. Thus, the upfront tariff has been proposed for the break bulk cargo under the Import category in respect of (i). Bagged Cargo, (ii). Jumbo Bags, (iii). Iron & Steel - Coils & Slabs, (iv). Iron & Steel - pipes, tubes & plates, (v). Timber Logs – soft, (vi). Timber Logs – hard, (vii). Project cargo.

(d). The cargo items considered by the PPT under the dry bulk cargo category and break bulk cargo category are seen to be as per the broad list of cargo falling under each of the Commodity Group under dry bulk cargo and break bulk cargo respectively, as listed in the Guidelines.

(e). The PPT has not proposed Stevedoring and Shore handling charges towards containers on the ground that the traffic of containers is minimal. The PPT has not ruled out that such minimal containers would not be handled by stevedores. Therefore, the PPT is advised to formulate a proposal for fixation of rates for stevedoring and shore handling operation for containers within 3 months from the date of notification of the Order passed in the Gazette of India.

(f). As stated above, the PPT has proposed the categorization of dry bulk cargo and break bulk cargo into Import Cargo and Export cargo. The productivity norm prescribed in the Guidelines has no bearing on the fact, whether the cargo is handled in the import cycle or the export cycle, presumably on the ground that the operations involved and the equipment used for handling of a cargo in the import cycle or export cycle would remain the same.

Though the port has not furnished any specific reason for categorization of dry bulk cargo and break bulk cargo into export and import cargo, it is seen from the calculations that the port has considered an additional labour component of 20 General Purpose Mazdoor (GPM) for hatch finishing/ trimming operation for import dry bulk cargo operations in gearless vessels. In respect of break bulk cargo, the port has considered an additional equipment charge of ₹ 20/- per tonne towards Slings & Gears for all export break bulk groups. It appears that in view of the above reasons, the cargo items have been categorized into import and export, leading to variation between the tariff for import and export dry bulk and break bulk cargo.

(g). Considering the port specific conditions as brought out above and since Clause 1.8 of the Guidelines allows this Authority to accept necessary adjustment in norms based on the justification furnished by the port keeping in view of the port specific conditions having impact on the norms prescribed in the guidelines and considering that the users have also not objected to the prescription of different rates for the cargo in the Import and Export Cycle, the proposal of the Port for categorization of dry bulk cargo and break bulk cargo into Import Cargo and Export cargo, is accepted.

Incidentally, this Authority while disposing of the proposal filed by the Chennai Port Trust (CHPT), has prescribed separate tariff for cargo in the import and export cycle, based on the reasoning furnished by the CHPT.

(vi). **Productivity norms for Dry Bulk Cargo and Break bulk Cargo:**

(a). The Guidelines prescribe the productivity norms in respect of the various commodity groups under the dry bulk cargo and break bulk cargo. The productivity norms as proposed by PPT for handling of dry bulk cargo and break bulk cargo are different as compared to norms. Also, the PPT has proposed one set of productivity norms (for handling of dry bulk cargo and break bulk cargo) by geared vessels and another set of productivity norms for Gearless vessels.

(b). The productivity proposed by the port for major dry bulk cargo items and break bulk cargo items are reported to be based on the average productivity during the period of 6 months (April 2016 to September 2016), taking into account the infrastructural bottlenecks at the port. In respect of dry bulk cargo i.e. Finished fertilisers and break bulk cargo i.e. Timber/ Logs, which are presently not being handled at PPT, the productivity is reported to have been considered, based on the anticipated productivity to be achieved at the port, in respect of both these cargo items.

(c). The productivity as proposed by the PPT in respect of handling some of the dry bulk cargo items viz., Coking Coal, Pig Iron Ingots, Alumina & similar dry bulk cargo, by geared vessels, is seen to be very much closer to the productivity norms as prescribed in the Guidelines. Hence, the productivity proposed by the PPT in respect of the above said cargo items have been updated to reflect the norms as prescribed in the Guidelines. In respect of handling of Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo by geared vessels, the productivity proposed by PPT is seen to be higher than the norms as prescribed in the Stevedoring and Shore Handling Guidelines; and, considered accordingly. In respect of other dry bulk cargo items handled by geared vessels, given that it is reported to be based on the actual productivity achieved at PPT during the past 6 months constrained by infrastructural bottlenecks at PPT and since Clause 1.8 of the Guidelines allows this Authority to accept necessary adjustment in norms based on the justification furnished by the port keeping in view of the port specific conditions having impact on the norms prescribed in the guidelines, this Authority is inclined to prescribe productivity norms for the various cargo items under the dry bulk cargo handled by geared vessels as proposed by PPT in its proposal.

(d). Further, as brought out earlier, the productivity has been proposed by the PPT for handling of break bulk cargo items by geared vessels only. In this context, the productivity as proposed by the PPT for Bagged Cargo and Jumbo Bags is seen to be in line with the productivity norms as prescribed in the Guidelines. With regard to the break bulk cargo items viz., Iron & Steel - Coils & Slabs and Timber Logs – soft/ hard, the productivity as proposed by PPT is seen to be lower than the productivity norms as prescribed in the Guidelines. With regard to Iron & Steel - pipes, tubes & plates, the productivity as proposed by PPT is seen to be higher than the productivity norms as prescribed in the Guidelines.

Given that the productivity in respect of the break bulk cargo items is based on the actual productivity achieved at PPT during the past 6 months constrained by infrastructural bottlenecks at PPT and since Clause 1.8 of the Guidelines allows this Authority to accept necessary adjustment in norms based on the justification furnished by the port keeping in view of the port specific conditions having impact on the norms prescribed in the guidelines, this Authority is inclined to prescribe productivity norms for the various cargo items under the break bulk cargo handled by geared vessels as proposed by PPT in its proposal.

(e). Since the project cargo is not homogeneous in nature and comes in different sizes, shapes and weight, the Guidelines do not prescribe any productivity norm in respect of Project cargo. The PPT in its proposal has proposed Productivity at 1000 tonnes per day which works out to 333 tonnes per shift in respect of Project cargo, based on the present mode of handling of project cargo at PPT and in consultation with the stakeholders, which is considered.

(f). It is also relevant here to mention that the PPT has proposed separate productivity for handling of the dry bulk cargo by geared vessels and gearless vessels. In other words, different productivity has been proposed for handling dry bulk cargo by ship cranes in respect of geared vessels and by HMCs in respect of gearless vessels. Resultantly, the upfront tariff sought by the port

for the stevedoring activity of dry bulk cargo is also for two different methods of handling viz., upfront tariff for cargo handled by geared vessels and upfront tariff for cargo handled by 100T HMC.

In this connection, it is to state that the cargo-wise productivity norms prescribed in the guidelines in respect of dry bulk cargo and break bulk cargo is a common productivity norm for handling a cargo by ship crane or shore crane or HMCs or a combination of these. The guidelines do not prescribe equipment wise separate productivity norms. The Productivity norms prescribed in the guidelines are based on normative basis considering the optimal equipment handling. Moreover, the user agency particularly, in the shore handling activity, will get the same service whether the cargo in Stevedoring operation has been handled with HMC or Ship crane etc. However, it has been observed that the productivity being achieved by handling cargo with HMC varies significantly with the productivity of ship cranes. Thus, adoption of a common norm for handling with HMC/ ship crane may curb the performance of the HMC, thereby leading to underutilization of the HMC, which is never desirable. Non stipulation of equipment wise separate productivity norms in the Guidelines should not act as a deterrent in tackling the operational issues. In this regard, reference is drawn to the proposal received from Chennai Port Trust (CHPT) for fixation of upfront tariff for Stevedoring and Shore handling operations at its port, wherein the port had proposed separate productivity norms for handling of the dry bulk cargo and break bulk cargo by ship cranes and by HMCs. For the reasons as given in the Order no. TAMP/77/2016-CHPT dated 14 November 2017, this Authority has approved different productivity for handling of cargo by ship cranes and by HMCs. Similarly, based on the proposal of Kolkata Port Trust (KOPT), different productivity for handling of dry bulk cargo by ship cranes and by HMCs has been prescribed at Haldia Dock Complex (HDC) of KOPT vide Order no. TAMP/79/2016-KOPT dated 19 January 2018.

In view of the above position and since Clause 1.8 of the Guidelines allows this Authority to accept necessary adjustment in norms based on the justification furnished by the port keeping in view of the port specific conditions having impact on the norms prescribed in the guidelines, the proposal of the port to have separate productivity for handling of the dry bulk cargo by ship cranes and by HMCs, is accepted.

(g). With regard to the productivity of the dry bulk cargo by HMCs, it is recalled that while fixation of tariff for the use of HMCs at various major port trusts as well as in the various PPP projects at various major port trusts involving deployment of HMCs, the handling rate of 12500 tonnes per day per 100 tonne MHC has been considered. The productivity considered by PPT in respect of Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo, Pig Iron Ingots, Alumina & similar dry bulk cargo, Finished Fertilizer and Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.), is seen to be lower than the handling rate of 12500 tonnes. Hence, the productivity as proposed by the PPT in respect of these cargo items is hiked to reflect this position. It is also noticed that the productivity proposed by the port in respect of Coking Coal, Non-Coking coal (Thermal Coal) and Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Lead & Zinc Ore, is higher than the handling rate of 12500 tonnes. The productivity in respect of these cargo items is retained as proposed by the PPT.

(h). A Comparative position of the productivity norm based on various parameters as prescribed in the Guidelines for each cargo type under dry bulk cargo and break bulk cargo, the productivity norms as proposed by the PPT and the productivity norms approved by this Authority is attached as **Annex – I**.

(vii). **Rates for the Stevedoring Operations – Dry bulk and Break Bulk:**

(a). As stipulated in Clause 3.5.2 of the Guidelines, the Operating Cost for the Stevedoring activity are grouped under the following major heads viz. Equipment hire cost, Labour cost, Operational overheads and Administrative Overheads.

(b). Equipment Hire Charges:

(i). Annex – VII to the Guidelines prescribe norms for estimation of equipment hire cost for stevedoring operations for dry bulk cargo and break bulk cargo. As per the said Annex, for ship to shore operations, the normative handling equipment are ship crane, or shore crane or HMC or combination of these handling equipment.

(ii). As stated earlier, the port has considered equipment component separately for handling of dry bulk cargo through Geared vessels and Gearless vessels.

(iii). The number of equipment proposed by the port in respect of handling each of the commodity group listed under the dry bulk cargo and break bulk cargo is at variance with the Annex-VII of the Guidelines. The Comparative position of equipment prescribed in the Guidelines vis-à-vis equipment proposed by PPT is given below.

A. Equipment for Dry Bulk Cargo

Sl. No	Commodity Group	As per Guidelines	Geared Vessels	Gearless Vessels	
			Import/ Export	Import	Export
1	Coking Coal	4 Nos. - Excavator 4 Nos. - Grabs (per shift)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)	7 Nos. - Excavators per shift (2 shifts per Ship of 75000 MT)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)
2	Non-Coking coal (Thermal Coal)	4 Nos. - Excavator 4 Nos. - Grabs (per shift)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)	7 Nos. - Excavators per shift (2 shifts per Ship of 75000 MT)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	3 Nos. - 5T Dozers 3 Nos. - Grabs (per shift)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)	7 Nos. - Excavators per shift (2 shifts per Ship of 75000 MT)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4 Nos. - Excavator 4 Nos. - Grabs (per shift)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)	7 Nos. - Excavators per shift (2 shifts per Ship of 75000 MT)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3 Nos. - 5T Dozers 3 Nos. - Grabs (per shift)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)	7 Nos. - Excavators per shift (2 shifts per Ship of 75000 MT)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)
6	Finished Fertilizer	3 Nos. - 5T Dozers 3 Nos. - Grabs (per shift)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)	7 Nos. - Excavators per shift (2 shifts per Ship of 75000 MT)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4 Nos. - Excavator 4 Nos. - Grabs (per shift)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)	7 Nos. - Excavators per shift (2 shifts per Ship of 75000 MT)	5 Nos. - Excavators per shift (2 shifts per Ship of 55000 MT)

B. Equipment for Break Bulk Cargo

Sl. No	Commodity Group	As per Guidelines	Import	Export
1	Bagged Cargo	**Net Slings (Maximum load 5T) and hooks**	No. Equipment	Slings & Gears
2	Jumbo Bags	2-3 Nos. 5T DFLT (per Shift) Hooks	3 nos- Equipment (per Shift)	3 nos- Equipment (per Shift) Slings & Gears
3	Iron & Steel - Coils & Slabs	2-3 Nos. 30 TDFLT (per Shift) Wire rope slings &Hooks	1 No. – 30T Forklift (per Shift)	1 no. – 30T Forklift (per Shift) Slings & Gears
4	Iron & Steel - pipes, tubes & plates	2-3 Nos. 30 TDFLT (per Shift) Slings	1 No. – 10T Forklift (per Shift)	1 No. – 10T Forklift (per Shift) Slings & Gears
5	Timber Logs - soft	2-3 Nos. - 10T Log grabber	3 nos.- Log grabber (per Shift)	3 nos.- Log grabber (per Shft) Slings & Gears
6	Timber Logs - hard	2-3 Nos. - 10T Log grabber	3 nos.- Log grabber (per Shift)	3 nos.- Log grabber (per Shift) Slings & Gears
7	Project cargo	No Equipment	1 No.- Forklift (per Shift) Slings & Gears	1 No.- Forklift (per Shift) Slings & Gears

(iv). As seen from the above statement, though the number of equipment per shift considered by PPT for handling dry bulk cargo appears to be more than the equipment prescribed at Annex-VII of the Guidelines, the overall equipment requirement for handling of dry bulk vessels with average parcel size of 55000 MT/ 75000 MT is seen to be lower as compared with that of guidelines. With regard to the equipment relevant for handling of Break bulk cargo, the equipment proposed by the port is more or less comparable with the equipment prescribed in the guidelines. PPT has reported that the equipment profile considered by it is based on the prevailing deployment pattern being followed for cargo handling at the port and also based on the feedback from the various users.

Clause 1.8 of the Guidelines allows TAMP to accept necessary adjustment in norms based on justification furnished by port keeping in view of port specific conditions. In view of the above provision in the guidelines and based on the justification furnished by PPT and considering the position that the equipment profile proposed by the port is in consultation with the users, this Authority is inclined to consider the equipment profile as proposed by the port for the various cargo items under the dry bulk and break bulk category.

(v). As per the Guidelines, the hire charge towards deployment of equipment is to be estimated based on the equipment hire cost prevailing at the relevant port locations or prevailing market based hire cost. In this connection, the PPT has furnished the details of equipment hire charges as collected from Paradip Port Stevedores Association (PPSA) in support of the hire cost of each of the equipment. Since the PPT has not expressed any reservation on the details of equipment hire charges collected from the PPSA, the equipment hire charges considered by PPT are relied upon.

(vi). While arriving at the stevedoring tariff for the gearless vessels, where HMCs are envisaged to be deployed for handling the dry bulk cargo, PPT has not considered the hire charge of the HMCs. The Port has stated that the ceiling tariff is exclusive of hire cost of HMC, which will

be paid by the importer/ vessel owner as per the rate notified by this Authority, directly to the HMC operators licensed by the PPT. In this connection, it is recalled that this Authority vide its Order no. TAMP/30/2014-PPT dated 28 November 2014 has fixed ceiling tariff for the use of HMC at the PPT, for common application, without reference to any particular service provider. A note is prescribed in the upfront tariff schedule being considered for approval, to the effect that ceiling tariff is exclusive of hire cost of HMC, which will be paid by the importer/ exporter/ vessel owner as per the rate notified by this Authority, directly to the HMC operators licensed by the PPT. Thus, the hire charges for the HMC as approved by this Authority will be additional to the stevedoring charges, whenever HMCs are deployed for handling. In the absence of such a note, it may not be possible for the stevedore to recover the hire cost of HMC separately from the users. The PPT has already been advised to file a proposal to review the hire charges of HMC by 30 April 2018.

(vii). Accordingly, the equipment hire cost related to the stevedoring activity for the dry bulk cargo from geared and gearless vessels and break bulk cargo has been modified suitably for arriving at the upfront stevedoring tariff and is attached as **Annex- II (a), II (b), II (c)**.

(c) Labour Cost:

(i). As per clause 3.5.7 of the Guidelines, labour deployment shall be as per the norms prescribed by the National Tribunal Award (NTA) as provided in the Annex-VIII to the Guidelines and the unit rate will be the prevailing actual cost of labour for the quantum of the labour prescribed norms. The Guidelines also state that the prescribed norms and any other norms specifically given for the port shall be followed for calculation of Labour cost.

(ii). At PPT, the National Industrial Tribunal (NIT) award is reported to have been implemented in toto as recommended by the NIT. The labour deployment considered for the stevedoring operations is seen to be as per the existing deployment norms followed by the Port, which is in line with the norms prescribed for estimation of labour for Stevedoring operation given at Annex- VIII of the Guidelines. However, PPT has specifically considered an additional labour component of 20 number of General Purpose Mazdoor (GPM) for the import dry bulk cargo. The port has clarified that the additional deployment of GPM is considered for hatch finishing/ trimming (for lightering ships) operations for import cargo vessels along with the other labour deployment prescribed as per the NIT. In this connection, it is relevant here to mention that the NIT award (as reported to have been implemented by PPT) does not prescribe deployment of any additional labour for the hatch finishing/ trimming operations. Moreover, from the submissions made by the port, it is understood that such deployment of additional labour is required specifically for lightering ships. As such, inclusion of the additional labour cost component of 20 GPM for hatch finishing/ trimming operations for all import cargo vessels in general, is felt inappropriate. Hence, the labour cost for the import dry bulk cargo by geared and gearless vessels is exclusive of the cost of additional labour component, as considered by the PPT for determination of stevedoring tariff. However, a separate rate for hatch finishing/ trimming operation, taking into account the relevant labour costs is being prescribed in the event if the stevedore renders the service. A working in this regard is attached as **Annex – III (a).**

(iii). Though the guidelines do not stipulate any norms towards deployment of one Tindal for dry bulk operations, one Tindal who is the leader of the Gang appears to be a requirement per shift as per NTA. Considering that the PPT has not considered the deployment of Tindal, the PPT was requested to examine the position. In this connection, the PPT has stated that since the proposal of PPT is on the basis of the deployment of workmen as per the manning scale, which does not recommend deployment of a Tindal, the deployment of Tindal has not been considered for handling dry bulk cargo. The judgment of the port in this regard, is relied upon.

(iv). The charges for deployment of various categories of labour for the stevedoring operations is seen to have been considered by the port based on the Notification issued by PPT in September 2016, intimating the various stakeholders regarding the daily wages payable to various categories of labour. The labour cost for each category of labour as considered by the PPT is seen to be higher as compared to the Notification issued by the PPT, reportedly on the ground that the labour cost considered by PPT in the calculation is inclusive of night allowance and Special Washing Allowance, which are paid to all the workmen per month. This position is relied upon.

(v). In addition to the wages of the labour, the PPT has also considered 100% levy on the labour cost. This is seen to be as per the provision prevailing in the existing Scale of Rates of PPT approved vide general revision Order no. TAMP/90/2016-PPT dated 15 September 2017.

(vi). Some errors noticed in the calculation of the labour cost of break bulk cargo have been rectified in our workings. Thus, a statement showing estimation of labour cost related to the stevedoring activity for the dry bulk cargo from geared and gearless vessels and break bulk cargo has been modified suitably for arriving at the upfront stevedoring tariff and is attached as **Annex - III (b), III (c)** and **III (d)**.

(d). Each of the Operational Overheads and Administrative Overheads has been estimated by PPT at 20% of the equipment hire cost and labour cost, which is as per the stipulation contained in Clause 3.5.8 and 3.5.9 of the guidelines.

(e) As stipulated in Clause 5 of the Guidelines, a margin at 20% on the total operating cost has been considered by PPT to arrive at the upfront stevedoring tariff.

(f). Clause 2.8 of Guidelines states that Major Port Trusts should comply with the policy direction set out by the Government from time to time like coastal cargo/ containers etc. One of the policy directions issued by the (then) Ministry of Shipping, Road and Transport and Highways (MSRTH) relates to concessional rate for coastal vessel and coastal cargo. As per para 3 (iii) and 5(2.2) of Order No.TAMP/4/2004-Genl. dated 07 January 2005 passed by this Authority based on the said policy direction of the MSRTH, concessional tariff need to be prescribed for cargo handling charges at 60% of the rate for foreign for all the relevant handling charges i.e. ship-shore transfer and transfer from quay to storage yard including wharfage except thermal coal, POL including crude oil, iron ore and iron ore pellets which are not eligible for Coastal Concession. The policy direction issued by the (then) MSRTH is uniformly applied at all the Major Ports and Private Terminal Operators governed under 2005, 2008 and 2013 guidelines while setting their tariff.

In view of Clause 2.8. of the guidelines and also recognizing that the Coastal concession policy issued by the Government stipulates grant of coastal concession on all charges prescribed for ship-shore transfer and transfer from

quay to yard and since the activities involved under the stevedoring and shore handling operations also include these activities, this Authority is bound to comply with the coastal concession policy while approving upfront tariff for stevedores and shore handling operations.

The PPT in its proposal had not proposed separate concessional rate for coastal cargo. In view of this position, the ratio of foreign and coastal cargo at PPT has been taken out from the Administration Report of PPT for the year 2016-17 at 99:1 for dry bulk cargo and 75: 25 for break bulk cargo. Based on the said ratio, the impact of coastal concession has been captured in the proposed foreign rate for stevedoring charges, to comply with the coastal concession policy of the MOS.

It is relevant here to state that in view of submission made by Mormugao Port Trust (MOPT) while processing its proposal for fixation of upfront tariff for Stevedoring and Shore handling that coastal concession policy should not be applicable for this exercise and in view of similar request from few other Major Port Trusts, this Authority has requested the Ministry of Shipping (MOS) in January 2017 to examine whether the policy direction for prescription of concessional rate for eligible coastal cargo need to be applied while fixing tariff under the stevedoring and shore handling operations. The response of MOS is awaited. If the response of the MOS to be received on the matter referred to the MOS is different from the approval accorded, based on proposal of the PPT, a suitable amendment can be issued at that point of time.

(g). The cost statements for the determination of the upfront tariff for Stevedoring operations for the dry bulk cargo from geared and gearless vessels and break bulk cargo as furnished by PPT and as modified by us, based on the various parameters discussed above is attached at **Annex - IV (a), Annex IV (b)** and **Annex IV (c)** respectively.

(viii). **Rates for Shore Handling Operations:**

(a). Clauses 4.4.1 and 4.4.2 of the Guidelines list down five different handling methods for the shore handling operations of dry bulk cargo and four methods for handling break bulk cargo. However, the PPT in its proposal is seen to have considered handling of dry bulk cargo by 12 methods and break bulk cargo by 2 methods in the shore handling operation. The 12 methods of handling dry bulk cargo and 2 methods of handling break bulk cargo as considered by PPT are listed below:

Sl. No	**Methods**
	Dry Bulk Cargo
1	Import – Geared Vessels – Intraport Transportation (IPT) inside the old Port Area
2	Import – Gearless Vessels – IPT inside the old Port Area
3	Import – Geared Vessels – IPT Outside the old Port Area
4	Import – Gearless Vessels – IPT Outside the old Port Area
5	Export – Gearless Vessels – IPT inside the old Port Area – Cargo Hauling by Rail
6	Export – Geared Vessels – IPT inside the old Port Area - Cargo Hauling by Rail
7	Export – Gearless Vessels – IPT Outside the old Port Area – Cargo Hauling by Rail
8	Export – Geared Vessels – IPT Outside the old Port Area - Cargo Hauling by Rail

9	Export – Gearless Vessels – IPT inside the old Port Area – Cargo Hauling by Road
10	Export – Geared Vessels – IPT inside the old Port Area - Cargo Hauling by Road
11	Export – Gearless Vessels – IPT Outside the old Port Area – Cargo Hauling by Road
12	Export – Geared Vessels – IPT Outside the old Port Area - Cargo Hauling by Road
	Break Bulk Cargo
1	Import
2	Export

(b). An attempt has been made to correlate each of the methods considered by the PPT for handling dry bulk cargo with the methods as listed in the Stevedoring and Shore handling guidelines, as given below:

(i). **Dry Bulk Cargo**

As per Guidelines			**As per PPT**	
Method of Operation	**Description**	**Activities involved**	**Activities involved**	**Tariff proposed**
Method-1	Cargo Unloaded onto the truck for direct delivery to consignee premises (with hoppers)	Equipment at Berth (Mobile Hoppers)	Not envisaged by PPT	Not Proposed
Method-2	Cargo unloaded/ loaded onto/ from truck (without hoppers) and moved to/ from storage yard within port premises	Transportation to Stack Yard Equipment at Stack yard for Stacking	**Imports.** Intra Port transportation Cargo stacking at Plot **Exports:** Intra Port transportation Cargo stacking at Plot	Separate tariff proposed for Imports; Receipt of cargo by Rail and Road for exports.
Method-3	Cargo unloaded onto truck (though hoppers) and moved to storage yard with in port premises for storage	Equipment at Berth (Mobile Hoppers) Transportation to Stack Yard Equipment at Stack yard for Stacking	Not envisaged by PPT	Not Proposed
Method-4	Cargo unloaded/ loaded onto/ from wharf and loaded/ unloaded on truck and going / receiving from the consignees premises	Equipment at Berth (Pay loaders)	**Imports.** Equipment at Berth **Exports:** Equipment at Berth	Separate tariff proposed for Imports and for receipt of cargo by Road for Exports.

Method-5	Cargo unloaded/ loaded onto/ from wharf and loaded/ unloaded from/onto the trucks and moved to/from storage yard with in port premises	Equipment at Berth (Pay loaders) Transportation to Stack Yard Equipment at Stack yard for Stacking	**Imports.** Equipment at Berth Intra Port transportation Cargo stacking at Plot **Exports:** Equipment at Berth Intra Port transportation Cargo stacking at Plot	Separate tariff proposed for Imports; Receipt of cargo by Rail and Road for Exports

(ii). **Break bulk cargo**

Method of Operation	**As per Guidelines**		**As per PPT**	
	Description	**Activities involved**	**Activities involved**	**Tariff proposed**
Method-1	Cargo Unloaded onto the truck for direct delivery to consignee premises or vice versa	No Equipment	Not Proposed	Not Proposed.
Method-2	Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises or vice versa.	Equipment at Berth (Forklift Trucks etc.)	**Import** Equipment at Berth	Tariff proposed for Import cargo only
Method-3	Cargo unloaded onto truck and transported to storage yard with in port premises or vice versa	Transportation to Stack Yard Equipment at Stack yard for Stacking	**Import** Intra Port Transportation Cargo staking at Plot **Export** Loading into trailers Intra Port Transportation.	Separate tariff proposed for Import and Export cargo
Method-4	Cargo unloaded/ loaded onto wharf and loaded on trucks and transported to storage yard with Port premises or vice versa.	Equipment at Berth (Forklift Trucks etc.) Transportation to Stack Yard Equipment at Stack yard for Stacking	**Import** Equipment at Berth Intra Port Transportation Cargo staking at Plot	Tariff proposed for Import Cargo only.

(c). As per the definition of the term 'Shore handling' as given in the Stevedoring and Shore Handling Policy, 2016, Shore handling includes arranging and receiving the cargo to/ from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/ to wagons/ trucks. From the description of the activities as brought out in the preceding table, it is seen that the methods considered by the PPT for handling of dry bulk cargo would generally fall under the ambit of the Method no. 2, 4 and 5 of the shore handling activities envisaged by the Guidelines. Similarly, the methods considered by the PPT for handling of break bulk cargo would generally fall under the ambit of the Method no. 2, 3 and 4 of the shore handling activities envisaged by the Guidelines. In view of the above position and considering that the various methods as envisaged by the port are based on the actual practice in vogue at PPT, the different methods as envisaged by the

port for the shore handling operation of the dry bulk cargo and break bulk cargo are considered for tariff fixation.

(d). As stipulated in the Clause 4.5.2 of the Guidelines, the Operating cost for the Shore Handling Operations are grouped under following major heads, viz. Equipment hire cost, Labour cost, Operational overheads and Administration Overheads. The PPT has considered cost towards Intraport transportation, Stacking at Plot, Rake loading for dispatch, unloading of cargo, water sprinkling/ Road cleaning charges, labour cost, Operational overheads and Administrative Overheads in the calculation of shore handling charges for the various cargo items. Though the PPT has considered itemized cost components towards equipment, the shore handling cost is inclusive of above listed cost components relating to equipment. Each of the following cost components are discussed in the following paragraphs.

(e). Equipment Hire cost:

(i). As stated earlier, the PPT in its proposal has considered handling of dry bulk cargo by 12 methods and break bulk cargo by 2 methods in the shore handling operation. Further, as brought out above, out of the five handling methods prescribed in the Guidelines for dry bulk cargo, the PPT has considered three methods each for handling for all import and export cargo. Similarly, out of the four handling methods prescribed in the Guidelines for break bulk cargo, the PPT has considered three methods each for handling for all import and export cargo. The methods of handling dry bulk and break bulk cargo for shore handling operations as envisaged by PPT for proposing the rates for shore handling operations is considered.

(ii). A comparative position of the equipment proposed to be deployed by PPT for shore handling operations vis-à-vis the norm prescribed in the Guidelines for the methods adopted by PPT in respect of dry bulk cargo is attached as **Annex - V**.

(iii). With regard to the variation in the equipment profile, as brought out in the above referred Annex, the PPT has stated that the equipment as envisaged in the Guidelines is primarily for Ports where the entire discharge of cargo is carried out at the same Port. The PPT has stated that at PPT, since majority of ships carrying cargo move to the neighboring Ports after partially discharging of cargo at PPT, the vessel is to be properly trimmed to maintain her stability prior to moving out from the Port and vice versa for exports. Therefore, the equipment requirement has been proposed by the PPT as per existing practice being followed for cargo handling operation at the Port. The Port has also stated that the equipment profile is also based on the feedback made by the users.

(iv). Clause 1.8 of the Guidelines allows this Authority to accept necessary adjustment in norms based on justification furnished by port keeping in view of port specific conditions. In view of the above provision in the guidelines and based on the justification furnished by PPT and considering the position that the equipment profile proposed by the port is in consultation with the users, this Authority is inclined to consider the equipment profile as proposed by the port for the various cargo items under the dry bulk and break bulk category.

(v). As per the Guidelines, the hire charges towards deployment of equipment is to be estimated based on the equipment hire cost prevailing at the relevant port locations or prevailing market based hire cost. The PPT has furnished the details of equipment hire charges

collected from PPSA in support of the hire cost of each of the equipment. Since the PPT has not expressed any reservations on the details of equipment hire charges collected from the PPSA, the equipment hire charges considered by PPT are relied upon.

(vi). Further, some discrepancies/ arithmetical errors/ inconsistencies noticed with regard to number of equipment and the hire charges, have been suitably rectified for arriving at the equipment hire charges.

(f). Unloading of cargo:
The activity involved is cargo unloading from trucks at storage plot. Deployment of one excavator and one Pay loader is envisaged for smooth operation. Hire cost of pay loaders/ excavators are supported by documentary evidence.

(g). Labour cost:
Clause 4.5.7 of the Guidelines stipulates that the labour cost for shore handling operations should be estimated at 5% and 10% of the equipment hire cost for dry bulk cargo and break bulk cargo respectively. However, the PPT has not estimated labour cost. It is presumed that the hire cost of equipment may include the labour components also. The port has considered cost of labour involved in unloading of cargo from trucks. This component is being considered under 'Receiving and Delivery charges as discussed subsequently.

(h). Water sprinkling/ Road cleaning charges:
PPT has considered a component of ₹. 2.50 per MT towards water sprinkling / Road cleaning charges for each of commodity of dry bulk and break bulk cargo. The PPT has stated that it primarily handles Coal, which is a dusty cargo. The dust gets carried in the wheels of the equipment/ dumpers engaged by Stevedores for transportation of cargo and get sprayed in the entire Port roads/ open storage facilities inside the Customs bonded area during regular movement of such vehicles. Thus, based on the suggestion of State Pollution Control Board, to avoid emission of dust, the PPT has to carry out water sprinkling and road cleaning at regular intervals.

In this regard, it is to state that though coal is a dusty cargo and is envisaged to be handled by almost all the major port trusts, none of the port trusts have included this cost component while arriving at the shore handling charges. Moreover, this cost component is with reference to handling of only coal. In such a scenario, building the cost towards water sprinkling and road cleaning in the tariff of all other dry bulk and break bulk cargo is not felt appropriate. The operational and administrative overheads each calculated at 20% of labour and equipment cost, can cover the expenses related to water sprinkling and road cleaning of coal also. Hence, this component is not considered as a separate cost element to determine the charges for the shore handling operations of dry bulk and break bulk cargo.

(i) As per the stipulation contained in Clause 4.5.8 and 4.5.9 of the guidelines, each of the Operational Overheads and Administrative Overheads has been estimated at 20% of the equipment hire cost, labour cost, cost of Intraport transportation, cost of Stacking at Plot, cost of Rake loading for dispatch, cost of unloading of cargo. However, for arriving at the operational overheads for the export dry bulk cargo hauled by road, labour cost appears to have been inadvertently missed by PPT in the calculations, which has been considered in our analysis.

(j). As stipulated in Clause 5 of the Guidelines, margin at 20% on the total operating cost has been considered by PPT to arrive at the upfront stevedoring tariff.

(k). As brought out earlier, the PPT has not proposed separate concessional rate for coastal cargo in respect of shore handling charges at 60% of the tariff for foreign cargo, as per coastal concession policy issued by the Ministry. For the reasons given earlier, the impact of coastal concession has been captured in the proposed foreign rate for shore handling charges based on the ratio of 99:1 for dry bulk cargo and 75: 25 for break bulk cargo, to fall in line with the coastal concession policy of the MOS. If the response of the MOS to be received on the matter referred to the MOS is different from the approval accorded, a suitable amendment may be issued at that point of time.

(l). The cost statements for the determination of the upfront tariff for Shore handling operations for dry bulk cargo and break bulk cargo under various methods as furnished by PPT and as modified by us based on the various parameters as discussed above is attached as **Annex – VI (a) to (c), Annex – VII (a) and (b), Annex – VIII (a) to (c), Annex – IX, Annex – X** and **Annex – XI**. Also, the workings related to arriving at individual cost components for the shore handling charges under various methods is attached as **Annex – XII (a) to (j).**

(ix). Based on the above analysis and taking into consideration the submission made by the PPT and recognizing that the proposal is filed by PPT with the approval of the PPT Board, the Stevedoring and Shore Handling charges for Dry bulk and Break Bulk cargo are approved as modified by us based on various parameters discussed above.

(x). **Performance Standards proposed by PPT for Dry Bulk Cargo for 100% indexation of Ceiling Tariff.**

(a). Clause 2.10. of the Guidelines stipulates that tariff caps will be indexed to inflation only to an extent of 60% of the variation in the Wholesale Price Index (WPI) occurring between 1 January and 31 December of the relevant year. Thus, the rates approved in respect of the Stevedoring and Shore Handling Operations at PPT for all the dry bulk cargo items, would automatically be indexed to inflation to an extent of 60% of the variation in the WPI. The said indexation is automatic and is not linked to achievement of any performance standards considered for upfront tariff fixation for Stevedoring and Shore Handling Operations.

(b). For the dry bulk cargo, Clause 7.1 of the Guidelines stipulates that the operator is entitled for 100% WPI indexation in tariff instead of 60% WPI indexation, on achievement of Performance Standard as prescribed in the Berthing Policy issued by Ministry of Shipping (MOS) vide letter no. PD-11033/73/2013-PT (pt) dated 16.06.2016.

In this regard, it is to state that the PPT has already filed a separate proposal for prescription of Performance norm based Incentive/ Penalty in respect of handling Dry Bulk Cargo at PPT as per Berthing Policy, 2016, which is under consultation process by this Authority. The PPT is also seen to have issued a Trade Circular prescribing norms to be achieved under the Berthing Policy for dry Bulk cargo. The productivity under the Berthing Policy which is under consultation process will be firmed up in due course of time, at the time of the disposal of the said proposal. Hence, it is not felt appropriate to consider the Trade Circular issued by PPT at this juncture.

Thus, in this backdrop, and taking into account the stipulation contained in Clause 7.1 of the Stevedoring and shore handling Guidelines, a note is prescribed to state that the operator would be entitled for 100% WPI indexation in tariff instead of 60% WPI indexation, on achievement of Performance Standards fixed under the Berthing Policy.

(xi). (a). **Performance Standards proposed by PPT for Break Bulk cargo.**

For Break bulk cargo, the guidelines stipulate that the productivity norms considered for arriving at the upfront tariff for stevedoring and shore handling operations will be applicable. Accordingly, a suitable note prescribing the performance standards on par with the productivity norms considered for arriving the upfront tariff for stevedoring and shore handling guidelines has been incorporated, as given below:

Sl. No.	Cargo Group	Norms in Tonnes per Hook per Shift
1	Bagged Cargo	750
2	Jumbo Bags	1400
3	Iron & Steel - Coils & Slabs	1384
4	Iron & Steel - pipes, tubes & plates	1200
5	Timber Logs - soft	500
6	Timber Logs - hard	500
7	Project cargo	333

(b). The JSPL has requested for commitment from Stevedores to adhere to the service level parameters in respect of rail loading/ unloading and stacking of cargo at the plot. The PPT has not responded in this regard. The user and the concerned Stevedore may try to mutually agree on the said service level parameters in respect of rail loading / unloading and stacking of cargo at the plot.

(xii). The PPT has proposed a separate tariff for receipt and delivery for cargo to/ from wagons/ trucks considering the equipment hire cost, labour cost and 20% each of the operational and administration overheads and with a profit margin of 20% of the total cost. Rake loading is seen to involve deployment of General Purpose Mazdoors (GPMs), Supervisor, deployment of big pay loaders/ excavators for loading onto rakes, within a free time of 5 hours, to avoid detention/ demurrage levy by Railways. The cost of GPM, Supervisor and hire cost of pay loaders/ excavators are supported by documentary evidence. Further, the cost of labour towards unloading of cargo from trucks has been considered under 'Receipt and Delivery' as the said labour cost is integral to the 'receipt of cargo'. The guidelines do not prescribe any norms for receipt and delivery of cargo to/ from wagon. However, considering that the definition of the shore handing includes the delivery/ receipt of cargo for wagon/ trucks and also the receiving and delivering goods is also covered under Section 42 (1) (d) of the MPT Act., 1963 and the calculation made for arriving upfront tariff with loading and unloading of dry bulk cargo to/ from wagons are in line with the guiding principles of Stevedoring and Shore Handling guidelines, this Authority is inclined to approve the tariff for the loading and unloading of dry bulk cargo to/ from wagons as proposed by PPT relying on the calculation made by PPT in this regard. The charges for loading / unloading of dry bulk cargo at the Common siding to/ from Railway wagons as proposed by the Port is attached as **Annex – XIII.**

(xiii). While approving the ad-hoc upfront tariff for the stevedoring and shore handling operations across all major port trusts including PPT, this Authority has prescribed definitions for some common terms viz., Coastal vessel, Foreign-going vessel, Stevedoring, Stevedore, Shore Handling, Shore Handling Agent. The same would continue to be prescribed in the upfront tariff schedule approved for the stevedoring and shore handling operations at PPT.

(xiv). While approving the ad-hoc upfront tariff for the stevedoring and shore handling operations across all major port trusts including PPT, the general terms and conditions viz., System of classification of vessel for levy of Vessel Related Charges (VRC), Criteria for levy of VRC and Cargo related charges (CRC) at concessional Coastal rate, non-applicability of tariff for BOT/ BOOT operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2005, 2008 and 2013 etc., has been prescribed by this Authority. The same would continue to be prescribed

in the upfront tariff schedule approved for the stevedoring and shore handling operations at PPT, as has been done while notifying the upfront tariff schedule for the stevedoring and shore handling operations at other major port trusts.

(xv). As per Clause 2.10 of the Guidelines, tariff caps will be indexed annually to the inflation to the extent of 60% variation in Wholesale Price Indexed (WPI) announced by the Government of India occurring between 1 January and 31 December of the relevant year and the adjusted indexed SOR will come into force from 1 April of the relevant year to 31 March of the following year. Since the estimates are as of the fag end of the year 2016, the base year for WPI escalation is prescribed as 01 January 2017. Accordingly, a suitable note is prescribed in the upfront tariff schedule for Stevedoring and Shore Handling operations at PPT.

(xvi). This Authority while approving upfront tariff for Stevedoring and Shore handling operations on adhoc basis vide Order No. TAMP/65/2016-PPT dated 08 February 2017 has stated that the final rates to be approved by this Authority will have prospective effect. Accordingly, the final rates approved will come into effect prospectively after expiry of 30 days from the date of notification of the Order in the Gazette as per the general approach followed by this Authority. As stated in the interim Order dated 08 February 2017, the interim rates adopted in an adhoc basis will be recognized as such. There will not be any question of refund/ recovery, if any, in case of variation between the adhoc rates and final rates as held by this Authority in the interim Order dated 08 February 2017.

(xvii). If there is any error apparent on the face of record or for any other justifiable reasons, the PPT may approach this Authority for review giving adequate justification/ reasoning within 30 days of notification of the Order in the Gazette of India. If port users / user association have any issue they may approach the port.

12.1. In the result, and for the reasons give above, and based on a collective application of mind, this Authority approves the schedule of Upfront Stevedoring and Shore Handling Charges alongwith the Performance Standards for the PPT attached as **Annex – XIV.**

12.2. The ceiling rates approved shall be applied to the authorised individual stevedoring and shore handling operator, by making it as a condition of authorization, while issuing licenses, for a period of 3 years. The approval accorded shall automatically lapse thereafter unless specifically extended by this Authority. The port is advised to take necessary action for implementation of the upfront tariff for Stevedoring and Shore Handling operations along with Performance Standards.

12.3. As stipulated in Clause 2.4. of the Guidelines, the upfront tariff and performance standards notified by this Authority shall be mentioned in the bid document, if there is bidding process, and subsequently in the agreement in respect of the operator.

12.4. The indexation of upfront Stevedoring and Shore Handling Charges as provided in Clause 2.10 of the Guidelines is to be read with Clause 7 of the Guidelines. If the Operator does not achieve the prescribed performance standards as per Annex-XIV in previous 12 months, the operator will not be entitled for 100% WPI indexation and the operator will continue to levy the tariff with 60% indexation as prescribed in Clause 2.10 of the Stevedoring and Shore Handling Guidelines.

12.5. As stipulated in Clause 8.1. of Guidelines, the operator shall furnish to the PPT and to this Authority, annual reports on cargo traffic, ship berth day output, per shift output within a month following the end of financial year in respect of stevedoring/ shore handling operations licensed by the port. Any other information which is required by this Authority shall also be furnished to them from time to time.

12.6. As stipulated in Clause 8.2. of Guidelines, this Authority shall publish on its website all such information received from operators and Major Port Trusts. However, this Authority shall consider a request from any operator or Major Port Trust about not publishing certain data/information furnished which may be commercially sensitive. Such requests should be accompanied by detailed justification regarding the commercial sensitiveness of the data/information in question and the likely adverse

impact on their revenue/operation of upon publication. This Authority's decision in this regard would be final.

12.7. (a). As stipulated in Clause 9.1. of Guidelines, the performance norms prescribed for various commodities shall be the minimum that should be achieved by the Operator. These performance norms shall be incorporated in the bid documents, if there is a bidding process and subsequently in the agreement in respect of the operator.

(b). As stipulated in Clause 9.2. of Guidelines, the performance actually achieved by the operator shall be monitored by both the PPT and this Authority on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port will initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port.

12.8. As stipulated in Clause 10 of Guidelines, in the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by this Authority, he may prefer a representation to this Authority which, thereafter, shall conduct an inquiry into the representation and give its finding to the PPT. The PPT will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.

(T.S. Balasubramanian)
Member (Finance)

Annex - I

Comparative Statement of Productivity norms between Stevedoring and Shore Handling Guidelines and Norms proposed by PPT

Sl. No.	Commodity Group	As per MoS Guidelines				Productivity proposed by PPT		Productivity as considered by TAMP	
						Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
		Group No. as per Guidelines (Annex-I / II)	Norms per hook per shift (in M.T.)	No. of Hooks per shift	Norms per shift (in M.T.)	Norms per shift (in M.T.)	Norms per shift (in M.T.)	Norms per shift (in M.T.)	Norms per shift (in M.T.)
(1)	(2)	(3)	(4)	(5)	(6)= 4 x 5	(7)	(8)	(9)	(10)
I	**Dry bulk cargo**								
1	Coking Coal	5	900	4	3600	3539	4888	3600	4888
2	Non-Coking coal (Thermal Coal)	4	1000	4	4000	3539	4888	3600	4888
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10	1080	3	3240	3556	3464	3556	4167
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6	1460	4	5840	4831	4977	4831	4977
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	12	1120	3	3360	3333	3333	3360	4167
6	Finished Fertilizer	1	900	3	2700	1667	1667	1667	4167
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	5	900	4	3600	2715	3627	2715	4167
II	**Break bulk cargo**								
1	Bagged Cargo	1	300	2.5	750	750	Not Proposed	750	Not Proposed
2	Jumbo Bags	2	560	2.5	1400	1400		1400	
3	Iron & Steel - Coils & Slabs	3	1360	2.5	3400	1384		1384	
4	Iron & Steel - pipes, tubes & plates	4	280	2.5	700	1200		1200	
5	Timber Logs - soft	5	320	2.5	800	500		500	
6	Timber Logs - hard	6	480	2.5	1200	500		500	
7	Project cargo	10	Not given	Not given	Not given	333		333	

*(1200x5x2x8)/55000=1.75

Annex - II(a)

DETERMINATION OF EQUIPMENT HIRE COST FOR STEVEDORING OPERATIONS - DRY BULK CARGO - GEARED VESSELS

I P T inside Old Port Area

Sl. No.	Commodity Group	Hire Cost Per Equipment per hour (in Rs.)	No of Excavators	No of Shifts per Ship	No. of hrs per shift	Avg. Parcel size of the Vessel (in MT)	Total Equipment Hire Cost per MT *
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
AS PER PPT PROPOSAL							
I	**Dry bulk cargo**						
A	**Import**						
1	Coking Coal	1200	5	2	8	55000	1.75
2	Non-Coking coal (Thermal Coal)	1200	5	2	8	55000	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200	5	2	8	55000	1.75
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200	5	2	8	55000	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200	5	2	8	55000	1.75
6	Finished Fertilizer	1200	5	2	8	55000	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200	5	2	8	55000	1.75
B	**Export**						
1	Coking Coal	1200	5	2	8	55000	1.75
2	Non-Coking coal (Thermal Coal)	1200	5	2	8	55000	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200	5	2	8	55000	1.75
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200	5	2	8	55000	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200	5	2	8	55000	1.75
6	Finished Fertilizer	1200	5	2	8	55000	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200	5	2	8	55000	1.75
AS PER TAMP ESTIMATES							
I	**Dry bulk cargo**						
A	**Import**						
1	Coking Coal	1200	5	2	8	55000	1.75
2	Non-Coking coal (Thermal Coal)	1200	5	2	8	55000	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200	5	2	8	55000	1.75
4	Iron Ore/ Iron Ore Pellets	1200	5	2	8	55000	1.75
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200	5	2	8	55000	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200	5	2	8	55000	1.75
6	Finished Fertilizer	1200	5	2	8	55000	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200	5	2	8	55000	1.75
B	**Export**						
1	Coking Coal	1200	5	2	8	55000	1.75
2	Non-Coking coal (Thermal Coal)	1200	5	2	8	55000	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200	5	2	8	55000	1.75
4	Iron Ore/ Iron Ore Pellets	1200	5	2	8	55000	1.75
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200	5	2	8	55000	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200	5	2	8	55000	1.75
6	Finished Fertilizer	1200	5	2	8	55000	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200	5	2	8	55000	1.75

* (1200 x 5 x 8 x2) / 55000= 1.75

I P T Outside Old Port Area **54**

Sl. No.	Commodity Group	Hire Cost Per Equipment (in Rs.)	No of Excavators	No of Shifts	No. of hrs per shift	Avg. Parcel size of the Vessel (in MT)	Total Equipment Hire Cost per MT *
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
AS PER PPT PROPOSAL							
I	**Dry bulk cargo**						
A	**Import**						
1	Coking Coal	1200.00	5	2	8	55000.00	1.75
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75
B	**Export**						
1	Coking Coal	1200.00	5	2	8	55000.00	1.75
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75

AS PER TAMP ESTIMATES							
I	**Dry bulk cargo**						
A	**Import**						
1	Coking Coal	1200.00	5	2	8	55000.00	1.75
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
4	Iron Ore/ Iron Ore Pellets	1200.00	5	2	8	55000.00	1.75
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75
B	**Export**						
1	Coking Coal	1200.00	5	2	8	55000.00	1.75
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
4	Iron Ore/ Iron Ore Pellets	1200.00	5	2	8	55000.00	1.75
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75

* (1200 x 5 x 8 x2) / 55000= 1.75

Annex - II(b)

DETERMINATION OF EQUIPMENT HIRE COST FOR STEVEDORING OPERATIONS - DRY BULK CARGO - GEARLESS VESSELS

I P T inside Old Port Area

Sl. No.	Commodity Group	Hire Cost Per Equipment per hour (in Rs.)	No of Equipment/Excavator	No of Shifts per Ship	No. of hrs per shift	Avg. Parcel size of the Vessel (in MT)	Total Equipment Hire Cost per MT	
(1)	(2)	(3)	(4)	(6)	(7)	(8)	(9)	
AS PER PPT PROPOSAL								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	1200.00	7	2	8	75000.00	1.79	*
2	Non-Coking coal (Thermal Coal)	1200.00	7	2	8	75000.00	1.79	*
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	7	2	8	75000.00	1.79	*
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
6	Finished Fertilizer	1200.00	7	2	8	75000.00	1.79	*
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	7	2	8	75000.00	1.79	*
B	**Export**							
1	Coking Coal	1200.00	5	2	8	55000.00	1.75	**
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75	**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75	**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75	**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75	**

AS PER TAMP ESTIMATES								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	1200.00	7	2	8	75000.00	1.79	*
2	Non-Coking coal (Thermal Coal)	1200.00	7	2	8	75000.00	1.79	*
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
4	Iron Ore/ Iron Ore Pellets	1200.00	7	2	8	75000.00	1.79	*
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	7	2	8	75000.00	1.79	*
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
6	Finished Fertilizer	1200.00	7	2	8	75000.00	1.79	*
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	7	2	8	75000.00	1.79	*
B	**Export**							
1	Coking Coal	1200.00	5	2	8	55000.00	1.75	**
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75	**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
4	Iron Ore/ Iron Ore Pellets	1200.00	5	2	8	55000.00	1.75	**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75	**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75	**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75	**

* (1200 x 7 x 8 x2) / 75000= 1.79

** (1200 x 5 x 8 x2) / 55000= 1.75

I P T Outside Old Port Area

Sl. No.	Commodity Group	Hire Cost Per Equipment (in Rs.)	No of Equipment/Excavator	No of Shifts	No. of hrs per shift	Avg. Parcel size of the Vessel (in MT)	Total Equipment Hire Cost per MT	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
AS PER PPT PROPOSAL								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	1200.00	7	2	8	75000.00	1.79	*
2	Non-Coking coal (Thermal Coal)	1200.00	7	2	8	75000.00	1.79	
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	7	2	8	75000.00	1.79	*
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
6	Finished Fertilizer	1200.00	7	2	8	75000.00	1.79	*
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	7	2	8	75000.00	1.79	*
B	**Export**							
1	Coking Coal	1200.00	5	2	8	55000.00	1.75	**
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75	**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75	**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75	**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75	**

AS PER TAMP ESTIMATES								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	1200.00	7	2	8	75000.00	1.79	*
2	Non-Coking coal (Thermal Coal)	1200.00	7	2	8	75000.00	1.79	*
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
4	Iron Ore/ Iron Ore Pellets	1200.00	7	2	8	75000.00	1.79	*
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	7	2	8	75000.00	1.79	*
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	7	2	8	75000.00	1.79	*
6	Finished Fertilizer	1200.00	7	2	8	75000.00	1.79	*
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	7	2	8	75000.00	1.79	*
B	**Export**							
1	Coking Coal	1200.00	5	2	8	55000.00	1.75	**
2	Non-Coking coal (Thermal Coal)	1200.00	5	2	8	55000.00	1.75	**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
4	Iron Ore/ Iron Ore Pellets	1200.00	5	2	8	55000.00	1.75	**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1200.00	5	2	8	55000.00	1.75	**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1200.00	5	2	8	55000.00	1.75	**
6	Finished Fertilizer	1200.00	5	2	8	55000.00	1.75	**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1200.00	5	2	8	55000.00	1.75	**

* (1200 x 7 x 8 x2) / 75000= 1.79

** (1200 x 5 x 8 x2) / 55000= 1.75

Annex - II(c)

DETERMINATION OF EQUIPMENT HIRE COST FOR STEVEDORING OPERATIONS - BREAK BULK CARGO

Sl. No.	Commodity Group	Hire Cost Per Equipment per shift (in Rs.)					No. of Equipment (per shift)					No of Shifts per Ship	No. of hrs per shift	Productivity per shift	Total Equipment Hire Cost per MT	
(1)	(2)	(3)					(4)					(5)	(6)	(7)	(8)	
		Equipment at Hatch	10T Forklift	30T Forklift	Log Grabber	Slings & Gears (Rs. Per MT)	Equipment at Hatch	10T Forklift	30T Forklift	Log Grabber	Slings & Gears					
AS PER PPT PROPOSAL																
	BREAK BULK CARGO															
	Import															
1	Bagged Cargo	10000	10000	30000	10000	20	0	0	0	0	0	3	8	750	0.00	
2	Jumbo Bags	10000	10000	30000	10000	20	3	0	0	0	0	3	8	1400	21.43	
3	Iron & Steel - Coils & Slabs	10000	10000	30000	10000	20	0	0	1	0	0	3	8	1384	43.35	
4	Iron & Steel - pipes, tubes & plates	10000	10000	30000	10000	20	0	1	0	0	0	3	8	1200	16.67	
5	Timber Logs - soft	10000	10000	30000	10000	20	0	0	0	3	0	3	8	500	60.00	
6	Timber Logs - hard	10000	10000	30000	10000	20	0	0	0	3	0	3	8	500	60.00	
7	Project cargo	10000	10000	30000	10000	20	0	1	0	0	1	3	8	333	50.00	
	Export															
1	Bagged Cargo	10000	10000	30000	10000	20	0	0	0	0	1	3	8	750	20.00	
2	Jumbo Bags	10000	10000	30000	10000	20	3	0	0	0	1	3	8	1400	41.43	
3	Iron & Steel - Coils & Slabs	10000	10000	30000	10000	20	0	0	1	0	1	3	8	1384	63.35	
4	Iron & Steel - pipes, tubes & plates	10000	10000	30000	10000	20	0	1	0	0	1	3	8	1200	36.67	
5	Timber Logs - soft	10000	10000	30000	10000	20	0	0	0	3	1	3	8	500	80.00	
6	Timber Logs - hard	10000	10000	30000	10000	20	0	0	0	3	1	3	8	500	80.00	
7	Project cargo	10000	10000	30000	10000	20	0	1	0	0	1	3	8	333	50.00	
AS PER TAMP ESTIMATES																
	Import															
1	Bagged Cargo	10000	10000	30000	10000	20	0	0	0	0	0	3	8	750	0.00	
2	Jumbo Bags	10000	10000	30000	10000	20	3	0	0	0	0	3	8	1400	21.43	
3	Iron & Steel - Coils & Slabs	10000	10000	30000	10000	20	0	0	1	0	0	3	8	1384	21.68	Error in PPT's workings
4	Iron & Steel - pipes, tubes & plates	10000	10000	30000	10000	20	0	1	0	0	0	3	8	1200	8.33	
5	Timber Logs - soft	10000	10000	30000	10000	20	0	0	0	3	0	3	8	500	60.00	
6	Timber Logs - hard	10000	10000	30000	10000	20	0	0	0	3	0	3	8	500	60.00	
7	Project cargo	10000	10000	30000	10000	20	0	1	0	0	1	3	8	333	50.03	
	Export															
1	Bagged Cargo	10000	10000	30000	10000	20	0	0	0	0	1	3	8	750	20.00	
2	Jumbo Bags	10000	10000	30000	10000	20	3	0	0	0	1	3	8	1400	41.43	
3	Iron & Steel - Coils & Slabs	10000	10000	30000	10000	20	0	0	1	0	1	3	8	1384	41.68	Error in PPT's workings
4	Iron & Steel - pipes, tubes & plates	10000	10000	30000	10000	20	0	1	0	0	1	3	8	1200	28.33	
5	Timber Logs - soft	10000	10000	30000	10000	20	0	0	0	3	1	3	8	500	80.00	
6	Timber Logs - hard	10000	10000	30000	10000	20	0	0	0	3	1	3	8	500	80.00	
7	Project cargo	10000	10000	30000	10000	20	0	1	0	0	1	3	8	333	50.03	

Annex - III(a)

DETERMINATION OF UPFRONT TARIFF FOR STEVEDORING OPERATIONS
Hatch Finishing / Trimming Operation for Vessels
IMPORT DRY BULK CARGO

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of GPM	Labour Cost per person (in Rs.)	Avg. Parcel Size	Cost per MT (in Rs.)	Operational Overhead	Administrative Overhead	Total	Profit Margin	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
AS PER PPT PROPOSAL												
a) Geared vessles												
1	Coking Coal	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	Not proposed by PPT	
2	Non-Coking coal (Thermal Coal)	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44		
6	Finished Fertilizer	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44		
b) Gearless vessles												
1	Coking Coal	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	Not proposed by PPT	
2	Non-Coking coal (Thermal Coal)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
6	Finished Fertilizer	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
AS PER TAMP ESTIMATES												
a) Geared vessles												
1	Coking Coal	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
2	Non-Coking coal (Thermal Coal)	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.44
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
4	Iron Ore/ Iron Ore Pellets	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.44
4A	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
6	Finished Fertilizer	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
b) Gearless vessles												
1	Coking Coal	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
2	Non-Coking coal (Thermal Coal)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.50
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
4	Iron Ore/ Iron Ore Pellets	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.50
4A	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
6	Finished Fertilizer	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30

I P T Outside Old Port Area					59							
Sl. No.	Commodity Group	No. of GPM	Labour Cost per person (in Rs.)	Avg. Parcel Size	Cost per MT (in Rs.)	Operational Overhead	Administrative Overhead	Total	Profit Margin	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
AS PER PPT PROPOSAL												
a) Geared vessles												
1	Coking Coal	20.00	817.00	55000.00	0.30	0.06	0.06	0.42	0.08	0.50	Not proposed by PPT	
2	Non-Coking coal (Thermal Coal)	20.00	817.00	55000.00	0.30	0.06	0.06	0.42	0.08	0.50		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.00	817.00	55000.00	0.30	0.06	0.06	0.42	0.08	0.50		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	20.00	817.00	55000.00	0.30	0.06	0.06	0.42	0.08	0.50		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	20.00	817.00	55000.00	0.30	0.06	0.06	0.42	0.08	0.50		
6	Finished Fertilizer	20.00	817.00	55000.00	0.30	0.06	0.06	0.42	0.08	0.50		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.00	817.00	55000.00	0.30	0.06	0.06	0.42	0.08	0.50		
b) Gearless vessles												
1	Coking Coal	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	Not proposed by PPT	
2	Non-Coking coal (Thermal Coal)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
6	Finished Fertilizer	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50		
AS PER TAMP ESTIMATES												
a) Geared vessles												
1	Coking Coal	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
2	Non-Coking coal (Thermal Coal)	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.44
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
4	Iron Ore/ Iron Ore Pellets	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.44
4A	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
6	Finished Fertilizer	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.00	742.00	55000.00	0.27	0.05	0.05	0.37	0.07	0.44	0.44	0.26
	Remarks for Modifications in TAMP Estimates : **1. Labour Cost per shift has been considered by PPT @ Rs. 817/- under the scenario whereas for similar operations inside the port area PPT has considered Rs. 742/- hence, labour rate has been modified to Rs. 742/-**											
b) Gearless vessles												
1	Coking Coal	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
2	Non-Coking coal (Thermal Coal)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.50
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
4	Iron Ore/ Iron Ore Pellets/	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.50
4A	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
6	Finished Fertilizer	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	30.00	742.00	75000.00	0.30	0.06	0.06	0.42	0.08	0.50	0.50	0.30

Annex - III(b)

DETERMINATION OF LABOUR COST FOR STEVEDORING OPERATIONS - DRY BULK CARGO - GEARED VESSELS

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of Hooks	Productivity per shift	Avg. Parcel size of the Vessel (in MT)	No. of Labour			Cost per labour (in Rs)			Total Labour Cost per tonne
					Winchman per shift	Signalman per shift	Mazdoor per Vessel	Winchman per shift	Signalman per shift	Mazdoor per MT	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
I	**Dry bulk cargo**										
A	**Import**										
1	Coking Coal	4	3539	55000	1	1	20	2104.27	1899.20	742.00	9.32
2	Non-Coking coal (Thermal Coal)	4	3539	55000	1	1	20	2104.27	1899.20	742.00	9.32
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	20	2104.27	1899.20	742.00	9.28
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	20	2104.27	1899.20	742.00	6.90
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	55000	1	1	20	2104.27	1899.20	742.00	7.48
6	Finished Fertilizer	4	1667	55000	1	1	20	2104.27	1899.20	742.00	19.49
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	20	2104.27	1899.20	742.00	12.07
B	**Export**										
1	Coking Coal	4	3539	55000	1	1	-	2104.27	1899.20	742.00	9.05
2	Non-Coking coal (Thermal Coal)	4	3539	55000	1	1	-	2104.27	1899.20	742.00	9.05
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	-	2104.27	1899.20	742.00	9.01
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	-	2104.27	1899.20	742.00	6.63
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	55000	1	1	-	2104.27	1899.20	742.00	7.21
6	Finished Fertilizer	4	1667	55000	1	1	-	2104.27	1899.20	742.00	19.22
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	-	2104.27	1899.20	742.00	11.80
AS PER TAMP ESTIMATES											
I	**Dry bulk cargo**										
A	**Import**										
1	Coking Coal	4	3600	55000	1	1	-	2104.27	1899.20	742.00	8.90
2	Non-Coking coal (Thermal Coal)	4	3600	55000	1	1	-	2104.27	1899.20	742.00	8.90
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	-	2104.27	1899.20	742.00	9.01
4	Iron Ore/ Iron Ore Pellets	4	4831	55000	1	1	-	2104.27	1899.20	742.00	6.63
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	-	2104.27	1899.20	742.00	6.63
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	55000	1	1	-	2104.27	1899.20	742.00	7.15
6	Finished Fertilizer	4	1667	55000	1	1	-	2104.27	1899.20	742.00	19.21
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	-	2104.27	1899.20	742.00	11.80
B	**Export**										
1	Coking Coal	4	3600	55000	1	1	-	2104.27	1899.20	742.00	8.90
2	Non-Coking coal (Thermal Coal)	4	3600	55000	1	1	-	2104.27	1899.20	742.00	8.90
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	-	2104.27	1899.20	742.00	9.01
4	Iron Ore/ Iron Ore Pellets	4	4831	55000	1	1	-	2104.27	1899.20	742.00	6.63
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	-	2104.27	1899.20	742.00	6.63
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	55000	1	1	-	2104.27	1899.20	742.00	7.15
6	Finished Fertilizer	4	1667	55000	1	1	-	2104.27	1899.20	742.00	19.21
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	-	2104.27	1899.20	742.00	11.80

I P T Outside Old Port Area

Sl. No.	Commodity Group	No. of Hooks	Productivity per shift	Avg. Parcel size of the Vessel (in MT)	No. of Labour			Cost per labour (in Rs)			Total Labour Cost per tonne
					Winchman per shift	Signalman per shift	Mazdoor per Vessel	Winchman per shift	Signalman per shift	Mazdoor per MT	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
I	**Dry bulk cargo**										
A	**Import**										
1	Coking Coal	4	3539	55000	1	1	20	2104.27	1899.20	817.00	9.35
2	Non-Coking coal (Thermal Coal)	4	3539	55000	1	1	20	2104.27	1899.20	817.00	9.35
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	20	2104.27	1899.20	817.00	9.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	20	2104.27	1899.20	817.00	6.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	55000	1	1	20	2104.27	1899.20	817.00	7.50
6	Finished Fertilizer	4	1667	55000	1	1	20	2104.27	1899.20	817.00	19.51
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	20	2104.27	1899.20	817.00	12.09
B	**Export**										
1	Coking Coal	4	3539	55000	1	1	-	2104.27	1899.20	817.00	9.05
2	Non-Coking coal (Thermal Coal)	4	3539	55000	1	1	-	2104.27	1899.20	817.00	9.05
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	-	2104.27	1899.20	817.00	9.01
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	-	2104.27	1899.20	817.00	6.63
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	55000	1	1	-	2104.27	1899.20	817.00	7.21
6	Finished Fertilizer	4	1667	55000	1	1	-	2104.27	1899.20	817.00	19.22
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	-	2104.27	1899.20	817.00	11.80

AS PER TAMP ESTIMATES											
I	**Dry bulk cargo**										
A	**Import**										
1	Coking Coal	4	3600	55000	1	1	-	2104.27	1899.20	817.00	8.90
2	Non-Coking coal (Thermal Coal)	4	3600	55000	1	1	-	2104.27	1899.20	817.00	8.90
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	-	2104.27	1899.20	817.00	9.01
4	Iron Ore/ Iron Ore Pellets	4	4831	55000	1	1	-	2104.27	1899.20	817.00	6.63
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	-	2104.27	1899.20	817.00	6.63
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	55000	1	1	-	2104.27	1899.20	817.00	7.15
6	Finished Fertilizer	4	1667	55000	1	1	-	2104.27	1899.20	817.00	19.21
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	-	2104.27	1899.20	817.00	11.80
B	**Export**										
1	Coking Coal	4	3600	55000	1	1	-	2104.27	1899.20	817.00	8.90
2	Non-Coking coal (Thermal Coal)	4	3600	55000	1	1	-	2104.27	1899.20	817.00	8.90
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	55000	1	1	-	2104.27	1899.20	817.00	9.01
4	Iron Ore/ Iron Ore Pellets	4	4831	55000	1	1	-	2104.27	1899.20	817.00	6.63
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	55000	1	1	-	2104.27	1899.20	817.00	6.63
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	55000	1	1	-	2104.27	1899.20	817.00	7.15
6	Finished Fertilizer	4	1667	55000	1	1	-	2104.27	1899.20	817.00	19.21
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	55000	1	1	-	2104.27	1899.20	817.00	11.80

Annex - III(c)

DETERMINATION OF LABOUR COST FOR STEVEDORING OPERATIONS - DRY BULK CARGO - GEARLESS VESSELS

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of Hooks	Productivity Norm per shift	No. of General Purpose Mazdoors per Ship	Cost of General Purpose Mazdoors per Ship	Labour Cost (Rs.)	Avg. Parcel size of the Vessel (in MT)	Total Labour Cost MT (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)	(7) = (5) x (6)	(8)	(9)
AS PER PPT PROPOSAL								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	4	3539	30	742.00	22260.00	75000.00	0.30
2	Non-Coking coal (Thermal Coal)	4	3539	30	742.00	22260.00	75000.00	0.30
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	30	742.00	22260.00	75000.00	0.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	30	742.00	22260.00	75000.00	0.30
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	30	742.00	22260.00	75000.00	0.30
6	Finished Fertilizer	4	1667	30	742.00	22260.00	75000.00	0.30
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	30	742.00	22260.00	75000.00	0.30
B	**Export**							
1	Coking Coal	4	3539	0	742.00	0.00	55000.00	0.00
2	Non-Coking coal (Thermal Coal)	4	3539	0	742.00	0.00	55000.00	0.00
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	0	742.00	0.00	55000.00	0.00
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	0	742.00	0.00	55000.00	0.00
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	0	742.00	0.00	55000.00	0.00
6	Finished Fertilizer	4	1667	0	742.00	0.00	55000.00	0.00
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	0	742.00	0.00	55000.00	0.00

AS PER TAMP ESTIMATES								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	4	3600	0	742.00	0.00	75000.00	0.00
2	Non-Coking coal (Thermal Coal)	4	3600	0	742.00	0.00	75000.00	0.00
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	0	742.00	0.00	75000.00	0.00
4	Iron Ore/ Iron Ore Pellets	4	4831	0	742.00	0.00	75000.00	0.00
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	0	742.00	0.00	75000.00	0.00
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	0	742.00	0.00	75000.00	0.00
6	Finished Fertilizer	4	1667	0	742.00	0.00	75000.00	0.00
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	0	742.00	0.00	75000.00	0.00
B	**Export**							
1	Coking Coal	4	3600	0	742.00	0.00	55000.00	0.00
2	Non-Coking coal (Thermal Coal)	4	3600	0	742.00	0.00	55000.00	0.00
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	0	742.00	0.00	55000.00	0.00
4	Iron Ore/ Iron Ore Pellets	4	4831	0	742.00	0.00	55000.00	0.00
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	0	742.00	0.00	55000.00	0.00
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	0	742.00	0.00	55000.00	0.00
6	Finished Fertilizer	4	1667	0	742.00	0.00	55000.00	0.00
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	0	742.00	0.00	55000.00	0.00

I P T Outside Old Port Area

Sl. No.	Commodity Group	No. of Hooks	Productivity Norm per shift	No. of General Purpose Mazdoors per Ship	Cost of General Purpose Mazdoors per Ship	Labour Cost (Rs.)	Avg. Parcel size of the Vessel (in MT)	Total Labour Cost MT (Rs.)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
AS PER PPT PROPOSAL								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	4	3539	30	817.00	24510.00	75000.00	0.33
2	Non-Coking coal (Thermal Coal)	4	3539	30	817.00	24510.00	75000.00	0.33
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	30	817.00	24510.00	75000.00	0.33
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	30	817.00	24510.00	75000.00	0.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	30	817.00	24510.00	75000.00	0.33
6	Finished Fertilizer	4	1667	30	817.00	24510.00	75000.00	0.33
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	30	817.00	24510.00	75000.00	0.33
B	**Export**							
1	Coking Coal	4	3539	0	817.00	0.00	55000.00	0.00
2	Non-Coking coal (Thermal Coal)	4	3539	0	817.00	0.00	55000.00	0.00
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	0	817.00	0.00	55000.00	0.00
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	0	817.00	0.00	55000.00	0.00
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3333	0	817.00	0.00	55000.00	0.00
6	Finished Fertilizer	4	1667	0	817.00	0.00	55000.00	0.00
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	0	817.00	0.00	55000.00	0.00
AS PER TAMP ESTIMATES								
I	**Dry bulk cargo**							
A	**Import**							
1	Coking Coal	4	3600	0	817.00	0.00	55000.00	0.00
2	Non-Coking coal (Thermal Coal)	4	3600	0	817.00	0.00	55000.00	0.00
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	0	817.00	0.00	55000.00	0.00
4	Iron Ore/ Iron Ore Pellets	4	4831	0	817.00	0.00	55000.00	0.00
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	0	817.00	0.00	55000.00	0.00
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	0	817.00	0.00	55000.00	0.00
6	Finished Fertilizer	4	1667	0	817.00	0.00	55000.00	0.00
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	0	817.00	0.00	55000.00	0.00
B	**Export**							
1	Coking Coal	4	3600	0	817.00	0.00	55000.00	0.00
2	Non-Coking coal (Thermal Coal)	4	3600	0	817.00	0.00	55000.00	0.00
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4	3556	0	817.00	0.00	55000.00	0.00
4	Iron Ore/ Iron Ore Pellets	4	4831	0	817.00	0.00	55000.00	0.00
5	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4	4831	0	817.00	0.00	55000.00	0.00
6	Pig Iron Ingots, Alumina & similar dry bulk cargo	3	3360	0	817.00	0.00	55000.00	0.00
7	Finished Fertilizer	4	1667	0	817.00	0.00	55000.00	0.00
8	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4	2715	0	817.00	0.00	55000.00	0.00

Annex - III(d)

DETERMINATION OF LABOUR COST FOR STEVEDORING OPERATIONS - BREAK BULK CARGO

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of Hooks	Productivity per shift	No. of Shifts	No. of Labour			Cost per labour (in Rs)			Total Labour Cost per tonne
					Winchman per shift	Signalman per shift	Mazdoor per shift	Winchman per shift	Signalman per shift	Mazdoor per Shift	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
I	**Break bulk cargo**										
A	**Import**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	92.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	49.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	50.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	95.24
B	**Export**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	112.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	69.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	70.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	159.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	159.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	113.76

AS PER TAMP ESTIMATES											
I	**Break bulk cargo**										
A	**Import**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	92.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	49.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	50.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	95.34
B	**Export**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	92.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	49.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	50.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	93.85

I P T Outside Old Port Area

Sl. No.	Commodity Group	No. of Hooks	Productivity per shift	No. of Shifts	No. of Labour			Cost per labour (in Rs)			Total Labour Cost per tonne
					Winchman per shift	Signalman per shift	Mazdoor per shift	Winchman per shift	Signalman per shift	Mazdoor per Shift	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
I	**Break bulk cargo**										
A	**Import**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	92.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	49.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	50.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	95.24
B	**Export**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	112.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	69.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	70.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	159.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	159.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	113.76

AS PER TAMP ESTIMATES											
I	**Break bulk cargo**										
A	**Import**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	92.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	49.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	50.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	95.34
B	**Export**										
1	Bagged Cargo	3	750	3	1	1	4	2104.27	1899.20	1904.92	92.99
2	Jumbo Bags	3	1400	3	1	1	4	2104.27	1899.20	1904.92	49.81
3	Iron & Steel - Coils & Slabs	3	1384	3	1	1	4	2104.27	1899.20	1904.92	50.39
4	Iron & Steel - pipes, tubes & plates	3	1200	3	1	1	4	2104.27	1899.20	1904.92	58.12
5	Timber Logs - soft	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
6	Timber Logs - hard	3	500	3	1	1	4	2104.27	1899.20	1904.92	139.48
7	Project cargo	2	333	3	1	1	2	2104.27	1899.20	1904.92	93.85

Annex - IV(a)

DETERMINATION OF UPFRONT TARIFF FOR STEVEDORING OPERATIONS - DRY BULK CARGO - GEARED VESSELS

I P T inside Old Port Area

Sl. No.	Commodity Group	Equipment Hire Cost	Labour Cost	Operational Overhead @ 20% of Equipment hire cost & Labour cost	Administrative Overhead @ 20% of Equipment hire cost & Labour cost	Total Cost	Profit Margin (20% on Total cost)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.75	9.32	2.21	2.21	15.49	3.10	18.59	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.75	9.32	2.21	2.21	15.49	3.10	18.59		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.28	2.20	2.20	15.43	3.09	18.52		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.90	1.73	1.73	12.10	2.42	14.52		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.48	1.84	1.84	12.91	2.58	15.49		
6	Finished Fertilizer	1.75	19.49	4.25	4.25	29.73	5.95	35.67		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	12.07	2.76	2.76	19.34	3.87	23.20		
B	**Export**									
1	Coking Coal	1.75	9.05	2.16	2.16	15.11	3.02	18.13	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.75	9.05	2.16	2.16	15.11	3.02	18.13		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.01	2.15	2.15	15.05	3.01	18.06		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.63	1.68	1.68	11.73	2.35	14.07		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.21	1.79	1.79	12.53	2.51	15.04		
6	Finished Fertilizer	1.75	19.22	4.19	4.19	29.36	5.87	35.22		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	11.80	2.71	2.71	18.96	3.79	22.75		

AS PER TAMP ESTIMATES										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.95**	**10.77**
2	Non-Coking coal (Thermal Coal)	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.88**	**17.88**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.01	2.15	2.15	15.05	3.01	18.06	**18.14**	**10.88**
4	Iron Ore/ Iron Ore Pellets	1.75	6.63	1.68	1.68	11.73	2.35	**14.07**	**14.07**	**14.07**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.63	1.68	1.68	11.73	2.35	14.07	**14.13**	**8.48**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.15	1.78	1.78	12.45	2.49	**14.94**	**15.00**	**9.00**
6	Finished Fertilizer	1.75	19.21	4.19	4.19	29.34	5.87	35.21	**35.35**	**21.21**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	11.80	2.71	2.71	18.96	3.79	22.75	**22.84**	**13.71**
B	**Export**									
1	Coking Coal	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.95**	**10.77**
2	Non-Coking coal (Thermal Coal)	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.88**	**17.88**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.01	2.15	2.15	15.05	3.01	**18.06**	**18.14**	**10.88**
4	Iron Ore/ Iron Ore Pellets	1.75	6.63	1.68	1.68	11.73	2.35	**14.07**	**14.07**	**14.07**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.63	1.68	1.68	11.73	2.35	14.07	**14.13**	**8.48**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.15	1.78	1.78	12.45	2.49	**14.94**	**15.00**	**9.00**
6	Finished Fertilizer	1.75	19.21	4.19	4.19	29.34	5.87	**35.21**	**35.35**	**21.21**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	11.80	2.71	2.71	18.96	3.79	**22.75**	**22.84**	**13.71**

I P T Outside Old Port Area

Sl. No.	Commodity Group	Equipment Hire Cost	Labour Cost	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.75	9.35	2.22	2.22	15.53	3.11	18.63	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.75	9.35	2.22	2.22	15.53	3.11	18.63		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.30	2.21	2.21	15.47	3.09	18.56		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.93	1.73	1.73	12.14	2.43	14.57		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.50	1.85	1.85	12.95	2.59	15.54		
6	Finished Fertilizer	1.75	19.51	4.25	4.25	29.76	5.95	35.72		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	12.09	2.77	2.77	19.37	3.87	23.25		
B	**Export**									
1	Coking Coal	1.75	9.05	2.16	2.16	15.11	3.02	18.13	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.75	9.05	2.16	2.16	15.11	3.02	18.13		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.01	2.15	2.15	15.05	3.01	18.06		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.63	1.68	1.68	11.73	2.35	14.07		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.21	1.79	1.79	12.53	2.51	15.04		
6	Finished Fertilizer	1.75	19.22	4.19	4.19	29.36	5.87	35.22		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	11.80	2.71	2.71	18.96	3.79	22.75		
AS PER TAMP ESTIMATES										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.95**	**10.77**
2	Non-Coking coal (Thermal Coal)	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.88**	**17.88**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.01	2.15	2.15	15.05	3.01	18.06	**18.14**	**10.88**
4	Iron Ore/ Iron Ore Pellets	1.75	6.63	1.68	1.68	11.73	2.35	14.07	**14.07**	**14.07**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.63	1.68	1.68	11.73	2.35	14.07	**14.13**	**8.48**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.15	1.78	1.78	12.45	2.49	**14.94**	**15.00**	**9.00**
6	Finished Fertilizer	1.75	19.21	4.19	4.19	29.34	5.87	35.21	**35.35**	**21.21**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	11.80	2.71	2.71	18.96	3.79	22.75	**22.84**	**13.71**
B	**Export**									
1	Coking Coal	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.95**	**10.77**
2	Non-Coking coal (Thermal Coal)	1.75	8.90	2.13	2.13	14.90	2.98	**17.88**	**17.88**	**17.88**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	9.01	2.15	2.15	15.05	3.01	**18.06**	**18.14**	**10.88**
4	Iron Ore/ Iron Ore Pellets	1.75	6.63	1.68	1.68	11.73	2.35	**14.07**	**14.07**	**14.07**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	6.63	1.68	1.68	11.73	2.35	**14.07**	**14.13**	**8.48**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	7.15	1.78	1.78	12.45	2.49	**14.94**	**15.00**	**9.00**
6	Finished Fertilizer	1.75	19.21	4.19	4.19	29.34	5.87	**35.21**	**35.35**	**21.21**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	11.80	2.71	2.71	18.96	3.79	**22.75**	**22.84**	**13.71**

Annex - IV(b)

I P T inside Old Port Area

Sl. No.	Commodity Group	Equipment Hire Cost	Labour Cost	Operational Overhead @ 20% of Equipment hire cost & Labour cost	Administrative Overhead @ 20% of Equipment hire cost & Labour cost	Total Cost	Profit Margin (20% on Total cost)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.79	0.30	0.42	0.42	2.92	0.58	3.51	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.79	0.30	0.42	0.42	2.92	0.58	3.51		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.79	0.30	0.42	0.42	2.92	0.58	3.51		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.79	0.30	0.42	0.42	2.92	0.58	3.51		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.79	0.30	0.42	0.42	2.92	0.58	3.51		
6	Finished Fertilizer	1.79	0.30	0.42	0.42	2.92	0.58	3.51		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.79	0.30	0.42	0.42	2.92	0.58	3.51		
B	**Export**									
1	Coking Coal	1.75	0.00	0.35	0.35	2.44	0.49	2.93	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
6	Finished Fertilizer	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
AS PER TAMP ESTIMATES										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
2	Non-Coking coal (Thermal Coal)	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.01**	**3.01**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
4	Iron Ore/ Iron Ore Pellets	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.01**	**3.01**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
6	Finished Fertilizer	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
B	**Export**									
1	Coking Coal	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
2	Non-Coking coal (Thermal Coal)	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.93**	**2.93**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
4	Iron Ore/ Iron Ore Pellets	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.93**	**2.93**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
6	Finished Fertilizer	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**

I P T Outside Old Port Area

Sl. No.	Commodity Group	Equipment Hire Cost	Labour Cost	Operational Overhead @ 20% of Equipment hire cost & Labour cost	Administrative Overhead @ 20% of Equipment hire cost & Labour cost	Total Cost	Profit Margin (20% on Total cost)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.79	0.33	0.42	0.42	2.97	0.59	3.56	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.79	0.33	0.42	0.42	2.97	0.59	3.56		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.79	0.33	0.42	0.42	2.97	0.59	3.56		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.79	0.33	0.42	0.42	2.97	0.59	3.56		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.79	0.33	0.42	0.42	2.97	0.59	3.56		
6	Finished Fertilizer	1.79	0.33	0.42	0.42	2.97	0.59	3.56		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.79	0.33	0.42	0.42	2.97	0.59	3.56		
B	**Export**									
1	Coking Coal	1.75	0.00	0.35	0.35	2.44	0.49	2.93	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
6	Finished Fertilizer	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	0.00	0.35	0.35	2.44	0.49	2.93		
AS PER TAMP ESTIMATES										
I	**Dry bulk cargo**									
A	**Import**									
1	Coking Coal	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
2	Non-Coking coal (Thermal Coal)	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.01**	**3.01**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
4	Iron Ore/ Iron Ore Pellets	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.01**	**3.01**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
6	Finished Fertilizer	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.79	0.00	0.36	0.36	2.51	0.50	**3.01**	**3.02**	**1.81**
B	**Export**									
1	Coking Coal	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
2	Non-Coking coal (Thermal Coal)	1.75	0.00	0.35	0.35	2.44	0.49	**2.93**	**2.93**	**2.93**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
4	Iron Ore/ Iron Ore Pellets	1.75	0.00	0.35	0.35	2.44	0.49	**2.93**	**2.93**	**2.93**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
6	Finished Fertilizer	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	1.75	0.00	0.35	0.35	2.44	0.49	2.93	**2.94**	**1.77**

Annex - IV(c)

DETERMINATION OF UPFRONT TARIFF FOR STEVEDORING OPERATIONS - BREAK BULK CARGO

Sl. No.	Commodity Group	Equipment Hire Cost	Labour Cost	Operational Overhead @ 20% of Equipment hire cost & Labour cost	Administrative Overhead @ 20% of Equipment hire cost & Labour cost	Total Cost	Profit Margin (20% on Total cost)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
A	**Import**									
1	Bagged Cargo	0.00	92.99	18.60	18.60	130.18	26.04	156.22	Not Proposed by PPT	Not Proposed by PPT
2	Jumbo Bags	21.43	49.81	14.25	14.25	99.74	19.95	119.69		
3	Iron & Steel - Coils & Slabs	43.35	50.39	18.75	18.75	131.24	26.25	157.49		
4	Iron & Steel - pipes, tubes & plates	16.67	58.12	14.96	14.96	104.70	20.94	125.63		
5	Timber Logs - soft	60.00	139.48	39.90	39.90	279.27	55.85	335.12		
6	Timber Logs - hard	60.00	139.48	39.90	39.90	279.27	55.85	335.12		
7	Project cargo	50.00	95.24	29.05	29.05	203.33	40.67	244.01		
B	**Export**									
1	Bagged Cargo	20.00	112.99	26.60	26.60	186.18	37.24	223.42	Not Proposed by PPT	Not Proposed by PPT
2	Jumbo Bags	41.43	69.81	22.25	22.25	155.74	31.15	186.89		
3	Iron & Steel - Coils & Slabs	63.35	70.39	26.75	26.75	187.24	37.45	224.69		
4	Iron & Steel - pipes, tubes & plates	36.67	58.12	18.96	18.96	132.70	26.54	159.23		
5	Timber Logs - soft	80.00	159.48	47.90	47.90	335.27	67.05	402.32		
6	Timber Logs - hard	80.00	159.48	47.90	47.90	335.27	67.05	402.32		
7	Project cargo	50.00	113.76	32.75	32.75	229.27	45.85	275.12		
AS PER TAMP ESTIMATES										
I	**Dry bulk cargo**									
A	**Import**									
1	Bagged Cargo	0.00	92.99	18.60	18.60	130.18	26.04	156.22	173.57	104.14
2	Jumbo Bags	21.43	49.81	14.25	14.25	99.74	19.95	119.69	132.99	79.79
3	Iron & Steel - Coils & Slabs	21.68	50.39	14.41	14.41	100.89	20.18	121.07	134.52	80.71
4	Iron & Steel - pipes, tubes & plates	8.33	58.12	13.29	13.29	93.03	18.61	111.63	124.04	74.42
5	Timber Logs - soft	60.00	139.48	39.90	39.90	279.27	55.85	335.12	372.36	223.42
6	Timber Logs - hard	60.00	139.48	39.90	39.90	279.27	55.85	335.12	372.36	223.42
7	Project cargo	50.03	95.34	29.07	29.07	203.52	40.70	244.22	271.36	162.81
B	**Export**									
1	Bagged Cargo	20.00	92.99	22.60	22.60	158.18	31.64	189.82	210.91	126.54
2	Jumbo Bags	41.43	49.81	18.25	18.25	127.74	25.55	153.29	170.32	102.19
3	Iron & Steel - Coils & Slabs	41.68	50.39	18.41	18.41	128.89	25.78	154.67	171.86	103.11
4	Iron & Steel - pipes, tubes & plates	28.33	58.12	17.29	17.29	121.03	24.21	145.23	161.37	96.82
5	Timber Logs - soft	80.00	139.48	43.90	43.90	307.27	61.45	368.72	409.69	245.82
6	Timber Logs - hard	80.00	139.48	43.90	43.90	307.27	61.45	368.72	409.69	245.82
7	Project cargo	50.03	93.85	28.78	28.78	201.44	40.29	241.72	268.58	161.15

Annex - V

SHORE HANDLING

E Q U I P M E N T

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
METHOD-2-CARGO UNLOADED/ LOADED ONTO/ FROM TRUCK AND MOVED TO/FROM STORAGE YARD WITH IN PORT PREMISES						
I	**Dry bulk cargo**					
A	**Import**					
1	Coking Coal	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	221 Truck trips (Est) 3 Nos - Pay loaders (per shift)	221 Truck trips (Est) 4 Nos - Pay loaders (per shift)	221 Truck trips (Est) 3 Nos - Pay loaders (per shift)	**221 Truck trips (Est)** 4 Nos - Pay loaders (per shift)
2	Non-Coking coal (Thermal Coal)	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	221 Truck trips (Est) 3 Nos - Pay loaders (per shift)	221 Truck trips (Est) 4 Nos - Pay loaders (per shift)	221 Truck trips (Est) 3 Nos - Pay loaders (per shift)	**221 Truck trips (Est)** 4 Nos - Pay loaders (per shift)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	162 Truck trips (Est) 3 Nos - Pay loaders (per shift)	162 Truck trips (Est) 4 Nos - Pay loaders (per shift)	162 Truck trips (Est) 3 Nos - Pay loaders (per shift)	**162 Truck trips (Est)** 4 Nos - Pay loaders (per shift)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	34 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	202 Truck trips (Est) 3 Nos - Pay loaders (per shift)	202 Truck trips (Est) 4 Nos - Pay loaders (per shift)	202 Truck trips (Est) 3 Nos - Pay loaders (per shift)	**202 Truck trips (Est)** 4 Nos - Pay loaders (per shift)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	139 Truck trips (Est) 3 Nos - Pay loaders (per shift)	139 Truck trips (Est) 4 Nos - Pay loaders (per shift)	139 Truck trips (Est) 3 Nos - Pay loaders (per shift)	**139 Truck trips (Est)** 4 Nos - Pay loaders (per shift)
6	Finished Fertilizer	20 Nos.- 15T trucks 2 Nos - Pay loaders (per shift)	167 Truck trips (Est) 3 Nos - Pay loaders (per shift)	167 Truck trips (Est) 2 Nos - Pay loaders (per shift)	167 Truck trips (Est) 3 Nos - Pay loaders (per shift)	**167 Truck trips (Est)** 2 Nos - Pay loaders **(per shift)**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	170 Truck trips (Est) 3 Nos - Payloads (per shift)	170 Truck trips (Est) 3 Nos - Pay loaders (per shift)	170 Truck trips (Est) 3 Nos - Pay loaders (per shift)	**170 Truck trips (Est)** 3 Nos - Pay loaders (per shift)
Modifications in TAMP Estimates:			**No Change**	**No Change**	**No Change**	**No Change**

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
B.1	**Export (When Cargo received from Rail)**					
1	Coking Coal	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)
2	Non-Coking coal (Thermal Coal)	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	34 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack)
6	Finished Fertilizer	20 Nos.- 15T trucks 2 Nos - Pay loaders (per shift)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack)
Modifications in TAMP Estimates:			**No Change**	**No Change**	**No Change**	**No. of payloader considered for cargo Stacking at Plot by PPT for all cargo items except for cargo item no. 1 are 4 which are reduced to 3 nos.**
B.2	**Export (When Cargo received from Road)**					
1	Coking Coal	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)
2	Non-Coking coal (Thermal Coal)	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**162 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**162 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**162 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)	**162 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	34 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**202 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**202 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**202 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)	**202 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)]
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**139 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**139 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**139 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)	**139 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)
6	Finished Fertilizer	20 Nos.- 15T trucks 2 Nos - Pay loaders (per shift)	**167 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**167 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**167 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)	**167 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	25 Nos.- 15T trucks 4 Nos- Pay loaders (per shift)	**170 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**170 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack)	**170 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)	**170 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack)
Modifications in TAMP Estimates :			**No Change**	**No Change**	**No Change**	**4 No. each of pay loaders and Excavators are reduced to 1 No. each for cargo items**

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
METHOD-4-CARGO UNLOADED/ LOADED ONTO/ FROM WHARF AND LOADED/ UNLOADED ON TRUCK AND GOING / RECEIVING FROM THE CONSIGNEES PREMISES						
I	**Dry bulk cargo**					
A	**Import**					
1	Coking Coal	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)
2	Non-Coking coal (Thermal Coal)	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)
6	Finished Fertilizer	3 Nos- Pay loaders (per shift)	3 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)	4 Nos - Pay loaders (per shift)	6 Nos - Pay loaders (per shift)
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6 Nos- Pay loaders (per shift)	4 Nos - Payloads (per shift)	6 Nos - Payloads (per shift)	4 Nos - Payloads (per shift)	6 Nos - Payloads (per shift)
Modifications in TAMP Estimates :			**No Change**	**No Change**	**4 No. each of pay loaders are reduced to 3 No. each cargo item no. 6**	**No Change**

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
B.1	**Export (When Cargo received from Rail)**					
1	Coking Coal	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)
2	Non-Coking coal (Thermal Coal)	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)
6	Finished Fertilizer	3 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)
Modifications in TAMP Estimates :			**No Change**	**No Change**	**No Change**	**No Change**
B.2	**Export (When Cargo received from Road)**					
1	Coking Coal	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)
2	Non-Coking coal (Thermal Coal)	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)
6	Finished Fertilizer	3 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6 Nos- Pay loaders (per shift)	4 Nos - Pay loaders (per shift at berth)	2 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)	6 Nos - Pay loaders (per shift at berth)
Modifications in TAMP Estimates :			**No Change**	**No Change**	**No Change**	**No Change**

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
METHOD-5-CARGO UNLOADED/ LOADED ONTO/ FROM TRUCK OR WAGONS AND MOVED TO/FROM STORAGE YARD WITH IN PORT PREMISES						
I	**Dry bulk cargo**					
A	**Import**					
1	Coking Coal	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**221 Truck trips (Est)** 7 Nos - Pay loaders (per shift)	**221 Truck trips (Est)** 10 Nos - Pay loaders (per shift)	221 Truck trips (Est) 7 Nos - Pay loaders (per shift)	**221 Truck trips (Est)** 10 Nos - Pay loaders (per shift)
2	Non-Coking coal (Thermal Coal)	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**221 Truck trips (Est)** 7 Nos - Pay loaders (per shift)	**221 Truck trips (Est)** 10 Nos - Pay loaders (per shift)	221 Truck trips (Est) 7 Nos - Pay loaders (per shift)	**221 Truck trips (Est)** 10 Nos - Pay loaders (per shift)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**162 Truck trips (Est)** 7 Nos - Pay loaders (per shift)	**162 Truck trips (Est)** 10 Nos - Pay loaders (per shift)	162 Truck trips (Est) 7 Nos - Pay loaders (per shift)	**162 Truck trips (Est)** 10 Nos - Pay loaders (per shift)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	34 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**202 Truck trips (Est)** 7 Nos - Pay loaders (per shift)	**202 Truck trips (Est)** 10 Nos - Pay loaders (per shift)	202 Truck trips (Est) 7 Nos - Pay loaders (per shift)	**202 Truck trips (Est)** 10 Nos - Pay loaders (per shift)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**139 Truck trips (Est)** 7 Nos - Pay loaders (per shift)	**139 Truck trips (Est)** 10 Nos - Pay loaders (per shift)	139 Truck trips (Est) 7 Nos - Pay loaders (per shift)	**139 Truck trips (Est)** 10 Nos - Pay loaders (per shift)
6	Finished Fertilizer	20 Nos.- 15T trucks 5 Nos - Pay loaders (per shift)	**167 Truck trips (Est)** 6 Nos - Pay loaders (per shift)	**167 Truck trips (Est)** 7 Nos - Pay loaders (per shift)	167 Truck trips (Est) **7 Nos - Pay loaders** (per shift)	**167 Truck trips (Est)** 8 Nos - Pay loaders **(per shift)**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**170 Truck trips (Est)** 7 Nos - Payloads (per shift)	**170 Truck trips (Est)** 9 Nos - Pay loaders (per shift)	170 Truck trips (Est) 7 Nos - Pay loaders (per shift)	**170 Truck trips (Est)** 9 Nos - Pay loaders (per shift)
Modifications in TAMP Estimates:			**No Change**		**7 No. of pay loaders are reduced to 6 Nos. each cargo item no. 6**	**No Change**

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
B.1	**Export (When Cargo received from Rail)**					
1	Coking Coal	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack) 6 Nos - Pay loaders (per shift at berth)
2	Non-Coking coal (Thermal Coal)	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Siding to Stack** **221 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack) 6 Nos - Pay loaders (per shift at berth)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**162 Truck trips (Est) for Siding to Stack** **162 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack) 6 Nos - Pay loaders (per shift at berth)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	34 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**202 Truck trips (Est) for Siding to Stack** **202 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack) 6 Nos - Pay loaders (per shift at berth)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
			81			
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Siding to Stack** **139 Truck trips (Est) for Stack to Berth** 8 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack) 6 Nos - Pay loaders (per shift at berth)
6	Finished Fertilizer	20 Nos.- 15T trucks 5 Nos - Pay loaders (per shift)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Siding to Stack** **167 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack) 6 Nos - Pay loaders (per shift at berth)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
			82			
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 3 Nos - Pay loaders (per shift at Stack) 4 Nos - Pay loaders (per shift at berth)	**170 Truck trips (Est) for Siding to Stack** **170 Truck trips (Est) for Stack to Berth** 4 Nos - Pay loaders 4 Nos. - Excavators (per shift at siding) 4 Nos - Pay loaders (per shift at Stack) 6 Nos - Pay loaders (per shift at berth)
Modifications in TAMP Estimates:			**No Change**	**No Change**	**No Change**	**No. of payloader considered for cargo Stacking at Plot by PPT for all cargo items except for cargo item no. 1 are 4 which are reduced to 3 nos.**
B.2	**Export (When Cargo received from Road)**					
1	Coking Coal	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)
2	Non-Coking coal (Thermal Coal)	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)	**221 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**162 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**162 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)	**162 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)	**162 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	34 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**202 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**202 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)	**202 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)	**202 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**139 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)	**139 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)
6	Finished Fertilizer	20 Nos.- 15T trucks 5 Nos - Pay loaders (per shift)	**167 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**167 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)	**167 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)	**167 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)
			84			
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	25 Nos.- 15T trucks 10 Nos- Pay loaders (per shift)	**170 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 4 Nos - Pay loaders (per shift at berth)	**170 Truck trips (Est) for Stack to Berth** 1 No - Pay loaders 1 No. - Excavators (per shift at stack) 2 Nos - Pay loaders (per shift at berth)	**170 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)	**170 Truck trips (Est) for Stack to Berth** 4 No - Pay loaders 4 No. - Excavators (per shift at stack) 6 Nos - Pay loaders (per shift at berth)

Sl. No.	Commodity Group	As per Guidelines	IPT inside Old Port Area		IPT outside Old Port Area	
			Geared Vessels	Gearless Vessels	Geared Vessels	Gearless Vessels
Modifications in TAMP Estimates :			No Change	No Change	No Change	4 No. each of pay loaders and Excavators at stack are reduced to 1 No. each for cargo items

Annex -VI(a)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method -2 : Cargo loaded onto truck (without hoppers) and moved to storage yard with in port premises or vice versa
(Import Dry Bulk Cargo)

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Operational Overhead	Administrative Overhead	Total	Profit Margin	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
a) Geared vessles										
1	Coking Coal	26.23	11.53	7.55	7.55	52.86	10.57	63.44	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	26.23	11.53	7.55	7.55	52.86	10.57	63.44		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	11.47	6.78	6.78	47.46	9.49	56.95		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	8.45	6.13	6.13	42.94	8.59	51.52		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	12.24	6.94	6.94	48.55	9.71	58.26		
6	Finished Fertilizer	58.95	24.48	16.69	16.69	116.80	23.36	140.17		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	15.03	10.51	10.51	73.54	14.71	88.24		
b) Gearless vessles										
1	Coking Coal	26.23	11.13	7.47	7.47	52.31	10.46	62.77	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	26.23	11.13	7.47	7.47	52.31	10.46	62.77		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	15.70	7.62	7.62	53.37	10.67	64.05		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	10.93	6.63	6.63	46.41	9.28	55.69		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	16.32	7.75	7.75	54.26	10.85	65.12		
6	Finished Fertilizer	58.95	16.32	15.05	15.05	105.38	21.08	126.46		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.25	9.75	9.75	68.25	13.65	81.90		

AS PER TAMP ESTIMATES										
a) Geared vessles										
1	Coking Coal	26.23	11.33	7.51	7.51	52.59	10.52	63.11	63.36	38.02
2	Non-Coking coal (Thermal Coal)	26.23	11.33	7.51	7.51	52.59	10.52	63.11	63.11	63.11
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	11.47	6.78	6.78	47.46	9.49	56.95	57.18	34.31
4	Iron Ore/ Iron Ore Pellets	22.22	8.45	6.13	6.13	42.94	8.59	51.52	51.52	51.52
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	8.45	6.13	6.13	42.94	8.59	51.52	51.73	31.04
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	12.14	6.92	6.92	48.41	9.68	58.10	58.33	35.00
6	Finished Fertilizer	58.95	24.48	16.69	16.69	116.80	23.36	140.16	140.72	84.43
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	15.03	10.51	10.51	73.54	14.71	88.25	88.60	53.16
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**									
b) Gearless vessles										
1	Coking Coal	26.23	11.13	7.47	7.47	52.31	10.46	62.77	63.02	37.81
2	Non-Coking coal (Thermal Coal)	26.23	11.13	7.47	7.47	52.31	10.46	62.77	62.77	62.77
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	13.05	7.09	7.09	49.66	9.93	59.60	59.84	35.90
4	Iron Ore/ Iron Ore Pellets	22.22	10.93	6.63	6.63	46.41	9.28	55.69	55.69	55.69
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	10.93	6.63	6.63	46.41	9.28	55.69	55.91	33.55
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	13.05	7.10	7.10	49.69	9.94	59.63	59.87	35.92
6	Finished Fertilizer	58.95	6.53	13.10	13.10	91.67	18.33	110.01	110.45	66.27
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	9.79	9.46	9.46	66.21	13.24	79.45	79.77	47.86
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**									

I P T Outside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
a) Geared vessles										
1	Coking Coal	29.12	11.53	8.13	8.13	56.91	11.38	68.29		
2	Non-Coking coal (Thermal Coal)	29.12	11.53	8.13	8.13	56.91	11.38	68.29		

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Operational Overhead	Administrative Overhead	Total	Profit Margin	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	11.47	7.20	7.20	50.39	10.08	60.47	Not Proposed by PPT	Not Proposed by PPT
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	8.45	6.58	6.58	46.05	9.21	55.26		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	12.24	7.38	7.38	51.68	10.34	62.02		
6	Finished Fertilizer	64.85	24.48	17.87	17.87	125.06	25.01	150.07		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	15.03	11.25	11.25	78.78	15.76	94.54		
b) Gearless vessles										
1	Coking Coal	29.12	11.13	8.05	8.05	56.35	11.27	67.62	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	29.12	11.13	8.05	8.05	56.35	11.27	67.62		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	15.70	8.04	8.04	56.31	11.26	67.57		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	10.93	7.08	7.08	49.53	9.91	59.43		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	16.32	8.20	8.20	57.40	11.48	68.88		
6	Finished Fertilizer	64.85	16.32	16.23	16.23	113.63	22.73	136.36		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	11.25	10.50	10.50	73.50	14.70	88.20		

AS PER TAMP ESTIMATES										
a) Geared vessles										
1	Coking Coal	29.12	11.33	8.09	8.09	56.63	11.33	67.96	68.23	40.94
2	Non-Coking coal (Thermal Coal)	29.12	11.33	8.09	8.09	56.63	11.33	67.96	67.96	67.96
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	11.47	7.20	7.20	50.39	10.08	60.47	60.71	36.43
4	Iron Ore/ Iron Ore Pellets	24.45	8.45	6.58	6.58	46.05	9.21	55.26	55.26	55.26
4	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	8.45	6.58	6.58	46.05	9.21	55.26	55.48	33.29
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	12.14	7.36	7.36	51.55	10.31	61.86	62.11	37.27
6	Finished Fertilizer	64.85	24.48	17.87	17.87	125.06	25.01	150.07	150.67	90.40
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	15.03	11.25	11.25	78.78	15.76	94.54	94.92	56.95
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**									
b) Gearless vessles										
1	Coking Coal	29.12	11.13	8.05	8.05	56.35	11.27	67.62	67.89	40.73
2	Non-Coking coal (Thermal Coal)	29.12	11.13	8.05	8.05	56.35	11.27	67.62	67.62	67.62
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	13.05	7.51	7.51	52.60	10.52	63.12	63.37	38.02
4	Iron Ore/ Iron Ore Pellets	24.45	10.93	7.08	7.08	49.53	9.91	59.43	59.43	59.43
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	10.93	7.08	7.08	49.53	9.91	59.43	59.67	35.80
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	13.05	7.55	7.55	52.83	10.57	63.40	63.65	38.19
6	Finished Fertilizer	64.85	6.53	14.28	14.28	99.93	19.99	119.91	120.40	72.24
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	9.79	10.21	10.21	71.46	14.29	85.75	86.09	51.66
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**									

Annex -VI(b)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method -2 : Cargo loaded onto truck (without hoppers) and moved to storage yard with in port premises or vice versa
(Export Dry Bulk Cargo Hauled by Rail)

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
a) Geared vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	11.33	7.17	7.17	50.18	10.04	60.21		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	6.44	6.44	45.10	9.02	54.12		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	5.80	5.80	40.57	8.11	48.69		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	6.75	6.75	47.28	9.46	56.74		
6	Finished Fertilizer	58.95	11.33	14.06	14.06	98.40	19.68	118.08		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	9.77	9.77	68.37	13.67	82.04		
b) Gearless vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	11.33	7.17	7.17	50.18	10.04	60.21		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	6.44	6.44	45.10	9.02	54.12		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	5.80	5.80	40.57	8.11	48.69		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	6.75	6.75	47.28	9.46	56.74		
6	Finished Fertilizer	58.95	11.33	14.06	14.06	98.40	19.68	118.08		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	9.77	9.77	68.37	13.67	82.04		

AS PER TAMP ESTIMATES										
a) Geared vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	60.45	36.27
2	Non-Coking coal (Thermal Coal)	24.51	11.33	7.17	7.17	50.18	10.04	60.21	**60.21**	**60.21**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	6.44	6.44	45.10	9.02	54.12	54.34	32.60
4	Iron Ore/ Iron Ore Pellets	17.65	11.33	5.80	5.80	40.57	8.11	48.69	**48.69**	**48.69**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	5.80	5.80	40.57	8.11	48.69	48.88	29.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	6.75	6.75	47.28	9.46	56.74	56.96	34.18
6	Finished Fertilizer	58.95	11.33	14.06	14.06	98.40	19.68	118.08	118.56	71.13
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	9.77	9.77	68.37	13.67	82.04	82.37	49.42
	No Modifications except to foreign and coastal rates									
b) Gearless vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	60.45	36.27
2	Non-Coking coal (Thermal Coal)	24.51	11.33	7.17	7.17	50.18	10.04	60.21	**60.21**	**60.21**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	6.44	6.44	45.10	9.02	54.12	54.34	32.60
4	Iron Ore/ Iron Ore Pellets	17.65	11.33	5.80	5.80	40.57	8.11	48.69	**48.69**	**48.69**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	5.80	5.80	40.57	8.11	48.69	48.88	29.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	6.75	6.75	47.28	9.46	56.74	56.96	34.18
6	Finished Fertilizer	58.95	11.33	14.06	14.06	98.40	19.68	118.08	118.56	71.13
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	9.77	9.77	68.37	13.67	82.04	82.37	49.42
	No Modifications except to foreign and coastal cargo rates									

I P T Outside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
a) Geared vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	11.33	7.17	7.17	50.18	10.04	60.21		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	6.44	6.44	45.10	9.02	54.12		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	5.80	5.80	40.57	8.11	48.69		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	6.75	6.75	47.28	9.46	56.74		
6	Finished Fertilizer	**29.48**	11.33	8.16	8.16	57.13	11.43	68.56		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	9.77	9.77	68.37	13.67	82.04		
b) Gearless vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	15.11	7.92	7.92	55.46	11.09	66.56		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	15.11	7.20	7.20	50.39	10.08	60.47		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	15.11	6.55	6.55	45.87	9.17	55.04		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	15.11	7.51	7.51	52.57	10.51	63.09		
6	Finished Fertilizer	58.95	15.11	14.81	14.81	103.69	20.74	124.43		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	15.11	10.52	10.52	73.66	14.73	88.39		
AS PER TAMP ESTIMATES										
a) Geared vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	60.45	36.27
2	Non-Coking coal (Thermal Coal)	24.51	11.33	7.17	7.17	50.18	10.04	60.21	**60.21**	**60.21**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	6.44	6.44	45.10	9.02	54.12	54.34	32.60
4	Iron Ore/ Iron Ore Pellets	17.65	11.33	5.80	5.80	40.57	8.11	48.69	**48.69**	**48.69**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	5.80	5.80	40.57	8.11	48.69	48.88	29.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	6.75	6.75	47.28	9.46	56.74	56.96	34.18
6	Finished Fertilizer	**58.95**	11.33	14.06	14.06	98.40	19.68	**118.08**	118.55	71.13
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	9.77	9.77	68.37	13.67	82.04	82.37	49.42

Remarks for Modifications in TAMP Estimates :

1. Intraport Transporatatiion : For cargo item no. 6, the carrying capacity has been considered at 10 MT per Truck as adopted uniformly by PPT for same cargo in the similar operations for other scnerios for varous methods

b) Gearless vessles										
1	Coking Coal	24.51	11.33	7.17	7.17	50.18	10.04	60.21	60.45	36.27
2	Non-Coking coal (Thermal Coal)	24.51	**11.33**	7.17	7.17	50.18	10.04	**60.21**	**60.21**	**60.21**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	**11.33**	6.44	6.44	45.10	9.02	**54.12**	54.34	32.60
4	Iron Ore/ Iron Ore Pellets	17.65	**11.33**	5.80	5.80	40.58	8.12	**48.70**	**48.70**	**48.70**
4	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	**11.33**	5.80	5.80	40.58	8.12	**48.70**	48.89	29.34
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	**11.33**	6.75	6.75	47.28	9.46	**56.74**	56.97	34.18
6	Finished Fertilizer	**58.95**	**11.33**	14.06	14.06	98.40	19.68	**118.08**	118.56	71.13
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	**11.33**	9.77	9.77	68.37	13.67	**82.04**	82.37	49.42

Remarks for Modifications in TAMP Estimates :

1. Intraport Transporatatiion : For cargo item no. 6, the carrying capacity has been considered to 10 MT per Truck as adopted uniformly by PPT for same cargo of similar operations for other scnerios for varous methods

2. Cargo Stacking at Plot : 4 Nos. payloaders considered by PPT for all the items exept for cargo item 1 under the scenerio as against the 3 nos. considered at other 3 scenerios, which are similar in operations. No Reson for additional pay loader is brought out by PPT. Hence, modified to 3 no.s in line with other scenerios.

Annex -VI(c)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method -2 : Cargo loaded onto truck (without hoppers) and moved to storage yard with in port premises or vice versa
(Export Dry Bulk Cargo by Road)

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Unloading from Trucks	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
a) Geared vessles										
1	Coking Coal	24.51	27.20	10.34	10.34	72.39	14.48	86.87	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	27.20	10.34	10.34	72.39	14.48	86.87		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	27.20	9.62	9.62	67.31	13.46	80.78		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	27.20	8.97	8.97	62.79	12.56	75.34		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	27.20	9.93	9.93	69.50	13.90	83.40		
6	Finished Fertilizer	58.95	27.20	17.23	17.23	120.61	24.12	144.74		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	27.20	12.94	12.94	90.58	18.12	108.70		
b) Gearless vessles										
1	Coking Coal	29.12	27.20	11.26	11.26	78.85	15.77	94.61	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	29.12	27.20	11.26	11.26	78.85	15.77	94.61		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	27.20	10.34	10.34	72.40	14.48	86.88		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	27.20	10.33	10.33	72.30	14.46	86.76		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	27.20	10.38	10.38	72.63	14.53	87.16		
6	Finished Fertilizer	64.845	27.20	18.41	18.41	128.86	25.77	154.64		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	27.20	13.69	13.69	95.83	19.17	115.00		

AS PER TAMP ESTIMATES										
a) Geared vessles (No change except Foreign/ Coastal Rate)										
1	Coking Coal	24.51	27.20	10.34	10.34	72.39	14.48	**86.87**	87.22	52.33
2	Non-Coking coal (Thermal Coal)	24.51	27.20	10.34	10.34	72.39	14.48	**86.87**	**86.87**	**86.87**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	27.20	9.62	9.62	67.31	13.46	**80.78**	81.10	48.66
4	Iron Ore/ Iron Ore Pellets	17.65	27.20	8.97	8.97	62.79	12.56	**75.34**	**75.34**	**75.34**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	27.20	8.97	8.97	62.79	12.56	**75.34**	75.65	45.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	27.20	9.93	9.93	69.50	13.90	**83.40**	83.73	50.24
6	Finished Fertilizer	58.95	27.20	17.23	17.23	120.61	24.12	**144.74**	145.32	87.19
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	27.20	12.94	12.94	90.58	18.12	**108.70**	109.13	65.48
b) Gearless vessles										
1	Coking Coal	24.51	27.20	10.34	10.34	72.39	14.48	86.87	87.22	52.33
2	Non-Coking coal (Thermal Coal)	24.51	27.20	10.34	10.34	72.39	14.48	86.87	**86.87**	**86.87**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	27.20	9.62	9.62	67.31	13.46	80.78	81.10	48.66
4	Iron Ore/ Iron Ore Pellets	17.65	27.20	8.97	8.97	62.79	12.56	75.34	**75.34**	**75.34**
4	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	27.20	8.97	8.97	62.79	12.56	75.34	75.65	45.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	27.20	9.93	9.93	69.50	13.90	83.40	83.73	50.24
6	Finished Fertilizer	58.95	27.20	17.23	17.23	120.61	24.12	144.74	145.32	87.19
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	27.20	12.94	12.94	90.58	18.12	108.70	109.13	65.48
	Remarks for Modifications in TAMP Estimates : **1. Intraport Transportaton : The Rates per truck trip considered by PPT for geared vessles are higher than rate per truck considered for gearless vessels. Being a similar operation of intra transporation for geared/ gearless vessels, the rates adopted for geared vessesl are considered for gearless vessels also in the TAMP estimates also.**									

I P T Outside Old Port Area										
Sl. No.	**Commodity Group**	**Intraport Transporation**	**Unloading from Trucks**	**Operational Overhead**	**Administrative Overhead**	**Total**	**Profit Margin (20% on E)**	**GRAND TOTAL**	**Foreign Rate**	**Coastal Rate**
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
AS PER PPT PROPOSAL										
a) Geared vessles										
1	Coking Coal	24.51	30.22	10.95	10.95	76.62	15.32	91.94	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	30.22	10.95	10.95	76.62	15.32	91.94		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	30.22	10.22	10.22	71.54	14.31	85.85		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	30.22	9.57	9.57	67.02	13.40	80.42		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	30.22	10.53	10.53	73.72	14.74	88.47		
6	Finished Fertilizer	58.95	30.22	17.83	17.83	124.84	24.97	149.81		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	30.22	13.54	13.54	94.81	18.96	113.77		
b) Gearless vessles										
1	Coking Coal	29.12	30.22	11.87	11.87	83.08	16.62	99.69	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	29.12	30.22	11.87	11.87	83.08	16.62	99.69		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	30.22	10.95	10.95	76.63	15.33	91.96		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	30.22	10.93	10.93	76.53	15.31	91.84		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	30.22	10.98	10.98	76.86	15.37	92.24		
6	Finished Fertilizer	64.845	30.22	19.01	19.01	133.09	26.62	159.71		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	30.22	14.29	14.29	100.06	20.01	120.07		

AS PER TAMP ESTIMATES										
a) Geared vessles										
1	Coking Coal	24.51	**27.20**	10.34	10.34	72.39	14.48	86.86	87.21	52.33
2	Non-Coking coal (Thermal Coal)	24.51	**27.20**	10.34	10.34	72.39	14.48	86.86	**86.86**	**86.86**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	**27.20**	9.62	9.62	67.31	13.46	80.78	81.10	48.66
4	Iron Ore/ Iron Ore Pellets	17.65	**27.20**	8.97	8.97	62.79	12.56	75.34	**75.34**	**75.34**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	**27.20**	8.97	8.97	62.79	12.56	75.34	75.65	45.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	**27.20**	9.93	9.93	69.49	13.90	83.39	83.73	50.24
6	Finished Fertilizer	58.95	**27.20**	17.23	17.23	120.61	24.12	144.73	145.31	87.19
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	**27.20**	12.94	12.94	90.58	18.12	108.70	109.13	65.48
	Remarks for Modifications in TAMP Estimates : **1 Unloading from Trucks : It appears that equipment profile for wagon loading has been considered inadverdently by PPT. Conrrected as per equipment profile considered for IPT inside port area for cargo received by road.**									
b) Gearless vessles										
1	Coking Coal	**24.51**	**27.20**	10.34	10.34	72.39	14.48	86.86	87.21	52.33
2	Non-Coking coal (Thermal Coal)	**24.51**	**27.20**	10.34	10.34	72.39	14.48	86.86	**86.86**	**86.86**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	**20.88**	**27.20**	9.62	9.62	67.31	13.46	80.78	81.10	48.66
4	Iron Ore/ Iron Ore Pellets	**17.65**	**27.20**	8.97	8.97	62.79	12.56	75.34	**75.34**	**75.34**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	**17.65**	**27.20**	8.97	8.97	62.79	12.56	75.34	75.65	45.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	**22.44**	**27.20**	9.93	9.93	69.49	13.90	83.39	83.73	50.24
6	Finished Fertilizer	**58.95**	**27.20**	17.23	17.23	120.61	24.12	144.73	145.31	87.19
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	**37.50**	**27.20**	12.94	12.94	90.58	18.12	108.70	109.13	65.48
	Remarks for Modifications in TAMP Estimates : **1. Cargo unloadng from Trucks: It appears that equipment profile for wagon loading has been considered inadverdently by PPT. Conrrected as per equipment profile considered for IPT inside port area for cargo received by road.** **2. Intraport Transportation : The Rates per truck trip considered by PPT for geared vessles are higher than rate per truck considered for gearless vessels. Being a similar operation of intra transporation for geared/ gearless vessels, the rates adopted for geared vessesl are considered for gearless vessels also in the TAMP estimates also.**									

Annex -VII(a)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method - 4 : Cargo unloaded ontowharf and loaded on truck and going to the consignees premises or vice versa
(Import Dry Bulk Cargo)

I P T inside Old Port Area

Sl. No.	Commodity Group	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	Rate per tonne	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
AS PER PPT PROPOSAL									
a) Geared vessles									
1	Coking Coal	15.37	3.07	3.07	21.52	4.30	25.82	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	15.37	3.07	3.07	21.52	4.30	25.82		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	15.30	3.06	3.06	21.42	4.28	25.70		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.26	2.25	2.25	15.76	3.15	18.92		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	16.32	3.26	3.26	22.85	4.57	27.42		
6	Finished Fertilizer	24.48	4.90	4.90	34.27	6.85	41.13		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.04	4.01	4.01	28.05	5.61	33.66		
b) Gearless vessles									
1	Coking Coal	16.69	3.34	3.34	23.36	4.67	28.04	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	16.69	3.34	3.34	23.36	4.67	28.04		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	23.56	4.71	4.71	32.98	6.60	39.58		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	16.39	3.28	3.28	22.95	4.59	27.54		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.48	4.90	4.90	34.28	6.86	41.13		
6	Finished Fertilizer	48.96	9.79	9.79	68.54	13.71	82.25		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	22.50	4.50	4.50	31.50	6.30	37.80		

AS PER TAMP ESTIMATES									
a) Geared vessles									
1	Coking Coal	**15.11**	3.02	3.02	21.16	4.23	25.39	25.49	15.29
2	Non-Coking coal (Thermal Coal)	**15.11**	3.02	3.02	21.16	4.23	25.39	**25.39**	**25.39**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	15.30	3.06	3.06	21.42	4.28	25.70	25.80	15.48
4	Iron Ore/ Iron Ore Pellets	11.26	2.25	2.25	15.76	3.15	18.92	**18.92**	**18.92**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.26	2.25	2.25	15.76	3.15	18.92	18.99	11.40
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	**16.19**	3.24	3.24	22.67	4.53	27.20	27.31	16.39
6	Finished Fertilizer	24.48	4.90	4.90	34.27	6.85	41.12	41.28	24.77
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.04	4.01	4.01	28.05	5.61	33.66	33.80	20.28
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**								
b) Gearless vessles									
1	Coking Coal	16.69	3.34	3.34	23.36	4.67	28.04	28.15	16.89
2	Non-Coking coal (Thermal Coal)	16.69	3.34	3.34	23.36	4.67	28.04	**28.04**	**28.04**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82
4	Iron Ore/ Iron Ore Pellets	16.39	3.28	3.28	22.95	4.59	27.54	**27.54**	**27.54**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	16.39	3.28	3.28	22.95	4.59	27.54	27.65	16.59
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82
6	Finished Fertilizer	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**								

I P T Outside Old Port Area

Sl. No.	Commodity Group	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
AS PER PPT PROPOSAL									
a) Geared vessles									
1	Coking Coal	15.37	3.07	3.07	21.52	4.30	25.82	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	15.37	3.07	3.07	21.52	4.30	25.82		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	15.30	3.06	3.06	21.42	4.28	25.70		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.26	2.25	2.25	15.76	3.15	18.92		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	16.32	3.26	3.26	22.85	4.57	27.42		
6	Finished Fertilizer	**32.64**	6.53	6.53	45.69	9.14	54.83		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.04	4.01	4.01	28.05	5.61	33.66		
b) Gearless vessles									
1	Coking Coal	16.69	3.34	3.34	23.36	4.67	28.04	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	16.69	3.34	3.34	23.36	4.67	28.04		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	23.56	4.71	4.71	32.98	6.60	39.58		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	16.39	3.28	3.28	22.95	4.59	27.54		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.48	4.90	4.90	34.28	6.86	41.13		
6	Finished Fertilizer	48.96	9.79	9.79	68.54	13.71	82.25		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	22.50	4.50	4.50	31.50	6.30	37.80		
AS PER TAMP ESTIMATES									
a) Geared vessles									
1	Coking Coal	15.11	3.02	3.02	21.16	4.23	**25.39**	25.49	15.29
2	Non-Coking coal (Thermal Coal)	15.11	3.02	3.02	21.16	4.23	**25.39**	**25.39**	**25.39**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	15.30	3.06	3.06	21.42	4.28	25.70	25.80	15.48
4	Iron Ore/ Iron Ore Pellets	11.26	2.25	2.25	15.76	3.15	18.92	**18.92**	**18.92**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.26	2.25	2.25	15.76	3.15	18.92	18.99	11.40
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	16.19	3.24	3.24	22.67	4.53	**27.20**	27.31	16.39
6	Finished Fertilizer	**24.48**	4.90	4.90	34.27	6.85	**41.13**	41.29	24.78
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	20.04	4.01	4.01	28.05	5.61	33.66	33.80	20.28

Remarks for Modifications in TAMP Estimates :
1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms
2. In respect of cargo item 6 for equipment at Berth, PPT has considerd 4 pay loaders for gearled vessels for outside the port area, whereas for similar operation for inside the port area, PPT has considered 3 pay loaders. Being a similar operation and nos. of payloaders for other cargo items considered same irrespective of inside and outside area, no. of payloader for cargo item 6 for outside area is modified to the tune of inside area under this method.

b) Gearless vessles			0.00	0.00					
1	Coking Coal	16.69	3.34	3.34	23.36	4.67	28.04	28.15	16.89
2	Non-Coking coal (Thermal Coal)	16.69	3.34	3.34	23.36	4.67	28.04	**28.04**	**28.04**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82
4	Iron Ore/ Iron Ore Pellets	16.39	3.28	3.28	22.95	4.59	27.54	**27.54**	**27.54**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	16.39	3.28	3.28	22.95	4.59	27.54	27.65	16.59
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82
6	Finished Fertilizer	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	19.58	3.92	3.92	27.42	5.48	**32.90**	33.03	19.82

Remarks for Modifications in TAMP Estimates :
1. Equipment at Berth has been modifed for cargo items 3, 4,5 and 6 due to change in productivty norms as per Annexure - 1 " Productivty Norms

Annex -VII(b)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method - 4 : Cargo unloaded ontowharf and loaded on truck and going to the consignees premises or vice versa
(Export Dry Bulk Cargo by Road)

I P T inside Old Port Area

Sl. No.	Commodity Group	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	Profit Margin (20% on E)	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
AS PER PPT PROPOSAL									
a) Geared vessles									
1	Coking Coal	10.85	2.17	2.17	15.19	3.04	18.23	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	10.85	2.17	2.17	15.19	3.04	18.23		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10.80	2.16	2.16	15.12	3.02	18.14		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	7.95	1.59	1.59	11.13	2.23	13.35		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.52	2.30	2.30	16.12	3.22	19.35		
6	Finished Fertilizer	23.04	4.61	4.61	32.26	6.45	38.71		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	14.14	2.83	2.83	19.80	3.96	23.76		
b) Gearless vessles									
1	Coking Coal	5.56	1.11	1.11	7.79	1.56	9.35	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	5.56	1.11	1.11	7.79	1.56	9.35		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	7.85	1.57	1.57	10.99	2.20	13.19		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	5.46	1.09	1.09	7.65	1.53	9.18		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	8.16	1.63	1.63	11.43	2.29	13.71		
6	Finished Fertilizer	16.32	3.26	3.26	22.85	4.57	27.42		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	7.50	1.50	1.50	10.50	2.10	12.60		
AS PER TAMP ESTIMATES									
a) Geared vessles									
1	Coking Coal	10.67	2.13	2.13	14.93	2.99	17.92	17.99	10.80
2	Non-Coking coal (Thermal Coal)	10.67	2.13	2.13	14.93	2.99	17.92	17.92	17.92
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10.80	2.16	2.16	15.12	3.02	18.14	18.21	10.93
4	Iron Ore/ Iron Ore Pellets	7.95	1.59	1.59	11.13	2.23	13.35	13.35	13.35
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	7.95	1.59	1.59	11.13	2.23	13.35	13.41	8.04
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.43	2.29	2.29	16.00	3.20	19.20	19.28	11.57
6	Finished Fertilizer	23.04	4.61	4.61	32.26	6.45	38.71	38.87	23.32
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	14.14	2.83	2.83	19.80	3.96	23.76	23.86	14.31
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**								
b) Gearless vessles									
1	Coking Coal	5.56	1.11	1.11	7.78	1.56	9.34	9.38	5.63
2	Non-Coking coal (Thermal Coal)	5.56	1.11	1.11	7.78	1.56	9.34	9.34	9.34
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
4	Iron Ore/ Iron Ore Pellets	5.46	1.09	1.09	7.64	1.53	9.17	9.17	9.17
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	5.46	1.09	1.09	7.64	1.53	9.17	9.21	5.53
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
6	Finished Fertilizer	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**								

I P T Outside Old Port Area

Sl. No.	Commodity Group	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
AS PER PPT PROPOSAL									
a) Geared vessles									
1	Coking Coal	10.85	2.17	2.17	15.19	3.04	18.23	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	10.85	2.17	2.17	15.19	3.04	18.23		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10.80	2.16	2.16	15.12	3.02	18.14		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	7.95	1.59	1.59	11.13	2.23	13.35		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.52	2.30	2.30	16.13	3.23	19.35		
6	Finished Fertilizer	23.04	4.61	4.61	32.26	6.45	38.71		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	14.14	2.83	2.83	19.80	3.96	23.76		
b) Gearless vessles									
1	Coking Coal	5.56	1.11	1.11	7.79	1.56	9.35	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	5.56	1.11	1.11	7.79	1.56	9.35		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	7.85	1.57	1.57	10.99	2.20	13.19		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	5.46	1.09	1.09	7.65	1.53	9.18		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	8.16	1.63	1.63	11.43	2.29	13.71		
6	Finished Fertilizer	16.32	3.26	3.26	22.85	4.57	27.42		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	7.50	1.50	1.50	10.50	2.10	12.60		
AS PER TAMP ESTIMATES									
a) Geared vessles									
1	Coking Coal	10.67	2.13	2.13	14.93	2.99	17.92	17.99	10.80
2	Non-Coking coal (Thermal Coal)	10.67	2.13	2.13	14.93	2.99	17.92	17.92	17.92
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	10.80	2.16	2.16	15.12	3.02	18.14	18.21	10.93
4	Iron Ore/ Iron Ore Pellets	7.95	1.59	1.59	11.13	2.23	13.35	13.35	13.35
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	7.95	1.59	1.59	11.13	2.23	13.35	13.41	8.04
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.43	2.29	2.29	16.00	3.20	19.20	19.28	11.57
6	Finished Fertilizer	23.04	4.61	4.61	32.26	6.45	38.71	38.86	23.32
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	14.14	2.83	2.83	19.80	3.96	23.76	23.86	14.31
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**								
b) Gearless vessles									
1	Coking Coal	5.56	1.11	1.11	7.79	1.56	9.35	9.39	5.63
2	Non-Coking coal (Thermal Coal)	5.56	1.11	1.11	7.79	1.56	9.35	9.35	9.35
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
4	Iron Ore/ Iron Ore Pellets	5.47	1.09	1.09	7.65	1.53	9.18	9.18	9.18
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	5.47	1.09	1.09	7.65	1.53	9.18	9.22	5.53
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
6	Finished Fertilizer	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6.53	1.31	1.31	9.14	1.83	10.97	11.01	6.61
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**								

Annex - VIII(a)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method - 5 : Cargo loaded onto truck (without hoppers) and moved to storage yard with in port premises or vice versa
(Import Dry Bulk Cargo)

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
a) Geared vessles											
1	Coking Coal	26.23	11.53	15.37	10.63	10.63	74.38	14.88	89.26	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	26.23	11.53	15.37	10.63	10.63	74.38	14.88	89.26		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	11.47	15.30	9.84	9.84	68.87	13.77	82.65		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	8.45	11.26	8.39	8.39	58.70	11.74	70.44		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	12.24	16.32	10.20	10.20	71.40	14.28	85.68		
6	Finished Fertilizer	58.95	24.48	24.48	21.58	21.58	151.08	30.22	181.29		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	15.03	20.04	14.51	14.51	101.59	20.32	121.91		
b) Gearless vessles											
1	Coking Coal	26.23	11.13	16.69	10.81	10.81	75.67	15.13	90.81	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	26.23	11.13	16.69	10.81	10.81	75.67	15.13	90.81		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	15.70	23.56	12.34	12.34	86.35	17.27	103.62		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	10.93	16.39	9.91	9.91	69.35	13.87	83.22		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	16.32	24.48	12.65	12.65	88.54	17.71	106.25		
6	Finished Fertilizer	58.95	16.32	48.96	24.85	24.85	173.92	34.78	208.71		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.25	22.50	14.25	14.25	99.74	19.95	119.69		
AS PER TAMP ESTIMATES											
a) Geared vessles											
1	Coking Coal	26.23	11.33	15.11	10.54	10.54	73.75	14.75	88.49	88.85	53.31
2	Non-Coking coal (Thermal Coal)	26.23	11.33	15.11	10.54	10.54	73.75	14.75	88.49	88.49	88.49
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	11.47	15.30	9.84	9.84	68.87	13.77	82.65	82.98	49.79
4	Iron Ore/ Iron Ore Pellets	22.22	8.45	11.26	8.39	8.39	58.70	11.74	70.44	70.44	70.44
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	8.45	11.26	8.39	8.39	58.70	11.74	70.44	70.72	42.43
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	12.14	16.19	10.15	10.15	71.08	14.22	85.30	85.64	51.38
6	Finished Fertilizer	58.95	24.48	24.48	21.58	21.58	151.06	30.21	181.28	182.01	109.20
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	15.03	20.04	14.51	14.51	101.59	20.32	121.91	122.40	73.44
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot and Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**										
b) Gearless vessles											
1	Coking Coal	26.23	11.13	16.69	10.81	10.81	75.67	15.13	90.81	91.17	54.70
2	Non-Coking coal (Thermal Coal)	26.23	11.13	16.69	10.81	10.81	75.67	15.13	90.81	90.81	90.81
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	22.42	13.05	19.58	11.01	11.01	77.08	15.42	92.49	92.87	55.72
4	Iron Ore/ Iron Ore Pellets	22.22	10.93	16.39	9.91	9.91	69.35	13.87	83.22	83.22	83.22
4	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	22.22	10.93	16.39	9.91	9.91	69.35	13.87	83.22	83.56	50.14
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	13.05	19.58	11.01	11.01	77.10	15.42	92.53	92.90	55.74
6	Finished Fertilizer	58.95	6.53	19.58	17.01	17.01	119.09	23.82	142.91	143.48	86.09
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	9.79	19.58	13.37	13.37	93.62	18.72	112.35	112.80	67.68
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot and Equipment at Berth has been modifed for cargo items 3, 5, 6 and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**										

I P T Outside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
a) Geared vessles											
1	Coking Coal	29.12	11.53	15.37	11.20	11.20	78.43	15.69	94.11	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	29.12	11.53	15.37	11.20	11.20	78.43	15.69	94.11		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	11.47	15.30	10.26	10.26	71.81	14.36	86.17		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	8.45	11.26	8.83	8.83	61.81	12.36	74.17		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	12.24	16.32	10.65	10.65	74.53	14.91	89.44		
6	Finished Fertilizer	64.85	24.48	32.64	24.39	24.39	170.75	34.15	204.90		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	15.03	20.04	15.26	15.26	106.83	21.37	128.20		
b) Gearless vessles											
1	Coking Coal	29.12	11.13	16.69	11.39	11.39	79.71	15.94	95.65	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	29.12	11.13	16.69	11.39	11.39	79.71	15.94	95.65		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	15.70	23.56	12.76	12.76	89.29	17.86	107.15		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	10.93	16.39	10.35	10.35	72.47	14.49	86.97		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	16.32	24.48	13.10	13.10	91.68	18.34	110.02		
6	Finished Fertilizer	64.85	16.32	48.96	26.02	26.02	182.17	36.43	218.61		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	11.25	22.50	15.00	15.00	105.00	21.00	125.99		

AS PER TAMP ESTIMATES											
a) Geared vessles											
1	Coking Coal	29.12	11.33	15.11	11.11	11.11	77.79	15.56	93.35	93.72	56.23
2	Non-Coking coal (Thermal Coal)	29.12	11.33	15.11	11.11	11.11	77.79	15.56	93.35	93.35	93.35
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	11.47	15.30	10.26	10.26	71.81	14.36	86.17	86.52	51.91
4	Iron Ore/ Iron Ore Pellets	24.45	8.45	11.26	8.83	8.83	61.81	12.36	74.17	74.17	74.17
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	8.45	11.26	8.83	8.83	61.81	12.36	74.17	74.47	44.68
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	12.14	16.19	10.60	10.60	74.22	14.84	89.06	89.42	53.65
6	Finished Fertilizer	64.85	24.48	24.48	22.76	22.76	159.33	31.87	191.19	191.96	115.18
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	15.03	20.04	15.26	15.26	106.83	21.37	128.20	128.71	77.23

Remarks for Modifications in TAMP Estimates :

1. Cost for stacking at plot and Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms

2. In respect of cargo item 6 for equipment at Berth, PPT has considerd 4 pay loaders for gearled vessels for outside the port area, whereas for similar operation for inside the port area, PPT has considered 3 pay loaders. Being a similar operation and nos. of payloaders for other cargo items considered same irrespective of inside and outside area, no. of payloader for cargo item 6 for outside area is modified to the tune of inside area under this method.

b) Gearless vessles											
1	Coking Coal	29.12	11.13	16.69	11.39	11.39	79.71	15.94	95.65	96.04	57.62
2	Non-Coking coal (Thermal Coal)	29.12	11.13	16.69	11.39	11.39	79.71	15.94	95.65	95.65	95.65
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	13.05	19.58	11.43	11.43	80.02	16.00	96.02	96.40	57.84
4	Iron Ore/ Iron Ore Pellets	24.45	10.93	16.39	10.35	10.35	72.47	14.49	86.97	86.97	86.97
4	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	10.93	16.39	10.35	10.35	72.47	14.49	86.97	87.32	52.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	13.05	19.58	11.46	11.46	80.25	16.05	96.30	96.68	58.01
6	Finished Fertilizer	64.85	6.53	19.58	18.19	18.19	127.34	25.47	152.81	153.43	92.06
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	9.79	19.58	14.12	14.12	98.87	19.77	118.65	119.12	71.47

Remarks for Modifications in TAMP Estimates :

1. Cost for stacking at plot and Equipment at Berth has been modifed for cargo items 3, 5, 6 and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms

Annex - VIII(b)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method - 5 : Cargo loaded onto truck (without hoppers) and moved to storage yard with in port premises or vice versa
(Export Cargo Hauled by Rail)

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
a) Geared vessles											
1	Coking Coal	24.51	11.33	15.37	10.24	10.24	71.70	14.34	86.03	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	11.33	15.37	10.24	10.24	71.70	14.34	86.03		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	15.30	9.50	9.50	66.52	13.30	79.82		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	11.26	8.05	8.05	56.34	11.27	67.61		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	16.32	10.02	10.02	70.13	14.03	84.16		
6	Finished Fertilizer	58.95	11.33	32.64	20.59	20.59	144.10	28.82	172.92		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	20.04	13.77	13.77	96.42	19.28	115.70		
b) Gearless vessles											
1	Coking Coal	24.51	11.33	11.12	9.39	9.39	65.75	13.15	78.90	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	11.33	11.12	9.39	9.39	65.75	13.15	78.90		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	15.70	9.58	9.58	67.09	13.42	80.50		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	10.93	7.98	7.98	55.88	11.18	67.05		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	16.32	10.02	10.02	70.13	14.03	84.16		
6	Finished Fertilizer	58.95	11.33	32.64	20.59	20.59	144.10	28.82	172.92		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	15.00	12.77	12.77	89.36	17.87	107.24		
AS PER TAMP ESTIMATES											
a) Geared vessles											
1	Coking Coal	24.51	11.33	15.11	10.19	10.19	71.33	14.27	85.60	85.94	51.56
2	Non-Coking coal (Thermal Coal)	24.51	11.33	15.11	10.19	10.19	71.33	14.27	85.60	**85.60**	**85.60**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	15.30	9.50	9.50	66.52	13.30	79.82	80.14	48.08
4	Iron Ore/ Iron Ore Pellets	17.65	11.33	11.26	8.05	8.05	56.34	11.27	67.61	**67.61**	**67.61**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	11.26	8.05	8.05	56.34	11.27	67.61	67.88	40.73
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	16.19	9.99	9.99	69.95	13.99	83.94	84.27	50.56
6	Finished Fertilizer	58.95	11.33	32.64	20.59	20.59	144.10	28.82	172.92	173.61	104.17
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	20.04	13.77	13.77	96.42	19.28	115.70	116.17	69.70
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth at plot has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**										
b) Gearless vessles											
1	Coking Coal	24.51	11.33	11.12	9.39	9.39	65.75	13.15	78.90	79.22	47.53
2	Non-Coking coal (Thermal Coal)	24.51	11.33	11.12	9.39	9.39	65.75	13.15	78.90	**78.90**	**78.90**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	13.05	9.05	9.05	63.38	12.68	76.05	76.36	45.81
4	Iron Ore/ Iron Ore Pellets	17.65	11.33	10.93	7.98	7.98	55.87	11.17	67.04	**67.04**	**67.04**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	10.93	7.98	7.98	55.87	11.17	67.04	67.31	40.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	13.05	9.37	9.37	65.56	13.11	78.67	78.98	47.39
6	Finished Fertilizer	58.95	11.33	13.05	16.67	16.67	116.68	23.34	140.01	140.58	84.35
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	13.05	12.38	12.38	86.64	17.33	103.97	104.39	62.63
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth at plot has been modifed for cargo items 3, 5, 6 and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**										

I P T Outside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Cargo Stacking at Plot	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
a) Geared vessles											
1	Coking Coal	24.51	11.33	15.37	10.24	10.24	71.70	14.34	86.03	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	11.33	15.37	10.24	10.24	71.70	14.34	86.03		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	15.30	9.50	9.50	66.52	13.30	79.82		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	11.26	8.05	8.05	56.34	11.27	67.61		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	16.32	10.02	10.02	70.13	14.03	84.16		
6	Finished Fertilizer	**29.48**	11.33	32.64	14.69	14.69	102.83	20.57	123.39		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	20.03	13.77	13.77	96.41	19.28	115.70		
b) Gearless vessles											
1	Coking Coal	24.51	11.33	11.13	9.39	9.39	65.76	13.15	78.91	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	15.11	11.13	10.15	10.15	71.05	14.21	85.25		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	15.11	15.70	10.34	10.34	72.37	14.47	86.85		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	15.11	10.93	8.74	8.74	61.17	12.23	73.41		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	15.11	16.32	10.77	10.77	75.42	15.08	90.51		
6	Finished Fertilizer	58.95	15.11	32.64	21.34	21.34	149.39	29.88	179.27		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	15.11	15.00	13.52	13.52	94.65	18.93	113.58		
AS PER TAMP ESTIMATES											
a) Geared vessles											
1	Coking Coal	24.51	11.33	15.11	10.19	10.19	71.33	14.27	85.60	85.94	51.56
2	Non-Coking coal (Thermal Coal)	24.51	11.33	15.11	10.19	10.19	71.33	14.27	85.60	**85.60**	**85.60**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	15.30	9.50	9.50	66.52	13.30	79.82	80.14	48.08
4	Iron Ore/ Iron Ore Pellets	17.65	11.33	11.26	8.05	8.05	56.34	11.27	67.61	**67.61**	**67.61**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	11.26	8.05	8.05	56.34	11.27	67.61	67.88	40.73
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	16.19	9.99	9.99	69.95	13.99	83.94	84.27	50.56
6	Finished Fertilizer	**58.95**	11.33	32.64	20.58	20.58	144.09	28.82	**172.91**	173.60	104.16
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	20.04	13.77	13.77	96.42	19.28	115.70	116.17	69.70

Remarks for Modifications in TAMP Estimates :
1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms
2. Intraport Transporatatiion : For cargo item no. 6, the carrying capacity has been considered to 10 MT per Truck as adopted uniformly by PPT for same cargo in the similar operations for other scnerios for varous methods

b) Gearless vessles											
1	Coking Coal	24.51	11.33	11.13	9.39	9.39	65.76	13.15	78.91	79.22	47.53
2	Non-Coking coal (Thermal Coal)	24.51	11.33	11.13	9.39	9.39	65.76	13.15	**78.91**	**78.91**	**78.91**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	11.33	13.05	9.05	9.05	63.38	12.68	**76.05**	76.36	45.81
4	Iron Ore/ Iron Ore Pellets	17.65	11.33	10.93	7.98	7.98	55.88	11.18	**67.06**	**67.06**	**67.06**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	11.33	10.93	7.98	7.98	55.87	11.17	**67.04**	**67.31**	**40.39**
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	11.33	13.05	9.37	9.37	65.56	13.11	**78.67**	**78.99**	**47.39**
6	Finished Fertilizer	58.95	11.33	13.05	16.67	16.67	116.68	23.34	**140.01**	140.58	84.35
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	11.33	13.05	12.38	12.38	86.64	17.33	**103.97**	104.39	62.63

Remarks for Modifications in TAMP Estimates :
1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms
2. Intraport Transporatatiion : For cargo item no. 6, the carrying capacity has been considered to 10 MT per Truck as adopted uniformly by PPT for same cargo of similar operations for other scnerios for varous methods
3. Cargo Stacking at Plot : 4 Nos. payloaders considered by PPT for cargo all the items exept for cargo item 1 under the scenerio as against the 3 nos. considered at for other 3 scenerios, which are similar in operations. No Reason for additional pay loader is brought out by PPT. Hence, modified to 3 no.s in line with other scenerios.

Annex - VIII(c)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method -5 : Cargo loaded onto truck (without hoppers) and moved to storage yard with in port premises or vice versa
(Export Dry Bulk Cargo hauled by Road)

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Equipment at Stack	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
a) Geared vessles											
1	Coking Coal	24.51	27.20	10.85	12.51	12.51	87.58	17.52	105.10	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	27.20	10.85	12.51	12.51	87.58	17.52	105.10		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	27.20	10.80	11.78	11.78	82.43	16.49	98.92		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	27.20	7.95	10.56	10.56	73.91	14.78	88.70		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	27.20	11.52	12.23	12.23	85.62	17.12	102.75		
6	Finished Fertilizer	58.95	27.20	23.04	21.84	21.84	152.87	30.57	183.45		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	27.20	14.14	15.77	15.77	110.38	22.08	132.46		
b) Gearless vessles											
1	Coking Coal	29.12	27.20	5.56	12.38	12.38	86.64	17.33	103.96	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	29.12	27.20	5.56	12.38	12.38	86.64	17.33	103.96		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	27.20	7.85	11.91	11.91	83.40	16.68	100.08		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	27.20	5.46	11.42	11.42	79.95	15.99	95.94		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	27.20	8.16	12.01	12.01	84.06	16.81	100.87		
6	Finished Fertilizer	64.845	27.20	16.32	21.67	21.67	151.71	30.34	182.06		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	27.20	7.50	15.19	15.19	106.33	21.27	127.59		
AS PER TAMP ESTIMATES											
a) Geared vessles											
1	Coking Coal	24.51	27.20	10.67	12.47	12.47	87.32	17.46	104.79	105.21	63.12
2	Non-Coking coal (Thermal Coal)	24.51	27.20	10.67	12.47	12.47	87.32	17.46	104.79	**104.79**	**104.79**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	27.20	10.80	11.78	11.78	82.43	16.49	98.92	99.31	59.59
4	Iron Ore/ Iron Ore Pellets	17.65	27.20	7.95	10.56	10.56	73.91	14.78	88.70	**88.70**	**88.70**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	27.20	7.95	10.56	10.56	73.91	14.78	88.70	89.05	53.43
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	27.20	11.43	12.21	12.21	85.50	17.10	102.60	103.01	61.81
6	Finished Fertilizer	58.95	27.20	23.04	21.84	21.84	152.87	30.57	183.45	184.19	110.51
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	27.20	14.14	15.77	15.77	110.38	22.08	132.46	132.99	79.79
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**										
b) Gearless vessles											
1	Coking Coal	24.51	27.20	5.56	11.45	11.45	80.17	16.03	96.21	96.59	57.96
2	Non-Coking coal (Thermal Coal)	24.51	27.20	5.56	11.45	11.45	80.17	16.03	96.21	**96.21**	**96.21**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	27.20	6.53	10.92	10.92	76.45	15.29	91.74	92.11	55.27
4	Iron Ore/ Iron Ore Pellets	17.65	27.20	5.46	10.06	10.06	70.43	14.09	84.52	**84.52**	**84.52**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	27.20	5.46	10.06	10.06	70.43	14.09	84.52	84.86	50.91
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	27.20	6.53	11.23	11.23	78.64	15.73	94.37	94.74	56.85
6	Finished Fertilizer	58.95	27.20	6.53	18.54	18.54	129.75	25.95	155.70	156.33	93.80
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	27.20	6.53	14.25	14.25	99.72	19.94	119.66	120.14	72.09
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms.** **2. Intraport Transportaton : The Rates per truck trip considered by PPT for geared vessles are higher than rate per truck considered for gearless vessels. Being a similar operation of intra transporation for geared/ gearless vessels, the rates adopted for geared vessesl are considered for gearless vessels also in the TAMP estimates also.**										

I P T Outside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Unloading from Trucks	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
AS PER PPT PROPOSAL											
a) Geared vessles											
1	Coking Coal	24.51	30.22	10.85	13.12	13.12	91.81	18.36	110.17	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	24.51	30.22	10.85	13.12	13.12	91.81	18.36	110.17		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	30.22	10.80	12.38	12.38	86.66	17.33	103.99		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	30.22	7.95	11.16	11.16	78.15	15.63	93.77		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	30.22	11.52	12.84	12.84	89.85	17.97	107.82		
6	Finished Fertilizer	58.95	30.22	23.04	22.44	22.44	157.10	31.42	188.52		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	30.22	14.14	16.37	16.37	114.61	22.92	137.53		
b) Gearless vessles											
1	Coking Coal	29.12	30.22	5.56	12.98	12.98	90.87	18.17	109.04	Not Proposed by PPT	Not Proposed by PPT
2	Non-Coking coal (Thermal Coal)	29.12	30.22	5.56	12.98	12.98	90.87	18.17	109.04		
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	24.52	30.22	7.85	12.52	12.52	87.63	17.53	105.15		
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	24.45	30.22	5.46	12.03	12.03	84.18	16.84	101.02		
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	24.68	30.22	8.16	12.61	12.61	88.29	17.66	105.95		
6	Finished Fertilizer	64.845	30.22	16.32	22.28	22.28	155.94	31.19	187.13		
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	41.25	30.22	7.50	15.79	15.79	110.56	22.11	132.67		
AS PER TAMP ESTIMATES											
a) Geared vessles											
1	Coking Coal	24.51	27.20	10.67	12.47	12.47	87.32	17.46	104.78	105.21	63.12
2	Non-Coking coal (Thermal Coal)	24.51	27.20	10.67	12.47	12.47	87.32	17.46	104.78	**104.78**	**104.78**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	27.20	10.80	11.78	11.78	82.43	16.49	98.92	99.31	59.59
4	Iron Ore/ Iron Ore Pellets	17.65	27.20	7.95	10.56	10.56	73.91	14.78	88.70	**88.70**	**88.70**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	27.20	7.95	10.56	10.56	73.91	14.78	88.70	89.05	53.43
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	27.20	11.43	12.21	12.21	85.49	17.10	102.59	103.00	61.80
6	Finished Fertilizer	58.95	27.20	23.04	21.84	21.84	152.87	30.57	183.44	184.18	110.51
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	27.20	14.14	15.77	15.77	110.38	22.08	132.46	132.99	79.79

Remarks for Modifications in TAMP Estimates :
1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms
2 Unloading from Trucks : It appears that equipment profile for wagon loading has been considered inadverdently by PPT. Conrrected as per equipment profile conaidered for IPT inside port area for cargo received by road.

b) Gearless vessles											
1	Coking Coal	**24.51**	27.20	5.56	11.45	11.45	80.18	16.04	96.21	96.60	57.96
2	Non-Coking coal (Thermal Coal)	**24.51**	27.20	5.56	11.45	11.45	80.18	16.04	96.21	**96.21**	**96.21**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	**20.88**	27.20	6.53	10.92	10.92	76.45	15.29	91.74	92.11	55.27
4	Iron Ore/ Iron Ore Pellets	**17.65**	27.20	5.47	10.06	10.06	70.44	14.09	84.53	**84.53**	**84.53**
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	**17.65**	27.20	5.47	10.06	10.06	70.44	14.09	84.53	84.86	50.92
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	**22.44**	27.20	6.53	11.23	11.23	78.63	15.73	94.36	94.74	56.84
6	Finished Fertilizer	**58.95**	27.20	6.53	18.54	18.54	129.75	25.95	155.70	156.32	93.79
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	**37.50**	27.20	6.53	14.25	14.25	99.72	19.94	119.66	120.14	72.09

Remarks for Modifications in TAMP Estimates :
1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms
2. Cargo unloadng from Trucks: It appears that equipment profile for wagon loading has been considered inadverdently by PPT. Conrrected as per equipment profile conaidered for IPT inside port area for cargo received by road.
3. Intraport Transportation : The Rates per truck trip considered by PPT for geared vessles are higher than rate per truck considered for gearless vessels. Being a similar operation of intra transporation for geared/ gearless vessels, the rates adopted for geared vessesl are considered for gearless vessels also in the TAMP estimates also.

Annex - IX

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method - 2 : Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises or vice versa.
(Import Break Bulk Cargo)

Sl. No.	Commodity Group	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin	Total rate	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
AS PER PPT PROPOSAL									
a) Import Cargo									
1	Bagged Cargo	20.00	4.00	4.00	28.00	5.60	33.60	Not Proposed by PPT	Not Proposed by PPT
2	Jumbo Bags	20.00	4.00	4.00	28.00	5.60	33.60		
3	Iron & Steel - Coils & Slabs	20.00	4.00	4.00	28.00	5.60	33.60		
4	Iron & Steel - pipes, tubes & plates	20.00	4.00	4.00	28.00	5.60	33.60		
5	Timber Logs - soft	20.00	4.00	4.00	28.00	5.60	33.60		
6	Timber Logs - hard	20.00	4.00	4.00	28.00	5.60	33.60		
7	Project cargo	30.00	6.00	6.00	42.00	8.40	50.40		
b) Export Cargo		**Not Proposed**							
AS PER TAMP ESTIMATES - No modification proposed expect foreign coastal rate									
a) Import Cargo									
1	Bagged Cargo	20.00	4.00	4.00	28.00	5.60	33.60	37.33	22.40
2	Jumbo Bags	20.00	4.00	4.00	28.00	5.60	33.60	37.33	22.40
3	Iron & Steel - Coils & Slabs	20.00	4.00	4.00	28.00	5.60	33.60	37.33	22.40
4	Iron & Steel - pipes, tubes & plates	20.00	4.00	4.00	28.00	5.60	33.60	37.33	22.40
5	Timber Logs - soft	20.00	4.00	4.00	28.00	5.60	33.60	37.33	22.40
6	Timber Logs - hard	20.00	4.00	4.00	28.00	5.60	33.60	37.33	22.40
7	Project cargo	30.00	6.00	6.00	42.00	8.40	50.40	56.00	33.60
b) Export Cargo		**Not Proposed**							

Annex - X

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method - 3 : Cargo unloaded onto truck and transported to storage yard with in port premises or vice versa
(Import & Export Break Bulk Cargo)

Sl. No.	Commodity Group	Intra Port Transportation	Stacking at Plot	Operational Overhead	Administrative Overhead	Total	Profit Margin	Total cost	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
IMPORT CARGO										
AS PER PPT PROPOSAL										
1	Bagged Cargo	60.00		12.00	12.00	84.00	16.80	100.80	Not Proposed by PPT	Not Proposed by PPT
2	Jumbo Bags	60.00	13.71	14.74	14.74	103.20	20.64	123.84		
3	Iron & Steel - Coils & Slabs	60.00	43.35	20.67	20.67	144.69	28.94	173.63		
4	Iron & Steel - pipes, tubes & plates	60.00	16.67	15.33	15.33	107.33	21.47	128.80		
5	Timber Logs - soft	60.00	179.48	47.90	47.90	335.27	67.05	402.32		
6	Timber Logs - hard	60.00	179.48	47.90	47.90	335.27	67.05	402.32		
7	Project cargo	100.00	165.48	53.10	53.10	371.67	74.33	446.00		
AS PER TAMP ESTIMATES - No modification proposed expect foreign coastal rate										
1	Bagged Cargo	60.00		12.00	12.00	84.00	16.80	100.80	112.00	67.20
2	Jumbo Bags	60.00	13.71	14.74	14.74	103.20	20.64	123.84	137.60	82.56
3	Iron & Steel - Coils & Slabs	60.00	43.35	20.67	20.67	144.69	28.94	173.63	192.92	115.75
4	Iron & Steel - pipes, tubes & plates	60.00	16.67	15.33	15.33	107.33	21.47	128.80	143.11	85.87
5	Timber Logs - soft	60.00	179.48	47.90	47.90	335.27	67.05	402.32	447.02	268.21
6	Timber Logs - hard	60.00	179.48	47.90	47.90	335.27	67.05	402.32	447.02	268.21
7	Project cargo	100.00	165.48	53.10	53.10	371.67	74.33	446.00	495.55	297.33

Sl. No.	Commodity Group	Intra Port Transportation	Loading to(*) Tarilers to movement to berth	Operational Overhead	Administrative Overhead	Total	Profit Margin	Total cost	Foreign Rate	Coastal Rate
EXPORT CARGO										
AS PER PPT PROPOSAL										
1	Bagged Cargo	60.00	40.37	20.07	20.07	140.52	28.10	168.62	Not Proposed by PPT	Not Proposed by PPT
2	Jumbo Bags	60.00	35.92	19.18	19.18	134.29	26.86	161.15		
3	Iron & Steel - Coils & Slabs	60.00	43.56	20.71	20.71	144.98	29.00	173.98		
4	Iron & Steel - pipes, tubes & plates	60.00	50.23	22.05	22.05	154.32	30.86	185.19		
5	Timber Logs - soft	60.00	100.56	32.11	32.11	224.78	44.96	269.74		
6	Timber Logs - hard	60.00	100.56	32.11	32.11	224.78	44.96	269.74		
7	Project cargo	100.00	195.84	59.17	59.17	414.18	82.84	497.01		
	(*) Note: Loading to Tarilers to movement to berth includes labour charges									
AS PER TAMP ESTIMATES - No modificaton proposed										
1	Bagged Cargo	60.00	40.37	20.07	20.07	140.52	28.10	168.62	187.36	112.41
2	Jumbo Bags	60.00	35.92	19.18	19.18	134.29	26.86	161.15	179.05	107.43
3	Iron & Steel - Coils & Slabs	60.00	43.56	20.71	20.71	144.98	29.00	173.98	193.31	115.99
4	Iron & Steel - pipes, tubes & plates	60.00	50.23	22.05	22.05	154.32	30.86	185.19	205.76	123.46
5	Timber Logs - soft	60.00	100.56	32.11	32.11	224.78	44.96	269.74	299.71	179.83
6	Timber Logs - hard	60.00	100.56	32.11	32.11	224.78	44.96	269.74	299.71	179.83
7	Project cargo	100.00	195.84	59.17	59.17	414.18	82.84	497.01	552.23	331.34

Annex - XI

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS -
Method - 4 : Cargo unloaded onto wharf and loaded on trucks and transported to storage yard within Port premises or vice versa.
(Import Break Bulk Cargo)

Sl. No.	Commodity Group	Intra Port Transportation	Stacking at Plot	Equipment at Berth	Operational Overhead	Administrative Overhead	Total	Profit Margin	Total cost	Foreign Rate	Coastal Rate
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
IMPORT CARGO											
AS PER PPT PROPOSAL											
1	Bagged Cargo	60.00		20.00	16.00	16.00	112.00	22.40	134.40	Not Proposed by PPT	Not Proposed by PPT
2	Jumbo Bags	60.00	13.71	20.00	18.74	18.74	131.20	26.24	157.44		
3	Iron & Steel - Coils & Slabs	60.00	43.35	20.00	24.67	24.67	172.69	34.54	207.23		
4	Iron & Steel - pipes, tubes & plates	60.00	16.67	20.00	19.33	19.33	135.33	27.07	162.40		
5	Timber Logs - soft	60.00	179.48	20.00	51.90	51.90	363.27	72.65	435.92		
6	Timber Logs - hard	60.00	179.48	20.00	51.90	51.90	363.27	72.65	435.92		
7	Project cargo	100.00	165.48	30.00	59.10	59.10	413.67	82.73	496.40		
AS PER TAMP ESTIMATES - No modification proposed expect foreign coastal rate											
1	Bagged Cargo	60.00		20.00	16.00	16.00	112.00	22.40	134.40	149.33	89.60
2	Jumbo Bags	60.00	13.71	20.00	18.74	18.74	131.20	26.24	157.44	174.93	104.96
3	Iron & Steel - Coils & Slabs	60.00	43.35	20.00	24.67	24.67	172.69	34.54	207.23	230.26	138.15
4	Iron & Steel - pipes, tubes & plates	60.00	16.67	20.00	19.33	19.33	135.33	27.07	162.40	180.44	108.27
5	Timber Logs - soft	60.00	179.48	20.00	51.90	51.90	363.27	72.65	435.92	484.36	290.61
6	Timber Logs - hard	60.00	179.48	20.00	51.90	51.90	363.27	72.65	435.92	484.36	290.61
7	Project cargo	100.00	165.48	30.00	59.10	59.10	413.67	82.73	496.40	551.55	330.93

Annex XII (a)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS
HIRE CHARGES OF EQUIPMENT AT BERTH APPLICABLE FOR SHORE HANDLING METHOD
IMPORT DRY BULK CARGO

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Berth (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3539.00	15.37
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3539.00	15.37
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	3.00	1700.00	8.00	1667.00	24.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
b) Gearless vessles						
1	Coking Coal	6.00	1700.00	8.00	4888.00	16.69
2	Non-Coking coal (Thermal Coal)	6.00	1700.00	8.00	4888.00	16.69
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6.00	1700.00	8.00	3464.00	23.56
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6.00	1700.00	8.00	4977.00	16.40
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6.00	1700.00	8.00	3333.00	24.48
6	Finished Fertilizer	6.00	1700.00	8.00	1667.00	48.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6.00	1700.00	8.00	3627.00	22.50

AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3600.00	15.11
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3600.00	15.11
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets. Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3360.00	16.19
6	Finished Fertilizer	3.00	1700.00	8.00	1667.00	24.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					
b) Gearless vessles						
1	Coking Coal	6.00	1700.00	8.00	4888.00	16.69
2	Non-Coking coal (Thermal Coal)	6.00	1700.00	8.00	4888.00	16.69
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6.00	1700.00	8.00	4167.00	19.58
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6.00	1700.00	8.00	4977.00	16.40
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6.00	1700.00	8.00	4167.00	19.58
6	Finished Fertilizer	6.00	1700.00	8.00	4167.00	19.58
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6.00	1700.00	8.00	4167.00	19.58
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					

I P T Outside Old Port Area

Sl. No.	Commodity Group	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Berth (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3539.00	15.37
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3539.00	15.37
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	4.00	1700.00	8.00	1667.00	32.63
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
b) Gearless vessles						
1	Coking Coal	6.00	1700.00	8.00	4888.00	16.69
2	Non-Coking coal (Thermal Coal)	6.00	1700.00	8.00	4888.00	16.69
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6.00	1700.00	8.00	3464.00	23.56
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6.00	1700.00	8.00	4977.00	16.40
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6.00	1700.00	8.00	3333.00	24.48
6	Finished Fertilizer	6.00	1700.00	8.00	1667.00	48.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6.00	1700.00	8.00	3627.00	22.50
AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3600.00	15.11
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3600.00	15.11
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3360.00	16.19
6	Finished Fertilizer	3.00	1700.00	8.00	1667.00	24.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms** **2. In respect of cargo item 6 for equipment at Berth, PPT has considerd 4 pay loaders for gearled vessels for outside the port area, whereas for similar operation for inside the port area, PPT has considered 3 pay loaders. Being a similar operation and nos. of payloaders for other cargo items considered same irrespective of inside and outside area, no. of payloader for cargo item 6 for outside area is modified to the tune of inside area under this method.**					
b) Gearless vessles						
1	Coking Coal	6.00	1700.00	8.00	4888.00	16.69
2	Non-Coking coal (Thermal Coal)	6.00	1700.00	8.00	4888.00	16.69
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	6.00	1700.00	8.00	4167.00	19.58
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	6.00	1700.00	8.00	4977.00	16.40
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	6.00	1700.00	8.00	4167.00	19.58
6	Finished Fertilizer	6.00	1700.00	8.00	4167.00	19.58
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	6.00	1700.00	8.00	4167.00	19.58
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 4,5 and 6 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					

Annex XII(b)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS EQUIPMENT HIRE CHARGES FOR INTRA PORT TRANSPORTAION APPLICABLE FOR SHORE HANDLING METHOD IMPORT DRY BULK CARGO

I P T inside Old Port Area

Sl. No.	Commodity Group	Hire charges for Dumper per Trip (Rs.)	Carrying Capacity per Dumper (in Metric Tonnes)	Intraport Transporation (Rs.per Metric Ton)
(1)	(2)	(3)	(4)	(5)
AS PER PPT PROPOSAL				
a) Geared vessles				
1	Coking Coal	419.69	16.00	26.23
2	Non-Coking coal (Thermal Coal)	419.69	16.00	26.23
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	493.33	22.00	22.42
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	533.35	24.00	22.22
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	538.50	24.00	22.44
6	Finished Fertilizer	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	0.00	0.00	37.50
b) Gearless vessles				
1	Coking Coal	419.69	16.00	26.23
2	Non-Coking coal (Thermal Coal)	419.69	16.00	26.23
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	493.33	22.00	22.42
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	533.35	24.00	22.22
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	538.50	24.00	22.44
6	Finished Fertilizer	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	0.00	0.00	37.50

AS PER TAMP ESTIMATES				
a) Geared vessles		**NO CHANGE**		
b) Gearless vessles		**NO CHANGE**		

I P T Outside Old Port Area

Sl. No.	Commodity Group	Hire charges for Dumper per Trip (₹.)	Carrying Capacity per Dumper (in Metric Tonnes)	Intraport Transporation (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)
AS PER PPT PROPOSAL				
a) Geared vessles				
1	Coking Coal	465.89	16.00	29.12
2	Non-Coking coal (Thermal Coal)	465.89	16.00	29.12
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	539.36	22.00	24.52
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	586.69	24.00	24.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	592.35	24.00	24.68
6	Finished Fertilizer	648.45	10.00	64.85
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	660.00	16.00	41.25
b) Gearless vessles				
1	Coking Coal	465.89	16.00	29.12
2	Non-Coking coal (Thermal Coal)	465.89	16.00	29.12
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	539.36	22.00	24.52
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	586.69	24.00	24.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	592.35	24.00	24.68
6	Finished Fertilizer	648.45	10.00	64.85
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	660.00	16.00	41.25

AS PER TAMP ESTIMATES				
a) Geared vessles		**NO CHANGE**		
b) Gearless vessles		**NO CHANGE**		

Annex XII (c)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS
HIRE CHARGES FOR STACKING CARGO AT STACYARD APPLICABLE FOR SHORE HANDLING METHOD
IMPORT DRY BULK CARGO

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of Equipment per Shift	Equipment Hire Charges per hour (Rs.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Stack (Rs. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	3.00	1700.00	8.00	3539.00	11.53
2	Non-Coking coal (Thermal Coal)	3.00	1700.00	8.00	3539.00	11.53
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	3.00	1700.00	8.00	3556.00	11.47
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	3.00	1700.00	8.00	4831.00	8.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3.00	1700.00	8.00	3333.00	12.24
6	Finished Fertilizer	3.00	1700.00	8.00	1667.00	24.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	2715.00	15.03
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3464.00	15.70
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	2.00	1700.00	8.00	1667.00	16.32
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	3627.00	11.25

AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	3.00	1700.00	8.00	3600.00	11.33
2	Non-Coking coal (Thermal Coal)	3.00	1700.00	8.00	3600.00	11.33
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	3.00	1700.00	8.00	3556.00	11.47
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	3.00	1700.00	8.00	4831.00	8.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3.00	1700.00	8.00	3360.00	12.14
6	Finished Fertilizer	3.00	1700.00	8.00	1667.00	24.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	2715.00	15.03
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
4	Iron Ore/ Iron Ore Pellets Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
6	Finished Fertilizer	2.00	1700.00	8.00	4167.00	6.53
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	4167.00	9.79
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 3, 5, 6,and 7 due to proposed change in productivty norms as per Annexure - 1 " Productivty Norms**					

I P T Outside Old Port Area

Sl. No.	Commodity Group	No. of Equipment per Shift	Equipment Hire Charges per hour (Rs.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Stack (Rs. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	3.00	1700.00	8.00	3539.00	11.53
2	Non-Coking coal (Thermal Coal)	3.00	1700.00	8.00	3539.00	11.53
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	3.00	1700.00	8.00	3556.00	11.47
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	3.00	1700.00	8.00	4831.00	8.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3.00	1700.00	8.00	3333.00	12.24
6	Finished Fertilizer	3.00	1700.00	8.00	1667.00	24.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	2715.00	15.03
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3464.00	15.70
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	2.00	1700.00	8.00	1667.00	16.32
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	3627.00	11.25

AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	3.00	1700.00	8.00	3600.00	11.33
2	Non-Coking coal (Thermal Coal)	3.00	1700.00	8.00	3600.00	11.33
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	3.00	1700.00	8.00	3556.00	11.47
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	3.00	1700.00	8.00	4831.00	8.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	3.00	1700.00	8.00	3360.00	12.14
6	Finished Fertilizer	3.00	1700.00	8.00	1667.00	24.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	2715.00	15.03
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
6	Finished Fertilizer	2.00	1700.00	8.00	4167.00	6.53
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	3.00	1700.00	8.00	4167.00	9.79
	Remarks for Modifications in TAMP Estimates : **1. Cost for stacking at plot has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					

Annex -XII(d)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS
HIRE CHARGES OF EQUIPMENT AT BERTH APPLICABLE FOR SHORE HANDLING METHOD
EXPORT DRY BULK CARGO RECEIVED BY RAIL

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Berth (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3539.00	15.37
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3539.00	15.37
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	4.00	1700.00	8.00	1667.00	32.63
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3464.00	15.70
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	4.00	1700.00	8.00	1667.00	32.63
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	3627.00	15.00
AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3600.00	15.11
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3600.00	15.11
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3360.00	16.19
6	Finished Fertilizer	4.00	1700.00	8.00	1667.00	32.63
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to proposed change in productivty norms as per Annexure - 1 " Productivty Norms**					
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
6	Finished Fertilizer	4.00	1700.00	8.00	4167.00	13.05
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	4167.00	13.05
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to proposed change in productivty norms as per Annexure - 1 " Productivty Norms**					

I P T Outside Old Port Area						
Sl. No.	**Commodity Group**	**No. of Equipment per Shift**	**Equipment Hire Charges per hour (₹.)**	**No. of hours per Shift**	**Productivty Norms per Shift (Metric Tonnes)**	**Equipment at Berth (₹. per Metric Ton)**
(1)	(2)	(3)	(4)	(5)	(6)	(7)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3539.00	15.37
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3539.00	15.37
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	4.00	1700.00	8.00	1667.00	32.63
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3464.00	15.70
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3333.00	16.32
6	Finished Fertilizer	4.00	1700.00	8.00	1667.00	32.63
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	3627.00	15.00
AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	4.00	1700.00	8.00	3600.00	15.11
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	3600.00	15.11
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	3556.00	15.30
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4831.00	11.26
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	3360.00	16.19
6	Finished Fertilizer	4.00	1700.00	8.00	1667.00	32.63
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	2715.00	20.04
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					
b) Gearless vessles						
1	Coking Coal	4.00	1700.00	8.00	4888.00	11.13
2	Non-Coking coal (Thermal Coal)	4.00	1700.00	8.00	4888.00	11.13
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1700.00	8.00	4977.00	10.93
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1700.00	8.00	4167.00	13.05
6	Finished Fertilizer	4.00	1700.00	8.00	4167.00	13.05
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1700.00	8.00	4167.00	13.05
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					

Annex XII (e)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS EQUIPMENT HIRE CHARGES FOR INTRA PORT TRASPORTION APPLICABLE FOR SHORE HANDLING METHOD EXPORT DRY BULK CARGO RECEIVED BY RAIL

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Hire charges for Dumper per Trip (₹.)	Carrying Capacity per Dumper (in Metric Tonnes)	Intraport Transporation (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)
AS PER PPT PROPOSAL					
a) Geared vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
b) Gearless vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50

AS PER TAMP ESTIMATES					
a) Geared vessles		**NO CHANGE**			
b) Gearless vessles		**NO CHANGE**			

I P T Outside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Hire charges for Dumper per Trip (₹.)	Carrying Capacity per Dumper (in Metric Tonnes)	Intraport Transporation (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)
AS PER PPT PROPOSAL					
a) Geared vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	29.48	589.50	20.00	29.48
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
b) Gearless vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
AS PER TAMP ESTIMATES					
a) Geared vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
	Remarks for Modifications in TAMP Estimates : **Intraport Transporatatiion : For cargo item no. 6, the carrying capacity has been considered to 10 MT per Truck as adopted uniformly by PPT for same cargo in the similar operations for other scnerios for varous methods**				
b) Gearless vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
	Remarks for Modifications in TAMP Estimates : **1. Intraport Transporatatiion : For cargo item no. 6, the carrying capacity has been considered to 10 MT per Truck as adopted uniformly by PPT for same cargo of similar operations for other scnerios for varous methods**				

Annex - XII(f)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS
HIRE CHARGES OF EQUIPMENT FOR CARGO STACKING AT STACK FOR SHORE HANDLING METHOD
EXPORT DRY BULK CARGO RECEIVED BY RAIL

I P T inside Old Port Area

Sl. No.	Commodity Group	Cargo Stacking at Plot	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Stack (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
AS PER PPT PROPOSAL							
a) Geared vessles							
1	Coking Coal	11.33	3.00	1700.00	8.00	3600.00	11.33
2	Non-Coking coal (Thermal Coal)	11.33	3.00	1700.00	8.00	3600.00	11.33
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.33	3.00	1700.00	8.00	3600.00	11.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
6	Finished Fertilizer	11.33	3.00	1700.00	8.00	3600.00	11.33
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	11.33	3.00	1700.00	8.00	3600.00	11.33
b) Gearless vessles							
1	Coking Coal	11.33	3.00	1700.00	8.00	3600.00	11.33
2	Non-Coking coal (Thermal Coal)	11.33	3.00	1700.00	8.00	3600.00	11.33
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.33	3.00	1700.00	8.00	3600.00	11.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
6	Finished Fertilizer	11.33	3.00	1700.00	8.00	3600.00	11.33
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	11.33	3.00	1700.00	8.00	3600.00	11.33
AS PER TAMP ESTIMATES							
a) Geared vessles			**NO CHANGE**				
b) Gearless vessles			**NO CHANGE**				

I P T Outside Old Port Area

Sl. No.	Commodity Group	Cargo Stacking at Plot	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Stack (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
AS PER PPT PROPOSAL							
a) Geared vessles							
1	Coking Coal	11.33	3.00	1700.00	8.00	3600.00	11.33
2	Non-Coking coal (Thermal Coal)	11.33	3.00	1700.00	8.00	3600.00	11.33
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.33	3.00	1700.00	8.00	3600.00	11.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
6	Finished Fertilizer	11.33	3.00	1700.00	8.00	3600.00	11.33
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	11.33	3.00	1700.00	8.00	3600.00	11.33
b) Gearless vessles							
1	Coking Coal	11.33	3.00	1700.00	8.00	3600.00	11.33
2	Non-Coking coal (Thermal Coal)	15.11	4.00	1700.00	8.00	3600.00	15.11
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	15.11	4.00	1700.00	8.00	3600.00	15.11
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	15.11	4.00	1700.00	8.00	3600.00	15.11
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	15.11	4.00	1700.00	8.00	3600.00	15.11
6	Finished Fertilizer	15.11	4.00	1700.00	8.00	3600.00	15.11
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	15.11	4.00	1700.00	8.00	3600.00	15.11
AS PER TAMP ESTIMATES							
a) Geared vessles			**NO CHANGE**				
b) Gearless vessles							
1	Coking Coal	11.33	3.00	1700.00	8.00	3600.00	11.33
2	Non-Coking coal (Thermal Coal)	11.33	3.00	1700.00	8.00	3600.00	11.33
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	11.33	3.00	1700.00	8.00	3600.00	11.33
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	11.33	3.00	1700.00	8.00	3600.00	11.33
6	Finished Fertilizer	11.33	3.00	1700.00	8.00	3600.00	11.33
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	11.33	3.00	1700.00	8.00	3600.00	11.33
	Remarks for Modifications in TAMP Estimates : **1. Cargo Stacking at Plot : 4 Nos. payloaders considered by PPT for cargo all the items exept for cargo item 1 under the scenerio as against the 3 nos. considered at for other 3 scenerios, which are similar in operations. No Reason for additional pay loader is brought out by PPT. Hence, modified to 3 no.s in line with other scenerios.**						

Annex -XII(g)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS
HIRE CHARGES OF EQUIPMENT AT BERTH APPLICABLE FOR SHORE HANDLING METHOD
EXPORT DRY BULK CARGO RECEIVED BY ROAD

I P T inside Old Port Area

Sl. No.	Commodity Group	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	No. of hours per Shift	Productivty Norms per Shift (Metric Tonnes)	Equipment at Berth (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(4)	(5)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	4.00	1200.00	8.00	3539.00	10.85
2	Non-Coking coal (Thermal Coal)	4.00	1200.00	8.00	3539.00	10.85
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1200.00	8.00	3556.00	10.80
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1200.00	8.00	4831.00	7.95
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1200.00	8.00	3333.00	11.52
6	Finished Fertilizer	4.00	1200.00	8.00	1667.00	23.04
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1200.00	8.00	2715.00	14.14
b) Gearless vessles						
1	Coking Coal	2.00	1700.00	8.00	4888.00	5.56
2	Non-Coking coal (Thermal Coal)	2.00	1700.00	8.00	4888.00	5.56
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	2.00	1700.00	8.00	3464.00	7.85
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	2.00	1700.00	8.00	4977.00	5.46
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	2.00	1700.00	8.00	3333.00	8.16
6	Finished Fertilizer	2.00	1700.00	8.00	1667.00	16.32
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	2.00	1700.00	8.00	3627.00	7.50
AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	4.00	1200.00	8.00	3600.00	10.67
2	Non-Coking coal (Thermal Coal)	4.00	1200.00	8.00	3600.00	10.67
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1200.00	8.00	3556.00	10.80
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1200.00	8.00	4831.00	7.95
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1200.00	8.00	3360.00	11.43
6	Finished Fertilizer	4.00	1200.00	8.00	1667.00	23.04
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1200.00	8.00	2715.00	14.14
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					
b) Gearless vessles						
1	Coking Coal	2.00	1700.00	8.00	4888.00	5.56
2	Non-Coking coal (Thermal Coal)	2.00	1700.00	8.00	4888.00	5.56
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	2.00	1700.00	8.00	4167.00	6.53
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	2.00	1700.00	8.00	4977.00	5.46
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	2.00	1700.00	8.00	4167.00	6.53
6	Finished Fertilizer	2.00	1700.00	8.00	4167.00	6.53
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	2.00	1700.00	8.00	4167.00	6.53
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to proposed change in productivty norms as per Annexure - 1 " Productivty Norms**					

I P T Outside Old Port Area						
Sl. No.	**Commodity Group**	**No. of Equipment per Shift**	**Equipment Hire Charges per hour (₹.)**	**No. of hours per Shift**	**Productivty Norms per Shift (Metric Tonnes)**	**Equipment at Berth (₹. per Metric Ton)**
(1)	(2)	(3)	(4)	(5)	(4)	(5)
AS PER PPT PROPOSAL						
a) Geared vessles						
1	Coking Coal	4.00	1200.00	8.00	3539.00	10.85
2	Non-Coking coal (Thermal Coal)	4.00	1200.00	8.00	3539.00	10.85
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1200.00	8.00	3556.00	10.80
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1200.00	8.00	4831.00	7.95
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1200.00	8.00	3333.00	11.52
6	Finished Fertilizer	4.00	1200.00	8.00	1667.00	23.04
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1200.00	8.00	2715.00	14.14
b) Gearless vessles						
1	Coking Coal	2.00	1700.00	8.00	4888.00	5.56
2	Non-Coking coal (Thermal Coal)	2.00	1700.00	8.00	4888.00	5.56
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	2.00	1700.00	8.00	3464.00	7.85
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	2.00	1700.00	8.00	4977.00	5.46
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	2.00	1700.00	8.00	3333.00	8.16
6	Finished Fertilizer	2.00	1700.00	8.00	1667.00	16.32
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	2.00	1700.00	8.00	3627.00	7.50
AS PER TAMP ESTIMATES						
a) Geared vessles						
1	Coking Coal	4.00	1200.00	8.00	3600.00	10.67
2	Non-Coking coal (Thermal Coal)	4.00	1200.00	8.00	3600.00	10.67
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	4.00	1200.00	8.00	3556.00	10.80
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	4.00	1200.00	8.00	4831.00	7.95
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	4.00	1200.00	8.00	3360.00	11.43
6	Finished Fertilizer	4.00	1200.00	8.00	1667.00	23.04
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	4.00	1200.00	8.00	2715.00	14.14
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 1, 2,and 5 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					
b) Gearless vessles						
1	Coking Coal	2.00	1700.00	8.00	4888.00	5.56
2	Non-Coking coal (Thermal Coal)	2.00	1700.00	8.00	4888.00	5.56
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	2.00	1700.00	8.00	4167.00	6.53
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	2.00	1700.00	8.00	4977.00	5.47
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	2.00	1700.00	8.00	4167.00	6.53
6	Finished Fertilizer	2.00	1700.00	8.00	4167.00	6.53
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	2.00	1700.00	8.00	4167.00	6.53
	Remarks for Modifications in TAMP Estimates : **1. Equipment at Berth has been modifed for cargo items 3, 5, 6,and 7 due to change in productivty norms as per Annexure - 1 " Productivty Norms**					

Annex - XII(h)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS EQUIPMENT HIRE CHARGES FOR INTRA PORT TRANSPORTAION APPLICABLE FOR SHORE HANDLING METHOD EXPORT DRY BULK CARGO RECEIVED BY ROAD

I P T inside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Hire charges for Dumper per Trip (₹.)	Carrying Capacity per Dumper (in Metric Tonnes)	Intraport Transporation (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)
AS PER PPT PROPOSAL					
a) Geared vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
b) Gearless vessles					
1	Coking Coal	24.51	465.89	16.00	29.12
2	Non-Coking coal (Thermal Coal)	24.51	465.89	16.00	29.12
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	539.36	22.00	24.52
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	586.69	24.00	24.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	592.35	24.00	24.68
6	Finished Fertilizer	58.95	648.45	10.00	64.85
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	660.00	16.00	41.25
AS PER TAMP ESTIMATES					
a) Geared vessles			**NO CHANGE**		
b) Gearless vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.39	22.00	20.88
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50

Remarks for Modifications in TAMP Estimates :

1. Intraport Transportaton : The Rates per truck trip considered by PPT for geared vessles are higher than rate per truck considered for gearless vessels. Being a similar operation of intra transporation for geared/ gearless vessels, the rates adopted for geared vessesl are considered for gearless vessels also in the TAMP estimates also.

I P T Outside Old Port Area

Sl. No.	Commodity Group	Intraport Transporation	Hire charges for Dumper per Trip (₹.)	Carrying Capacity per Dumper (in Metric Tonnes)	Intraport Transporation (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)
AS PER PPT PROPOSAL					
a) Geared vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	29.48	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
b) Gearless vessles					
1	Coking Coal	24.51	465.89	16.00	29.12
2	Non-Coking coal (Thermal Coal)	24.51	465.89	16.00	29.12
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	539.36	22.00	24.52
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	586.69	24.00	24.45
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	592.35	24.00	24.68
6	Finished Fertilizer	58.95	648.45	10.00	64.85
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	660.00	16.00	41.25
AS PER TAMP ESTIMATES					
a) Geared vessles		**NO CHANGE**			
b) Gearless vessles					
1	Coking Coal	24.51	392.10	16.00	24.51
2	Non-Coking coal (Thermal Coal)	24.51	392.10	16.00	24.51
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	20.88	459.38	22.00	20.88
4	Iron Ore/ Iron Ore Pellets, Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	17.65	423.54	24.00	17.65
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	22.44	538.50	24.00	22.44
6	Finished Fertilizer	58.95	589.50	10.00	58.95
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	37.50	600.00	16.00	37.50
	Remarks for Modifications in TAMP Estimates : **1. Intraport Transportaton : The Rates per truck trip considered by PPT for geared vessles are higher than rate per truck considered for gearless vessels. Being a similar operation of intra transporation for geared/ gearless vessels, the rates adopted for geared vessesl are considered for gearless vessels also in the TAMP estimates also**				

Annex -XII (i)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS
EQUIPMENT HIRE CHARGES FOR UNLAODING FROM TRUCK APPLICABLE FOR SHORE HANDLING METHOD
EXPORT DRY BULK CARGO RECEIVED BY ROAD

I P T inside Old Port Area

Sl. No.	Commodity Group	Unloading from Trucks	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	No. of hours per Shift	Productivity Norms per Shift (Metric Tonnes)	Equipment at Stack (₹. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
AS PER PPT PROPOSAL							
a) Geared vessles							
1	Coking Coal	27.20	2.00	1700.00	8.00	1000.00	27.20
2	Non-Coking coal (Thermal Coal)	27.20	2.00	1700.00	8.00	1000.00	27.20
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	27.20	2.00	1700.00	8.00	1000.00	27.20
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
6	Finished Fertilizer	27.20	2.00	1700.00	8.00	1000.00	27.20
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	27.20	2.00	1700.00	8.00	1000.00	27.20
b) Gearless vessles							
1	Coking Coal	27.20	2.00	1700.00	8.00	1000.00	27.20
2	Non-Coking coal (Thermal Coal)	27.20	2.00	1700.00	8.00	1000.00	27.20
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	27.20	2.00	1700.00	8.00	1000.00	27.20
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
6	Finished Fertilizer	27.20	2.00	1700.00	8.00	1000.00	27.20
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	27.20	2.00	1700.00	8.00	1000.00	27.20

AS PER TAMP ESTIMATES							
a) Geared vessles			**NO CHANGE**				
b) Gearless vessles			**NO CHANGE**				

I P T Outside Old Port Area							
Sl. No.	Commodity Group	Unloading from Trucks	No. of Equipment per Shift	Equipment Hire Charges per hour (Rs.)	No. of hours per Shift	Productivity Norms per Shift (Metric Tonnes)	Equipment at Stack (Rs. per Metric Ton)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
AS PER PPT PROPOSAL							
a) Geared vessles							
1	Coking Coal	30.22	8.00	1700.00	8.00	3600.00	30.22
2	Non-Coking coal (Thermal Coal)	30.22	8.00	1700.00	8.00	3600.00	30.22
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	30.22	8.00	1700.00	8.00	3600.00	30.22
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	30.22	8.00	1700.00	8.00	3600.00	30.22
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	30.22	8.00	1700.00	8.00	3600.00	30.22
6	Finished Fertilizer	30.22	8.00	1700.00	8.00	3600.00	30.22
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	30.22	8.00	1700.00	8.00	3600.00	30.22
b) Gearless vessles							
1	Coking Coal	30.22	8.00	1700.00	8.00	3600.00	30.22
2	Non-Coking coal (Thermal Coal)	30.22	8.00	1700.00	8.00	3600.00	30.22
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	30.22	8.00	1700.00	8.00	3600.00	30.22
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	30.22	8.00	1700.00	8.00	3600.00	30.22
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	30.22	8.00	1700.00	8.00	3600.00	30.22
6	Finished Fertilizer	30.22	8.00	1700.00	8.00	3600.00	30.22
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	30.22	8.00	1700.00	8.00	3600.00	30.22

AS PER TAMP ESTIMATES							
a) Geared vessles							
1	Coking Coal	27.20	2.00	1700.00	8.00	1000.00	27.20
2	Non-Coking coal (Thermal Coal)	27.20	2.00	1700.00	8.00	1000.00	27.20
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
4	Iron Ore/ Iron Ore Pellets	27.20	2.00	1700.00	8.00	1000.00	27.20
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	27.20	2.00	1700.00	8.00	1000.00	27.20
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
6	Finished Fertilizer	27.20	2.00	1700.00	8.00	1000.00	27.20
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	27.20	2.00	1700.00	8.00	1000.00	27.20
	Remarks for Modifications in TAMP Estimates : **1. Unloading from Trucks : It appears that equipment profile for wagon loading has been considered inadverdently by PPT. Corrected as per equipment profile considered for IPT inside port area for cargo received by road.**						
b) Gearless vessles							
1	Coking Coal	27.20	2.00	1700.00	8.00	1000.00	27.20
2	Non-Coking coal (Thermal Coal)	27.20	2.00	1700.00	8.00	1000.00	27.20
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
4	Iron Ore/ Iron Ore Pellets	27.20	2.00	1700.00	8.00	1000.00	27.20
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	27.20	2.00	1700.00	8.00	1000.00	27.20
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	27.20	2.00	1700.00	8.00	1000.00	27.20
6	Finished Fertilizer	27.20	2.00	1700.00	8.00	1000.00	27.20
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	27.20	2.00	1700.00	8.00	1000.00	27.20
	Remarks for Modifications in TAMP Estimates : **1. Unloading from Trucks : It appears that equipment profile for wagon loading has been considered inadverdently by PPT. Corrected as per equipment profile considered for IPT inside port area for cargo received by road.**						

Annex - XII(j)

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS
EQUIPMENT HIRE CHARGES FOR UNLOADING CARGO STACKING AT STACKYARD APPLICABLE SHORE HANDLING METHOD IMPORT BREAK BULK CARGO

Sl. No.	Commodity Group	Equipmment prescribed	No. of Equipment per Shift	Equipment Hire Charges per hour (₹.)	Productivity Norms per Shift (Metric Tonnes)	Equipment at Stack (₹. per Metric Ton)	Labour Cost per Metric Ton	Total cost
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
IMPORT CARGO								
AS PER PPT PROPOSAL								
1	Bagged Cargo	-	-	-	750.00	-		0.00
2	Jumbo Bags	Hook Attached loader	2.00	1200.00	1400.00	13.71		13.71
3	Iron & Steel - Coils & Slabs	30 MT Forklift	2.00	3750.00	1384.00	43.35		43.35
4	Iron & Steel - pipes, tubes & plates	10 MT Forklift	2.00	1250.00	1200.00	16.67		16.67
5	Timber Logs - soft	Log grabber	2.00	1250.00	500.00	40.00	139.48	179.48
6	Timber Logs - hard	Log grabber	2.00	1250.00	500.00	40.00	139.48	179.48
7	Project cargo	Crane	1.00	4375.00	333.33	135.00	30.48	165.48
		Forklift	1.00	1250.00				
AS PER TAMP ESTIMATES - No Change								

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS - EQUIPMENT HIRE CHARGES FOR LOADING TO TRAILER FOR MOVEMENT TO BERTH EXPORT BREAK BULK CARGO

Sl. No.	Commodity Group	Equipment prescribed	No. of Equipment per Shift	Equipment Hire Charges per shift (₹.)	Productivity Norms per Shift (Metric Tonnes)	Equipment cost (₹. per Metric Ton)	Labour Cost per Metric Ton	Labour cost per Tonne
EXPORT CARGO								
AS PER PPT PROPOSAL								
1	Bagged Cargo	-	-	-	750.00	-	40.37	40.37
2	Jumbo Bags	Crane	2.00	10000.00	1400.00	14.29	21.63	35.92
3	Iron & Steel - Coils & Slabs	Forklift	2.00	15000.00	1384.00	21.68	21.88	43.56
4	Iron & Steel - pipes, tubes & plates	Crane	3.00	10000.00	1200.00	25.00	25.23	50.23
5	Timber Logs - soft	Log grabber	2.00	10000.00	500.00	40.00	60.56	100.56
6	Timber Logs - hard	Log grabber	2.00	10000.00	500.00	40.00	60.56	100.56
7	Project cargo	Crane	1.00	35000.00	333.33	105.00	90.84	195.84

AS PER TAMP ESTIMATES - No Change							

Annex - XIII

DETERMINATION OF UPFRONT TARIFF FOR SHORE HANDLING OPERATIONS - Receipt and Delivery Operations

Delivery of Import Cargo

Sl. No.	Commodity Group	Equipment	Labour Cost	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL
A. Dry Bulk Cargo								
1	All Import Dry Bulk Cargo	8.50	2.27	2.15	2.15	15.08	3.02	18.10
B. Break Bulk Cargo								
1	Bagged Cargo	0.00	24.73	4.95	4.95	34.62	6.92	41.55
2	Jumbo Bags	33.33	24.73	11.61	11.61	81.28	16.26	97.54
3	Iron & Steel - Coils & Slabs	60.00	0.00	12.00	12.00	84.00	16.80	100.80
4	Iron & Steel - pipes, tubes & plates	100.00	0.00	20.00	20.00	140.00	28.00	168.00
5	Timber Logs - soft	33.33	24.73	11.61	11.61	81.28	16.26	97.54
6	Timber Logs - hard	33.33	14.84	9.63	9.63	67.44	13.49	80.93
7	Project cargo	116.67	58.07	34.95	34.95	244.64	48.93	293.56

Receipt of Export Cargo

A. DRY BUK CARGO - Receipt of Cargo by Rail

Sl. No.	Commodity Group	Equipment & Transporatation from Common Siding to Storage Plot	Labour Cost	Operational Overhead	Administrative Overhead	Total	Profit Margin	GRAND TOTAL
i). Inside the Port Area								
1	Coking Coal	54.73	111.83	10.95	33.31	210.82	42.16	252.98
2	Non-Coking coal (Thermal Coal)	54.73	111.83	10.95	33.31	210.82	42.16	252.98
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	51.10	111.83	10.22	32.59	205.74	41.15	246.89
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	47.87	297.81	9.57	69.14	424.39	84.88	509.27
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	52.66	422.63	10.53	95.06	580.88	116.18	697.06
6	Finished Fertilizer	**89.17**	297.81	17.83	77.40	482.21	96.44	578.66
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	67.72	297.81	13.54	73.11	452.18	90.44	542.62

ii) . Outside the Port Area

1	Coking Coal	57.62	111.83	11.52	33.89	214.86	42.97	257.83
2	Non-Coking coal (Thermal Coal)	57.62	111.83	11.52	33.89	214.86	42.97	257.83
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	53.20	111.83	10.64	33.01	208.67	41.73	250.40
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	49.63	297.81	9.93	69.49	426.86	85.37	512.23
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	54.90	422.63	10.98	95.51	584.02	116.80	700.83
6	Finished Fertilizer	95.07	297.81	19.01	78.58	490.47	98.09	588.56
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	71.47	297.81	14.29	73.86	457.43	91.49	548.92

B. DRY BUK CARGO - Receipt of Cargo by Road

Sl. No.	Commodity Group		Labour Cost	Operational Overhead	Administrative Overhead	Total	Profit Margin	GRAND TOTAL
1	All Export Dry Bulk Cargo		63.64	12.73	12.73	89.1	17.82	106.92

C. Break Bulk

Sl. No.	Commodity Group	Equipment Hire Cost	Labour Cost	Operational Overhead	Administrative Overhead	Total	Profit Margin (20% on E)	GRAND TOTAL
1	Bagged Cargo	0.00	70.00	0.00	14.00	84.00	16.80	100.80
2	Jumbo Bags	33.33	70.00	6.67	20.67	130.66	26.13	156.80
3	Iron & Steel - Coils & Slabs	97.67	43.48	19.53	28.23	188.91	37.78	226.70
4	Iron & Steel - pipes, tubes & plates	100.00	200.00	20.00	60.00	380.00	76.00	456.00
5	Timber Logs - soft	33.33	70.00	6.67	20.67	130.66	26.13	156.80
6	Timber Logs - hard	33.33	84.00	6.67	23.47	147.46	29.49	176.96
7	Project cargo	150.00	70.00	30.00	44.00	294.00	58.80	352.80

Annex - XIV

PARADIP PORT TRUST
UPFRONT TARIFF FOR STEVEDORING AND SHORE HANDLING SERVICES

Part I - Definitions and General conditions

(I). Definitions:

(i). "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Directorate General of Shipping/ Competent Authority.

(ii). "Foreign-going vessel" shall mean any vessel other than coastal vessel.

(iii). 'Stevedoring' includes loading and unloading and stowage of cargo in any form on board the vessels in Port.

(iv). 'Shore handling' includes arranging and receiving the cargo to/from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/to wagons /trucks.

(v). 'Stevedore' is an authorized agent for loading and unloading and anchorage of cargo in any form on board the vessels in ports and to whom the licence has been given under regulations.

(vi). 'Shore handling agent' is an authorized agent for arranging the receiving the cargo to/ from the hook point, intermodal transport from wharf to stock yard and vice-versa and also receiving and delivering of cargo from/ to wagons/ trucks.

(II). General conditions:

(i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.

(ii). System of classification of vessel for levy of Vessel Related Charges (VRC)

(a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.

(b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.

(iii). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate

(a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

(b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

(c). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

(iv). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate

(a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:

(i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.

(ii). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

** The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.*

(b). In case of a Foreign flag vessel converted to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

(v). All the charges shall be denominated in Indian Rupees.

(vi). This tariff is not applicable for BOT/ BOOT operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2005, 2008 and 2013.

(vii). This tariff is applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.

(viii). (a). The tariff notified is ceiling level.

(b). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The authorized agent may, if he so desires, charge lower rates and/or allow higher rebates and discounts.

(c). The authorized agent may also, if he so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

(d). The authorized agent should, however, notify the public such lower rates and/ or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

(ix). The authorized agent shall charge only for services provided by him. No notional booking of labour and other similar notional charges would be permitted.

(x). If any new cargo is to be handled which is not notified/ not included in the list, then the port may categorise that cargo under any one of the cargo categories based on the nature, physical characteristics and the method of handling that cargo.

(xi). Services for other miscellaneous activities and also the handling charges for specific cargoes when Port takes custody of cargo as per Section 42 of MPT Act shall continue to be levied by Port as per TAMP notified SOR.

(xii). The tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1st January 2017 and 31 December of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into effect from 1st April of the relevant year to 31st March of the following year.

(xiii). All the operators shall furnish to the Major Port Trust and TAMP annual reports on cargo traffic, ship berth day output, per shift output within a month following the end of financial year in respect of stevedoring/ shore handling operations licensed by the port. Any other information which may be required by TAMP shall also be furnished to them from time to time.

(xiv). TAMP shall publish on its website all such information received from operators and Major Port Trusts. However, TAMP shall consider a request from any operator or Major Port Trust about not publishing certain data/ information furnished which may be commercially sensitive. Such requests should be accompanied by detailed justification regarding the commercial sensitiveness of the data/ information in question and the likely adverse impact on their revenue/ operation of upon publication. TAMP's decision in this regard would be final.

(xv). The performance norms prescribed for various commodities shall be the minimum that should be achieved by the operator. These performance norms shall be incorporated in the bid documents.

(xvi). The performance actually achieved by the operator shall be monitored by both the Port and the TAMP on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port will initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port.

(xvii). In the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by the TAMP, he may prefer a representation to TAMP which, thereafter, shall conduct an inquiry into the representation and give its finding to the concerned Major Port Trust. The Major Port Trust will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.

(xviii). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.50 shall be taken as 0.50 unit and fractions of 0.50 and above shall be treated as one unit, except where otherwise specified.

(xix). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.

(xx). As per coastal policy direction issued by the MOS and notified by this Authority vide Order No.TAMP/4/2004-Genl. dated 7 January 2005 and 15 March 2005 –

(a). The cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL (including crude oil), iron ore and iron ore pellets, should not exceed 60% of the corresponding charges for normal cargo/container related charges.

(b). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship shore transfer and transfer from/to quay to/from storage yard including wharfage.

(c). In case of container related charges, the concession is applicable on composite box rate. Where itemised charges are levied, the concession will be on all the relevant charges for ship shore transfer and transfer from/to quay to/from storage yard as well as wharfage on cargo and containers.

(As and when there is a change in the policy direction issued by the MOS on the coastal concession policy, the same will be communicated to the port.)

(xxi). The ceiling tariff as indicated in the tariff schedule is exclusive of hire cost of Harbour Mobile Crane (HMC), which will be paid by the importer/ exporter vessel owner as per the rate notified by the Authority, directly to the HMC operators licensed by the PPT.

(xxii). Wharfage, storage charges and other miscellaneous charges shall continue to be levied by the port as per the prevailing scale of rates.

(xxiii). All taxes and duties, as may be applicable from time to time, including Service Tax / GST shall be paid extra.

Part – II

A. STEVEDORING CHARGES.

1a. Dry Bulk Cargo (Imports)

(amount in ₹ per tonne)

Sl. No.	Commodity	Geared Vessels		Gearless Vessels	
		Foreign	Coastal	Foreign	Coastal
1	Coking Coal	17.95	10.77	3.02	1.81
2	Non-Coking coal (Thermal Coal)	17.88	17.88	3.01	3.01
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	18.14	10.88	3.02	1.81
4	Iron Ore/ Iron Ore Pellets	14.07	14.07	3.01	3.01
4a	Bentonite, Bauxite, Copper Concentrate, Lead & Zinc Ore	14.13	8.48	3.02	1.81
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	15.00	9.00	3.02	1.81
6	Finished Fertilizer	35.35	21.21	3.02	1.81
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	22.84	13.71	3.02	1.81

1b. Dry Bulk Cargo (Exports)

(amount in ₹ per tonne)

Sl. No.	Commodity	Geared Vessels		Gearless Vessels	
		Foreign	Coastal	Foreign	Coastal
1	Coking Coal	17.95	10.77	2.94	1.77
2	Non-Coking coal (Thermal Coal)	17.88	17.88	2.93	2.93
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	18.14	10.88	2.94	1.77
4	Iron Ore/ Iron Ore Pellets	14.07	14.07	2.93	2.93
4a	Bentonite, Bauxite, Copper Concentrate, Lead & Zinc Ore	14.13	8.48	2.94	1.77
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	15.00	9.00	2.94	1.77
6	Finished Fertilizer	35.35	21.21	2.94	1.77
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	22.84	13.71	2.94	1.77

2. Break Bulk cargo

(amount in ₹ per tonne)

Sl. No.	Commodity	Foreign	Coastal
i.	**Import cargo**		
1	Bagged Cargo	173.57	104.14
2	Jumbo Bags	132.99	79.79
3	Iron & Steel - Coils & Slabs	134.52	80.71

4	Iron & Steel - pipes, tubes & plates	124.04	74.42
5	Timber Logs - soft	372.36	223.42
6	Timber Logs - hard	372.36	223.42
7	Project cargo	271.36	162.81
ii. Export Cargo			
1	Bagged Cargo	210.91	126.54
2	Jumbo Bags	170.32	102.19
3	Iron & Steel - Coils & Slabs	171.86	103.11
4	Iron & Steel - pipes, tubes & plates	161.37	96.82
5	Timber Logs - soft	409.69	245.82
6	Timber Logs - hard	409.69	245.82
7	Project cargo	268.58	161.15

3. Hatch Finishing /trimming charges for Dry Bulk Cargo

(Rate per M.T in ₹.)

Sl. No.	Commodity	Geared Vessels		Gearless Vessels	
		Foreign	Coastal	Foreign	Coastal
1	Coking Coal	0.44	0.26	0.50	0.30
2	Non-Coking coal (Thermal Coal)	0.44	0.44	0.50	0.50
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	0.44	0.26	0.50	0.30
4	Iron Ore/ Iron Ore Pellets	0.44	0.44	0.50	0.50
4a	Bentonite, Bauxite, Copper Concentrate, Lead & Zinc Ore	0.44	0.26	0.50	0.30
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	0.44	0.26	0.50	0.30
6	Finished Fertilizer	0.44	0.26	0.50	0.30
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	0.44	0.26	0.50	0.30

B. Shore Handling Charges

1. Dry Bulk Cargo

i. Import Cargo

(Rate per M.T in ₹.)

Sl. No.	Commodity	Method -2 Cargo unloaded from ship to the truck (without hoppers) and moved to storage yard with in port premises		Method-4 Cargo unloaded from ship to the wharf and loaded onto truck and going to the consignees premises		Method- 5 Cargo unloaded from ship to the wharf and loaded onto the trucks and moved to storage yard with in port premises	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
A) CARGO TRANSPORTATION INSIDE THE PORT AREA							
GEARED VESSELS							
1	Coking Coal	63.36	38.02	25.49	15.29	88.85	53.31
2	Non-Coking coal (Thermal Coal)	63.11	63.11	25.39	25.39	88.49	88.49
3	Lime Stone/ Dolomite/ Clinker/ Other similar dry bulk cargo	57.18	34.31	25.80	15.48	82.98	49.79
4	Iron Ore/ Iron Ore Pellets	51.52	51.52	18.92	18.92	70.44	70.44
4a	Bentonite, Bauxite, Copper Concentrate, Lead & Zinc Ore	51.73	31.04	18.99	11.40	70.72	42.43
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	58.33	35.00	27.31	16.39	85.64	51.38
6	Finished Fertilizer	140.72	84.43	41.28	24.77	182.01	109.20

Sl. No.	Commodity	Method -2 Cargo unloaded from ship to the truck (without hoppers) and moved to storage yard with in port premises		Method-4 Cargo unloaded from ship to the wharf and loaded onto truck and going to the consignees premises		Method- 5 Cargo unloaded from ship to the wharf and loaded onto the trucks and moved to storage yard with in port premises	
		Foreign	**Coastal**	**Foreign**	**Coastal**	**Foreign**	**Coastal**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	88.60	53.16	33.80	20.28	122.40	73.44
GEARLESS VESSELS							
1	Coking Coal	63.02	37.81	28.15	16.89	91.17	54.70
2	Non-Coking coal (Thermal Coal)	62.77	62.77	28.04	28.04	90.81	90.81
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	59.84	35.90	33.03	19.82	92.87	55.72
4	Iron Ore/ Iron Ore Pellets	55.69	55.69	27.54	27.54	83.22	83.22
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	55.91	33.55	27.65	16.59	83.56	50.14
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	59.87	35.92	33.03	19.82	92.90	55.74
6	Finished Fertilizer	110.45	66.27	33.03	19.82	143.48	86.09
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	79.77	47.86	33.03	19.82	112.80	67.68
B) CARGO TRANSPORTATION OUTSIDE THE PORT AREA							
GEARED VESSELS							
1	Coking Coal	68.23	40.94	25.49	15.29	93.72	56.23
2	Non-Coking coal (Thermal Coal)	67.96	67.96	25.39	25.39	93.35	93.35
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	60.71	36.43	25.80	15.48	86.52	51.91
4	Iron Ore/ Iron Ore Pellets	55.26	55.26	18.92	18.92	74.17	74.17
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	55.48	33.29	18.99	11.40	74.47	44.68
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	62.11	37.27	27.31	16.39	89.42	53.65
6	Finished Fertilizer	150.67	90.40	41.29	24.78	191.96	115.18
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	94.92	56.95	33.80	20.28	128.71	77.23
GEARLESS VESSELS							
1	Coking Coal	67.89	40.73	28.15	16.89	96.04	57.62
2	Non-Coking coal (Thermal Coal)	67.62	67.62	28.04	28.04	95.65	95.65

Sl. No.	Commodity	Method -2 Cargo unloaded from ship to the truck (without hoppers) and moved to storage yard with in port premises		Method-4 Cargo unloaded from ship to the wharf and loaded onto truck and going to the consignees premises		Method- 5 Cargo unloaded from ship to the wharf and loaded onto the trucks and moved to storage yard with in port premises	
		Foreign	**Coastal**	**Foreign**	**Coastal**	**Foreign**	**Coastal**
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	63.37	38.02	33.03	19.82	96.40	57.84
4	Iron Ore/ Iron Ore Pellets	59.43	59.43	27.54	27.54	86.97	86.97
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	59.67	35.80	27.65	16.59	87.32	52.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	63.65	38.19	33.03	19.82	96.68	58.01
6	Finished Fertilizer	120.40	72.24	33.03	19.82	153.43	92.06
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	86.09	51.66	33.03	19.82	119.12	71.47

ii. <u>a) Export Cargo (Cargo hauled by Rail)</u>

(Rate per M.T in ₹.)

Sl. No.	Commodity	Method -2 Cargo moved from Storage yard, with in Port premises and unloaded from truck (without hoppers) for loading into ship		Method- 5 Cargo moved from Storage yard, with in Port premises and unloaded onto the wharf for loading into the ship.	
		Foreign	**Coastal**	**Foreign**	**Coastal**
A) CARGO TRANSPORTATION INSIDE THE PORT AREA					
GEARED VESSELS					
1	Coking Coal	60.45	36.27	85.94	51.56
2	Non-Coking coal (Thermal Coal)	60.21	60.21	85.60	85.60
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	54.34	32.60	80.14	48.08
4	Iron Ore/ Iron Ore Pellets	48.69	48.69	67.61	67.61
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	48.88	29.33	67.88	40.73
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	56.96	34.18	84.27	50.56
6	Finished Fertilizer	118.56	71.13	173.61	104.17
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	82.37	49.42	116.17	69.70
GEARLESS VESSELS					
1	Coking Coal	60.45	36.27	79.22	47.53
2	Non-Coking coal (Thermal Coal)	60.21	60.21	78.90	78.90
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	54.34	32.60	76.36	45.81
4	Iron Ore/ Iron Ore Pellets	48.69	48.69	67.04	67.04

4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	48.88	29.33	67.31	40.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	56.96	34.18	78.98	47.39
6	Finished Fertilizer	118.56	71.13	140.58	84.35
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	82.37	49.42	104.39	62.63
A) CARGO TRANSPORTATION OUTSIDE THE PORT AREA					
GEARED VESSELS					
1	Coking Coal	60.45	36.27	85.94	51.56
2	Non-Coking coal (Thermal Coal)	60.21	60.21	85.60	85.60
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	54.34	32.60	80.14	48.08
4	Iron Ore/ Iron Ore Pellets	48.69	48.69	67.61	67.61
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	48.88	29.33	67.88	40.73
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	56.96	34.18	84.27	50.56
6	Finished Fertilizer	118.55	71.13	173.60	104.16
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	82.37	49.42	116.17	69.70
GEARLESS VESSELS					
1	Coking Coal	60.45	36.27	79.22	47.53
2	Non-Coking coal (Thermal Coal)	60.21	60.21	78.91	78.91
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	54.34	32.60	76.36	45.81
4	Iron Ore/ Iron Ore Pellets	48.69	48.69	67.04	67.04
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	48.89	29.34	67.31	40.39
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	56.97	34.18	78.99	47.39
6	Finished Fertilizer	118.56	71.13	140.58	84.35
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	82.37	49.42	104.39	62.63

b) Export Cargo (Cargo by Road)

Sl. No.	**Commodity**	**Method -2** Cargo moved from Storage yard, with in Port premises and unloaded from truck (without hoppers) for loading into ship		**Method-4** Cargo received directly from consignees premises and unloaded onto the wharf for loading into ship		**Method- 5** Cargo moved from Storage yard, with in Port premises and unloaded onto the wharf for loading into the ship.	
		Foreign	**Coastal**	**Foreign**	**Coastal**	**Foreign**	**Coastal**
A) CARGO TRANSPORTATION INSIDE THE PORT AREA							
GEARED VESSELS							
1	Coking Coal	87.22	52.33	17.99	10.80	105.21	63.12
2	Non-Coking coal (Thermal Coal)	86.87	86.87	17.92	17.92	104.79	104.79
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	81.10	48.66	18.21	10.93	99.31	59.59

Sl. No.	Commodity	Method -2 Cargo moved from Storage yard, with in Port premises and unloaded from truck (without hoppers) for loading into ship		Method-4 Cargo received directly from consignees premises and unloaded onto the wharf for loading into ship		Method- 5 Cargo moved from Storage yard, with in Port premises and unloaded onto the wharf for loading into the ship.	
		Foreign	**Coastal**	**Foreign**	**Coastal**	**Foreign**	**Coastal**
4	Iron Ore/ Iron Ore Pellets	75.34	75.34	13.35	13.35	88.70	88.70
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	75.65	45.39	13.41	8.04	89.05	53.43
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	83.73	50.24	19.28	11.57	103.01	61.81
6	Finished Fertilizer	145.32	87.19	38.87	23.32	184.19	110.51
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	109.13	65.48	23.86	14.31	132.99	79.79
GEARLESS VESSELS							
1	Coking Coal	87.22	52.33	9.38	5.63	96.59	57.96
2	Non-Coking coal (Thermal Coal)	86.87	86.87	9.34	9.34	96.21	96.21
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	81.10	48.66	11.01	6.61	92.11	55.27
4	Iron Ore/ Iron Ore Pellets	75.34	75.34	9.17	9.17	84.52	84.52
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	75.65	45.39	9.21	5.53	84.86	50.91
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	83.73	50.24	11.01	6.61	94.74	56.85
6	Finished Fertilizer	145.32	87.19	11.01	6.61	156.33	93.80
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	109.13	65.48	11.01	6.61	120.14	72.09
A) CARGO TRANSPORTATION OUTSIDE THE PORT AREA							
GEARED VESSELS							
1	Coking Coal	87.21	52.33	17.99	10.80	105.21	63.12
2	Non-Coking coal (Thermal Coal)	86.86	86.86	17.92	17.92	104.78	104.78
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	81.10	48.66	18.21	10.93	99.31	59.59
4	Iron Ore/ Iron Ore Pellets	75.34	75.34	13.35	13.35	88.70	88.70
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	75.65	45.39	13.41	8.04	89.05	53.43
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	83.73	50.24	19.28	11.57	103.00	61.80
6	Finished Fertilizer	145.31	87.19	38.86	23.32	184.18	110.51

Sl. No.	Commodity	Method -2 Cargo moved from Storage yard, with in Port premises and unloaded from truck (without hoppers) for loading into ship		Method-4 Cargo received directly from consignees premises and unloaded onto the wharf for loading into ship		Method- 5 Cargo moved from Storage yard, with in Port premises and unloaded onto the wharf for loading into the ship.	
		Foreign	**Coastal**	**Foreign**	**Coastal**	**Foreign**	**Coastal**
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	109.13	65.48	23.86	14.31	132.99	79.79
GEARLESS VESSELS							
1	Coking Coal	87.21	52.33	9.39	5.63	96.60	57.96
2	Non-Coking coal (Thermal Coal)	86.86	86.86	9.35	9.35	96.21	96.21
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	81.10	48.66	11.01	6.61	92.11	55.27
4	Iron Ore/ Iron Ore Pellets	75.34	75.34	9.18	9.18	84.53	84.53
4a	Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	75.65	45.39	9.22	5.53	84.86	50.92
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	83.73	50.24	11.01	6.61	94.74	56.84
6	Finished Fertilizer	145.31	87.19	11.01	6.61	156.32	93.79
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	109.13	65.48	11.01	6.61	120.14	72.09

2. Break Bulk Cargo

i. Import Cargo

(Rate per M.T in ₹.)

Sl. No.	Commodity	Method -2 Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises		Method-3 Cargo unloaded onto truck and transported to storage yard with in port premises		Method- 4 Cargo unloaded onto wharf and loaded on trucks and transported to storage yard with Port premises.	
		Foreign	**Coastal**	**Foreign**	**Coastal**	**Foreign**	**Coastal**
1	Bagged Cargo	37.33	22.40	112.00	67.20	149.33	89.60
2	Jumbo Bags	37.33	22.40	137.60	82.56	174.93	104.96
3	Iron & Steel - Coils & Slabs	37.33	22.40	192.92	115.75	230.26	138.15
4	Iron & Steel - pipes, tubes & plates	37.33	22.40	143.11	85.87	180.44	108.27
5	Timber Logs - soft	37.33	22.40	447.02	268.21	484.36	290.61
6	Timber Logs - hard	37.33	22.40	447.02	268.21	484.36	290.61
7	Project cargo	56.00	33.60	495.55	297.33	551.55	330.93

ii. Export Cargo

(Rate per M.T in ₹.)

Sl. No.	Commodity	Method-3 Cargo loaded onto truck in storage yard with in port premises and unloaded for loading into ship	
		Foreign	**Coastal**
1	Bagged Cargo	187.36	112.41

2	Jumbo Bags	179.05	107.43
3	Iron & Steel - Coils & Slabs	193.31	115.99
4	Iron & Steel - pipes, tubes & plates	205.76	123.46
5	Timber Logs - soft	299.71	179.83
6	Timber Logs - hard	299.71	179.83
7	Project cargo	552.23	331.34

C. Receipt and Delivery of Cargo

i. Delivery of Import Cargo

Sl. No.	Commodity group	Rate per Tonne (in ₹)
A.	Dry bulk Cargo	
1.	All Import Dry Bulk Cargo	18.10
B.	Break Bulk Cargo	
1	Bagged Cargo	41.55
2	Jumbo Bags	97.54
3	Iron & Steel - Coils & Slabs	100.80
4	Iron & Steel - pipes, tubes & plates	168.00
5	Timber Logs - soft	97.54
6	Timber Logs - hard	80.93
7	Project cargo	293.56

ii. Receipt of Export Cargo

Sl. No.	Commodity Group	Rate per Tonne (in ₹.)
A, Dry Bulk Cargo received by Rail		
i). Inside the Port Area		
1	Coking Coal	252.98
2	Non-Coking coal (Thermal Coal)	252.98
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	246.89
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	509.27
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	697.06
6	Finished Fertilizer	578.66
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	542.62
ii) . Outside the Port Area		
1	Coking Coal	257.83
2	Non-Coking coal (Thermal Coal)	257.83
3	Lime Stone/ Dolomite/ Clinker/Other similar dry bulk cargo	250.40
4	Iron Ore/ Iron Ore Pellets/ Bentonite, Bauxite, Copper Concentrate, Led & Zinc Ore	512.23
5	Pig Iron Ingots, Alumina & similar dry bulk cargo	700.83
6	Finished Fertilizer	588.56
7	Other Dry Bulk Cargo (Pet Coke, Met Coke, LAM coke, Coke Breeze etc.)	548.92
B. Dry Bulk Cargo received by Road All export Dry Bulk Cargo		106.92
C. Break Bulk Cargo		
1	Bagged Cargo	100.80
2	Jumbo Bags	156.80
3	Iron & Steel - Coils & Slabs	226.70
4	Iron & Steel - pipes, tubes & plates	456.00
5	Timber Logs - soft	156.80
6	Timber Logs - hard	176.96
7	Project cargo	352.80

PART III

PERFORMANCE NORMS:

A. Dry Bulk Cargo:

The Performance Standards for dry bulk cargo will be as prescribed in the Berthing Policy vide letter No.PD-11033/73/2013-PT(pt) dated 16 June 2016 for dry bulk cargo as stipulated in clause 7.1. of the guidelines issued by the Ministry of Shipping for fixation of upfront tariff for stevedoring and shore handling operations.

B. Break bulk Cargo:

Sl. No.	Cargo Group	Norms in Tonnes per Hook per Shift
1	Bagged Cargo	750
2	Jumbo Bags	1400
3	Iron & Steel - Coils & Slabs	1384
4	Iron & Steel - pipes, tubes & plates	1200
5	Timber Logs - soft	500
6	Timber Logs - hard	500
7	Project cargo	333

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

F. No. TAMP/65/2016-PPT		**Proposal received from Paradip Port Trust (PPT) for fixation of Ceiling Rate for Stevedoring and Shore Handling Operation at PPT.**

A summary of comments received from the users and the response of PPT thereon is tabulated below:

Sr. No.	Comments of user / user organisation	Comments of PPT
1.	**Paradip Port Stevedores Association (PPSA)**	
(i).	**Import of C.Coal & Non Coking Coal for Geared & Gearless Vessels.** (a). General Purpose Mazdoor (GPM) - may be considered as 110 to 120 for Geared vessel & 150 to 160 Nos for G/Less vessel.	PPT has considered 30 nos GPM for gearless vessel and 20 nos GPM for geared vessel. The figures considered by PPT is overall assumption based on actual engagement. Going by the concept of Stevedores Association - GPM requirement for vessel operation per shift would be to the tune of about 140 (20nos x 7 vessels) per shift. Also, there are other activities like wagon cleaning carried out by GPM which is more labour intensive. In addition, some other miscellaneous activities are also carried out by GPM. This clearly substantiates the fact that the figures considered by PPT is realistic. Moreover, the calculation for deployment of 110 to 120 GPMs for geared vessels and 150 to 160 GPM for gearless vessels has not been furnished by PPSA.
	(b). Hiring of Pay loaders inside the holds for finishing - 3 to 4 shifts (each hold) instead of 2 shifts.	As per actual deployment observed during vessel operation, 2 shifts have been considered which has been agreed to by some of the importers during discussion and the cost break-up also matches with their present costing.
	(c). Port Gangs hiring for finishing hatches – 2.5 gangs for Geared & 3.5 Gangs for Gearless vessel.	For partial discharge, hiring of port gang for finishing hatches is not a requirement. It has been observed that on an average about 6 Mazdoors (0.75 gangs) are booked both for geared and gearless vessel.
	(d). Excavator hiring /engagement – 50 to 60 hours in total for cargo trimming / bulk head cleaning jobs for both vessels going for Part discharge or full discharge operations at Port.	Rates for small pay loaders and excavators are same. The item at S No. 1(2) above covers this part and no additional cost to be built up for same.
	(e). Average per Dumper – 15 MT to be considered instead of 16 MT.	While Coking Coal average is around 16, for South African Coal its about 17 MT. Keeping the present operation in view, average of 16

		which is being achieved is considered by PPT.
(ii).	**<u>Import of Lime Stone/ Dolomite/ Clinker & similar Dry Bulk Cargo</u>.** (a). GPM- may be considered as 80 to 100 for Geared & 100 to 120 for Gearless vessel. (b). Hiring of Pay loaders inside the holds for finishing - 4 to 5 shifts (each hold) instead of 2 shifts. (c). Port Gangs hiring for finishing hatches – 2.5 gangs for Geared & 3.5 for Gearless. (d). Average per Dumper – 20 MT to be considered instead of 22 MT.	 Refer to the comments given above. As per actual development observed during vessel operation, 2 shifts have been considered which some of the importers have agreed during discussion and cost break –up also matches with their present costing. For partial discharge, hiring of port gang for finishing hatches is not a requirement. It has been observed that on an average about 6 Mazdoors (0.75 gangs) are booked both for geared and gearless vessels. Moreover, hardly any such gangs are booked for Lime Stone vessel. Considering bulk density of fluxes ranging between 1.6 -1.8, average per dumper for fluxes is above 22 MT. Hence, PPT has rightly considered 22 MT for calculation purpose.
(iii).	**<u>Export of Iron Ore / Iron Ore Pellets etc.,</u>** (a). GPM- may be considered as 80 to 100 instead given as 20. (b). Small Excavator hiring /engagement – 5 shifts X 8 hrs X 5 Hatches = 200 Hrs l for cargo trimming to meet the MMD requirements. (c). Average per Dumper – 21 MT to be considered instead of 24 MT because of Low Grade cargo.	 PPT has considered GPM as per operational requirement. Detailed comments are given earlier. PPT has considered excavator/ payholder for hatch @ 2 shift. Same is to be considered for calculation purpose. Bulk density of low grade iron ore is about 2, so the average of 24 MT is in line with what is presently being achieved.

(iv).

Import of Project Cargo :

The upfront ceiling price is quite less as major expenses in handling project cargo is towards engagement of shore crane, forklift, hydra crane, rigger, gear and labour gang. Apart from Intra Port Transportation, all other headings need to be revised as per the following manner.

Import (Break Bulk Cargo)								
	Berth Day Output (MT/Day)	Stevedoring	Equipment @ Berth	Intra Port Transportation	Cargo Stacking at Plot	Loading for Dispatch	Water Sprinkling/ Road cleaning	Rate (₹./MT)
Project cargo	1000	157.52	33.60	168.00	176.40	97.55	2.50	635.57
Proposed rate for revision	1000	225.00	54.00	168.00	270.00	340.80	2.50	1060.30
Stevedoring	We have taken the figure considering actual handling cost for the last three years including allowable margin.							
Equipment at Berth & Inside hatch	One 10T forklift is required at berth right from starting of vessel operation till completion and one 15T/25T forklift inside hatch combings at least for four shifts.							
Cargo stacking at plot	We have taken one 50T crane, one 10T forklift, one 5T forklift, two half plot gang (considering two hooks stevedoring gang booking), gears and rigger expenses.							
Loading for dispatch	One 50T crane, one 10T forklift, half CFH gang, gear and riggers require to be engaged to load 10 - 12 trailers in a shift.							

The calculation has been reviewed and the rate may be revised to ₹. 1036.47 per MT as calculated.

(The PPT vide its letter dated 30 December 2016 has furnished workings in this regard, separately).

(v).

Export of Project Cargo:

Break Bulk cargo Export							
	Berth Day Output (MT/Day)	Stevedoring	Cargo Unloading	Equipment for Loading into Trailers	IPT from Plot to Vessel	Water Sprinkling	Rate (₹./MT)
Project cargo	1000	224.72	156.80	329.01	168.00	2.50	881.02
Proposed rate for revision	1000	292.00	204.00	362.00	168.00	2.50	1028.50

Justification	The revised rate is incorporated considering actual cost for handling of export cargo of previous years including allowable margin.

Project Cargo was never exported from PPT for which actual data is not available. However, as per the calculation for import, it may be revised to ₹. 1127.42 as calculated.

(The PPT vide its letter dated 30 December 2016 has furnished workings in this regard, separately).

(vi).

The Port should work out the rates taking into consideration all aspects of costs, local conditions & giving special focus on the trade, which should not only be encouraging but also trade friendly at the same time. Further, the Port to have a provision for all such escalation of fuel costs, labour costs/VDA and equipment hiring costs etc. at regular intervals.

The Upfront Ceiling Tariff worked by PPT leaves no flexibility & is highly competitive. Even after the Port attains the required infrastructural changes and productivity norms go high close to desired level of the Ministry/ Port / BCG, the costs remain the same, rather may slightly go up from stevedores end. Therefore, PPSA requests the Port to not keep such provision.

Moreover, sharing of revenue as proposed at ₹. 5/-PMT cargo handled by individual stevedoring house may further be looked

No specific comments furnished by the Port.

	into as it seems high in the present market scenario. This may be kept at a low level which will be acceptable to all. For the execution purpose, in respect of the items not covered in the operation list/ break up submitted by PPT to TAMP, the stevedoring company should have the liberty to discuss with respective Principal & finalize the rate. Besides this one vital legal aspect is that whether TAMP can legally fix normative tariff for Stevedores or not, as Stevedores operate under a license issued to them through Stevedoring Regulations gazetted by the respective Ports. These regulations are issued under Section 123/124 of MPT Act. TAMP, as per the MPT Act, is mandated to fix tariffs for services rendered at Ports only under Section 42(3) of the MPT Act. Since Stevedoring service does not come under Section 42(3), TAMP is not empowered to fix tariff for this service. This legal position may be examined before proceeding to implement this new Stevedoring Policy. The fixation of Normative Tariff by TAMP may be kept in abeyance till such time the legal position is clarified, as delay in or non-fixation of Normative tariff by TAMP will not affect the operations at the Ports.	
2.	**Jindal Steel & Power Limited (JSPL)**	
(i).	**General Ceiling Rates :** Ceiling Rates for stevedoring as proposed by Paradip Port trust seem to be marginally higher and may need a further downward revision.	The ceiling tariff proposed by PPT has been worked out taking into account the engagement of equipment, labour on realistic basis and as per the modalities prescribed by the Ministry of Shipping. The rates prescribed are ceiling tariff and importers / exporters are free to agree for a lower rate with their Stevedoring and Shore Handling Agent.
(ii).	**Revenue Share :** The revenue share of ₹.5/- PMT wrt all dry bulk and break bulk cargo is excessive :	The royalty proposed by PPT is only a token amount and several infrastructure development activities are undertaken by PPT which would be beneficial for service providers in long run. This has been considered as per the revenue share discovered in a tender for HMCs.
(a).	Paradip in any case is the most expensive Port on the East Coast wrt Statutory charges and stevedoring and other moffusil activities. Any increase will add an unnecessary burden on the Importers/ Exporters.	Revenue sharing is to be parted with by the stevedores from their profit. It is nothing to impact on overall cost.
(b).	Steel industry currently is suffering from an acute recession and may not be able to afford any further enhancement in Tariff.	The proposed rate calculated by PPT are based on realistic data. However, this is ceiling rate and can be negotiated with the service providers.

(c).	The Higher burden on stevedores may result in deterioration of their service quality.	Revenue sharing is to be parted with by the stevedores from their profit. It is nothing to impact on overall cost.
(d).	The Port Infrastructure is highly underdeveloped and needs improvement esp. in areas as enumerated below. Any additional funds so garnered by the PPT should be effectively utilized for its improvement.	Port has undertaken various infrastructure development projects to augment productivity: such as increase in apron area of berths, widening as well as development of roads to facilitate faster movement / improvement in Intra-port transportation, Adequate water sprinkling, illumination throughout the storage plot, drainage etc.
	(i). Additional Weighbridges to address the issue of Idle Freight and Excessive Punitives due to over loading and under loading of Rakes.	Installation of in-motion Railway weighbridge is in advance stage and expected to be commissioned within 6 months.
	(ii). Mechanized Rake Loading.	Not Relevant.
	(iii).Concretized Plots with high standing to ensure better cargo storage and prevention of cargo sliding/ contamination/ water logging.	Not Relevant.
	(iv).Ballastless tracks to prevent frequent derailment which affect Port Throughput.	Not Relevant.
(iii).	**Export Of Steel Plates (Break Bulk) :** The Rate of ₹.1000/- PMT is way too excessive. Most Railway Goods Sheds and Private stack yards in the nation performing similar activity are having rates ranging from ₹.150 to ₹. 250/-. These rates can be easily verified from Industry and railways as well. It is thus requested that the Rates for Steel plates handling be capped at ₹.250/- MT.	One of the main cost components is the cost towards Clearing Forwarding and Handling (CFH) workers under the CFH scheme which was constituted as per the directive of the Apex Court. However, Special Severance Package (SSP) Scheme has been introduced for these CFH workers, who would be phased out in 2-3 years' time. This will bring down the cost substantially. However, the productivity norms are revised from 2100 MT/day to 3600 MT/day and accordingly the revised Celling Tariff worked out to ₹. 802.93 per MT.
(iv).	**Model Service Level Agreement for Stevedores:** Most stevedores engaged by Importers / Exporters are providing end to end services. Thus Model Service Level Agreements (SLAs) should be made a part and parcel of the Tariff formalizations and may also be published on the Port and TAMP Portals.	Not Relevant.
	Additional comments received from JSPL	
(i).	**Import:** In general, all raw-material imported at PPT incurs approx ₹.60 PMT additionally towards Rail Dead-Freight and Punitive Charges. Though said additional cost has no direct bearing on Stevedore handling cost, but same is incurred on account of their poor performances and as an Importer, JSPL cannot pass it on to them.	Dead-freight is incurred for rake loading below the carrying capacity prescribed by Rlys and similarly punitive is paid for loading beyond the cushion prescribed over the carrying capacity. Dead-freight and Punitive varies depending on the distance from source and loading being done by service provider. This requires close monitoring and analysis of data on regular basis for taking corrective action. This requires expertise and mainly surveyors are engaged for carrying out Volumetirc

		Assessment of wagon loading to control opportunity loss of dead-freight. However, to protect the interest of importers, relevant provision may be incorporated in the Agreement with the stevedores.
(ii).	**Export:**	
(a).	**Iron Ore Pellets:** Proposed rate of ₹.596.41 PMT for non-mechanized loading operations is phenomenally high compared to the rates offered in other Private Ports. JSPL incurs another ₹.150 PMT additionally for Wharfage, Plot Rent, Cess, Terminal, Siding and Haulage Charges. Whereas, Rates offered in other Private Ports for similar such operations stands at ₹.330 PMT inclusive of all of the afore-said additional cost.	One of the main cost components is the cost towards CFS workers under the CFH scheme which was constituted as per the directive of the Apex Court. However, SSP Scheme has been introduced for these CFH workers, who would be phased out in 2-3 years' time. This will bring down the cost substantially.
(b).	**Steel:** Proposed handling rate of ₹.1000.94 PMT is **3 times higher** than other Federal and Private Ports. Rates offered at other Ports are as follows: (i) Vizag Port Trust: ₹. 401 PMT including Free Storage for 45 days. (ii) Gangavaram Port Pvt Ltd: ₹. 301 PMT including Free Storage for 40 days.	PPT primarily handles dry bulk commodity. Due to negligible volume of break bulk – adequate support in terms of equipment is not available for break bulk including steel as same is highly cost intensive. The new Multipurpose Berth being developed will handle Clean Cargo/ Container with rates at per with private ports. However, the productivity norms is revised from 2100 MT/day to 3600 MT /day and accordingly the revised Ceiling Tariff works out to ₹. 802.93/MT.
(c).	Importer/Exporter should be able to recover financial losses arising out of vendor's poor performance up to a mutually agreed level.	No specific comments furnished by the Port.
(d).	In comparison with other Ports operating in East Coast, PPT is definitely the most expensive Port if both Statutory and Non-Statutory expenses are included; further escalation will be an added burden on the Importer/ Exporter which may force them to divert the cargo to other economical ports who offer other value added services.	No specific comments furnished by the Port.
3.	**Tata Steel Limited (TSL)**	
(i).	The ceiling rates for import Bulk cargo proposed by PPT is on higher side that the present market tariff. The primary reason for higher tariff proposed by PPT is due to lower productively parameters considered, than actually being achieved by many of the importers / exporters.	The ceiling tariff proposed by PPT taking into account the engagement of equipment's, labour is on realistic basis. The rates prescribed are ceiling tariff and major importers/exporters like Tata Steel, SAIL and others can always get discount based on volume guarantee from the service providers.
(ii).	Further, there is need for some service level parameters like: (i). Guaranteed Discharge / Load rate for vessel operation. (ii). Minimum wagon load to contain loss. (iii). Storage of maximum cargo for optimum utilization of plot – which would vary depending on type of cargo & bulk density.	Not Relevant.

	The idea of these norms, which at present few of the importers have introduced with their stevedores, is to bring in efficiency and help in reduction of integrated logistic cost by way of dispatch earning/ containing demurrage for vessel, idle freight/ punitive minimization for rake and optimum utilization of storage yard of plot.	
(iii)	In view of the above, the TSL requestto revise the ceiling tariff in downward direction considering increased productivity norms. Further, the service level parameters also should be incorporated as part of scope for carrying out Stevedoring and Shore Handling work at Paradip.	No specific comments furnished by the Port.

2. A joint hearing in the case in reference was held on 23 November 2016 at the PPT premises. The PPT has made a brief power point presentation of its proposal. At the joint hearing, the PPT and the users have made the following submissions:

Paradip Port Trust

(i). Based on the Guidelines issued by the Government, the PPT has formulated a proposal for fixation of rates for Stevedoring and Shore handling operations for all types of cargo. After hearing the stake holders, TAMP would Gazette the rates.

(ii). The present system of Stevedoring licence covers activities of loading/ unloading and stowage of cargo on board the ship; excludes shore handling activity; charges are market driven and are as per the contractual agreement between the service receiver and the stevedore. The stevedore does not pay any revenue share to the Port.

(iii). The new Stevedoring policy covers combined activities of loading/ unloading and stowage of cargo on board the ship and shore handling of cargo at wharf, transportation to/ from yard and delivery/ receipt, ceiling charges are required to be fixed upfront by TAMP. Further, the stevedore & the shore handling agent have to pay royalty/ revenue share to the Port on per tonne basis.

(iv). The Stevedoring operation involves loading/ unloading of cargo into/ from ships, on board stowage operation including deployment of equipment & labour, unhooking/ hooking of cargo in the wharf and supervision.

(v). The Shore handling operation involves loading/ unloading of cargo at the wharf, intraport transportation of cargo between storage area and wharf, loading/ unloading of trucks at wharf for direct shipment/ direct delivery, cleaning of wagons, loading/ unloading of trucks/ wagons as well as shifting of cargo to/ from stacking area, heaping/ high heaping, collection of spilled cargo and supervision.

(vi). For fixation of tariff, cargo has been grouped into dry bulk and break bulk, as per guidelines. For dry bulk cargo, the stevedoring activity has been considered for geared and gearless vessels. For break bulk cargo, operations involving only geared vessel is considered. Ours is predominantly dry bulk cargo handling port. Since only minimal containers are handled at the port, containers have been excluded from the scope of this proposal.

(vii). As stipulated in the Guidelines, capital costs for equipment have not been considered. As such, no depreciation cost has also been considered.

(viii). As mentioned in the Guidelines, cost towards hire of equipment, labour, operational overheads, administrative overheads have been considered. Allowable margin of 20% of operating cost has also been considered.

(ix). No licence fee and no Royalty cost have been considered as costs in the determination of proposed tariff.

(x). The average productivity achieved during the 1st 6 months of the year 2016-17 viz., April 2016 to September 2016, has been taken as the basis for calculation of ceiling rate for major dry bulk cargo. We have not taken anything arbitrarily.

(xi). The proposal is for a period of 3 years. We request TAMP to approve the rates after hearing the stakeholder.

J.M Baxi (representing Stevedores)

(i). We welcome the initiative taken by the Port.

(ii). With regard to Project cargo, the proposed rate is not feasible. Moreover the rate for the Project Cargo has been proposed on per MT basis which is not correct.

(iii). The assumptions considered to arrive at the costs for handling of Project Cargo is not correct. Please have a relook at the costs.

(iv). We are paying for 2 set of people for the same work. Port labour is good for handling bulk cargo and not for Project cargo. We are forced to hire port labour for Project cargo. If we are allowed to handle private labour cost will come down. We also want to offer a better rate to customers.

(v). Can we bring in our own equipment, instead of hiring?
(PPT: The cost captures the hire cost of equipment. It is upto the Stevedore to decide to bring in own equipment or hired equipment.)

(vi). There is no reference in the proposal with regard to the escalation in rates over a period of three years.

(PPT: The rates are subject to annual indexation at 60% of the WPI as per Guidelines. This aspect was missed out in our proposal. It will be incorporated.)

(vii). Indexation based on WPI will not be sufficient. WPI does not reflect the market condition.

(viii). In the calculation of rates for dry bulk cargo, deployment of some equipment and cost of rendering of some services has not been considered. Further, some services have not been included in the scope of work. For e.g. for iron ore export, cost towards hard trimming has not been considered. Hatch finishing is not taken into account. Forklift inside the Hatch is not considered.
(PPT: Yes, there are omissions on this account. We will look into this.)

(ix). Rate for steel cargo is quite low. We will give our workings to the port and TAMP for Project cargo and Steel cargo.

SAIL

(i). We now incur a rate of ₹ 87/- per MT towards Stevedoring. The rate is now proposed at ₹ 133/- per MT.

(ii). The Royalty rate of ₹ 5/- per MT should not be imposed upon us.

JSPL

(i). The existing rates for Stevedoring paid by us are more or less comparable to the proposed rates.

(ii). The Royalty rate of ₹ 5/- per MT should not become an extra burden on us.

(PPT: The recovery of Royalty rate is between the Stevedore and the user. The port is not a party to it.)

(iii). Steel plate rates need to be relooked. We have big plan to export steel plate through the Paradip Port. We look at the rate of ₹. 700 at the productivity level of 3500 tonnes. ₹. 1000/- per tonne is not acceptable to us. The rate is for a lower productivity. We will give our costing and a copy of our Agreement with our stevedore.
(PPT: JSPL may give their working to us and TAMP).