KOLKATA PORT TRUST

HALDIA DOCK COMPLEX

AN ISO- 9001: 2015 ORGANISATION

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No. : GM(Engg.)/1037/TAMP/264 Dated: 08/02/2019

To
The Secretary
Tariff Authority of Major Ports
4th Floor, Bhandar Bhavan,
Muzawar Pakhadi Road, Madzagaon,
Mumbai- 400 019

Sir,

Sub: Mechanization of Berth no-3 on DBFOT basis at Haldia Dock Complex for a concession period of 30 years- Submission of TAMP Application for approval of Up-front tariff –Reg.

Ref : (i) Letter no.TAMP/41/2018- KoPT dated 04/12/2018.
(ii) GM(Engg.)/1037/TAMP/258 dated: 15/01/2019.
(iii) Your office email dated 24/01/2019.

A proposal for approval of up-front Tariff on PPP mode related to Mechanization of Berth no-3 of Haldia Dock Complex was sent to TAMP vide letter no- GM(Engg)/1037/67 dated 11/05/2018. The hearing of TAMP was also held on 07.06.2018.

2. By the time it was decided in the meeting taken by Hon'ble Minister of Shipping on 12.07.2018 at Vishakhapatnam that the proposed project would be taken up on EPC mode from KoPT's internal resources. Accordingly, DIB proposal was sent to Ministry of Shipping and in the DIB meeting held on 14.12.2018 at New-Delhi chaired by Secretary (Shipping) , it was decided that the Project will be implemented through PPP mode. KoPT was asked to submit a fresh proposal accordingly for appraisal by the SFC at the earliest. Hence, Proposal of Up-front tariff on PPP mode had been submitted for approval.

3. Reference your e-mail dated 24/01/19, the reply to the queries raised from your end are mentioned **as Annexure-A.**

4. The proposal dated 15/01/2019 was submitted as per the equity IRR. However, the Project IRR and EIRR have been computed and incorporated in the DPR **(Annexure-B).**

5. The storage charges for the aforesaid application dated 15/01/19 as mentioned in Sl.no.5 of Annexure-A incorporated in the application to TAMP **(Annexure-C).**

6. The aforesaid proposal has been approved by Board in their meeting dated 31/01/2019. The resolution of BoT is enclosed **as Annexure-D.**

Therefore, it is requested that the proposed upfront Tariff may kindly be considered and sanction for the same may kindly be communicated at the earliest.

This is for approval of Dy. Chairman (H).

Enclo : As stated above.

Yours faithfully,

(A. Ganesan)
General Manager (Engineering)

HALDIA DOCK COMPLEX

KOLKATA PORT TRUST

ENGINEERING DEPARTMENT

TAMP APPLICATION

FOR

MECHANIZATION OF BERTH NO. 3 ON DESIGN, BUILD, FINANCE, OPERATE, TRANSFER ("DBFOT") BASIS AT HALDIA DOCK COMPLEX

DECEMBER'2018

1. Introduction

The Haldia Dock Complex handled 40.5 million tonnes during the financial year 2017-18 against its assessed capacity of 50.9 million tonnes. The traffic at HDC has increased during the last year from 34.14 million tonnes to 40.5 million tonnes. The traffic at HDC had declined during the last few years from 42.3 million tonnes in 2005-06 to minimum of 28.08 million tonnes in 2012-13 and picked up gradually to 34.14 million tonnes in 2016-17 and to 40.5 million tonnes in the last financial year. The traffic handled at Haldia Dock Complex during last eight years is given under Table -1. The decline in traffic in the past is due to reduction in handling of iron ore (environmental/ mining issue) and POL (crude oil diversion to Paradip) coupled with the reduction of draft in the river resulting in smaller vessels/ vessel with smaller parcel size calling at port. The past reduction of the traffic is also attributable to two competitive ports Paradip and Dhamra taking away HDC traffic as these two ports are having deeper drafts.

Table -1

(in Million Tonnes)

Year	POL	Iron Ore	Fertilizers & Fert. Raw Materials	Coal	Containers	Other/ Misc. Cargo	Total
2010-11	9.65	5.95	0.46	8.18	2.84	7.92	35.00
2011-12	7.91	3.94	0.52	7.29	2.62	8.74	31.02
2012-13	6.19	1.71	0.39	6.48	2.87	10.44	28.08
2013-14	6.10	2.17	0.56	6.95	2.23	10.50	28.51
2014-15	5.52	2.34	0.80	7.24	1.96	13.15	31.01
2015-16	7.09	0.87	0.64	7.27	1.37	16.27	33.51
2016-17	6.78	1.16	0.47	7.34	2.47	15.92	34.14
2017-18	8.14	1.58	0.70	9.50	2.67	17.91	40.5

2. Hinterland of Kolkata/ Haldia:

Kolkata/ Haldia have a vast hinterland, comprising the entire Eastern India including West Bengal, Bihar, Jharkhand, eastern part of Uttar Pradesh, north east of Madhya Pradesh, Chhattisgarh, Assam and other North Eastern States and the two landlocked neighboring countries viz. Nepal and Bhutan. But the primary hinterland consists of West Bengal, Jharkhand and Bihar

which have major industries consuming fuel/ raw materials imported through this port. The industrial development, commerce and trade of this vast hinterland are inseparably linked to the life and development of Kolkata Port and vice-versa.

3. Existing facilities for Handling Dry Bulk

Berth	Length in m	Cargo Handled	Capacity* (million tonnes)	Remarks
Inside Dock Basin				
Berth 2	260	Coal, Coke, Limestone, Iron ore	4.00	2 MHC's for loading / unloading of coal
Berth 3	337	POL products, Paraxylene, Chemicals	1.75	Bare berth
Berth 4	284	Thermal Coal	3.70	Mechanized berth for Coastal export of Thermal coal.
Berth 4 A	245	Coal	3.50	Mechanized berth for unloading Coal
Berth 4 B	181	Coal, coke, iron ore	4.00	2 MHC's for loading / unloading of coal
Berth 6 & 7	234	Vegetable oil, chemicals, iron ore	2.00	Berth no.6 & 7 is presently used for unloading of Liquid cargo
Berth 8	218	Coal, coke	4.00	2 MHC's for loading / unloading of coal
Floating Jetty	150	Coal, Jipsam	2.5	One Floating and one fixed Crane for grabUnloading
Total:			**25.45**	

(*) Capacity as re-assessed by HDC.

4. Existing system of Handing Dry Bulk Cargo

Coal Berths Occupancy (BO) & Capacity

Berth No	Cargo	BO 2013-14	BO 2014-15	BO 2015-16	BO 2016-17	BO 2017-18
2	Coal	81.10%	85.98%	86.43%	78.11%	86.80%
8	Coal	79.88%	83.78%	88.02%	78.62%	83.99%
4A	Coking coal	73.71%	65.99%	70.71%	71.99%	78.02%
4B	Mix coal	64.82%	76.69%	83.74%	78.90%	86.31%
All	All coals	62.12%	58.80%	71.35%	66.59%	72.83%
Total	All 13 berths	*69.53%	*66.92%	73.98%	69.38%	72.83%

*Excluding Berth No. 5

** Berth No. 2, 4, 4A, 4B & 8.

5. Projects undertaken for dry bulk handling

5.1. The Port has constructed & commissioned a floating jetty in the current fiscal for handling barges which will bring coal from Sagar Roads handled through Transloader and transhipment operations. The assessed capacity of this jetty is around 2.5 MTPA. The floating cranes for trans loading operations are also expected to be in place by the end of this year.

5.2. Due to growing need for handling dry bulk and other developments in the hinterland, HDC has decided to review the proposal of Mechanisation of Berth 3 with reference to the traffic demands. Accordingly, HDC engaged IPA to prepare a Feasibility Report of the proposed investment. The Feasibility Report for Mechanisation of Berth No 3 at Haldia Dock Complex has been submitted by IPA. However, HDC saw that capacity of some of the equipments recommended by IPA is on higher side. Accordingly, HDC prepared Detailed Projecvt Report(DPR) and cocept layout of the Plant. Estimate of Rs 331.94 Cr plus GST of the project have been prepared based on budgetary offer from the EPC Copntractors and on the basis of existing order rate of HDC.

6. Project Overview

As indicated earlier, the port has decided to set-up a Mechanisation of Berth No. 3 for dry bulk cargo at Haldia Dock Complex with required back- up facilities through PPP on DBFOT basis. It is fully mechanized berth with a dedicated stockyard with equipment for dispatch by Rail. Such a system can handle only import of Coal. However, considering the uncertainties in the coal traffic, it is recommended that the facilities could have a flexibility to handle suitable other dry bulk cargo, which, could be handled with certain provisions for cleaning the conveyors and the stock piles. One of such commodity could be limestone whose traffic has been generally on the rise.

The Salient features of the project are as follows;

i. The berth is located inside the impounded Dock basin of Haldia Dock Complex. The berth no 3 has a length of about 337 M and a width of 15.75 m. The berth can handle panamax vessels upto 90,000 DWT with LOA up to 230 m and an average parcel size of 24,000 tonnes.

ii. The berth will be equipped with 2 no rail mounted gantry grab type unloaders with a capacity of 1500 TPH each. For this purpose the existing berth no 3 structure has to be provided with rails over which the unloaders will travel on the quay. The rail span of the proposed gantry grab unloaders have to be tailor made **(13.687m)** to suit its width.

iii. The coal/coking coal unloaded by the two un-loaders will discharge into a single dock conveyor to be located on the rear side of the main berth structure on the piles and interconnecting beams. This conveyor will be an elevated one with a rated capacity of 3000 TPH commensurate with the capacity two unloaders.

iv. The coal from the dock conveyor will be conveyed through an elevated conveyor system to cross over the main road behind berth and then to the yard conveyor for stacking.

v. The coal from the stack yard reclaimed by stacker cum reclaimer (operating in reclaiming mode) will be conveyed to a stationary SILO.

vi. Two no Stacker cum Reclaimers each having a rate capacity of 3000 TPH for stacking 2000 TPH capacity for reclaiming are planned for stock piling coal into the stack yard and then for evacuation through wagon loading.

vii. The coal from the stationary SILO will be loaded into railway wagons through a rapid wagon loading system in which the wagons will be moving.

viii. The system will have a substation for receipt and distribution of HT and LT power for operating the mechanized system consisting of two no Gantry Grab Unloaders, the belt conveyor system, two no Stacker cum Reclaimers, Rapid Wagon loading system, supporting utilities etc.,

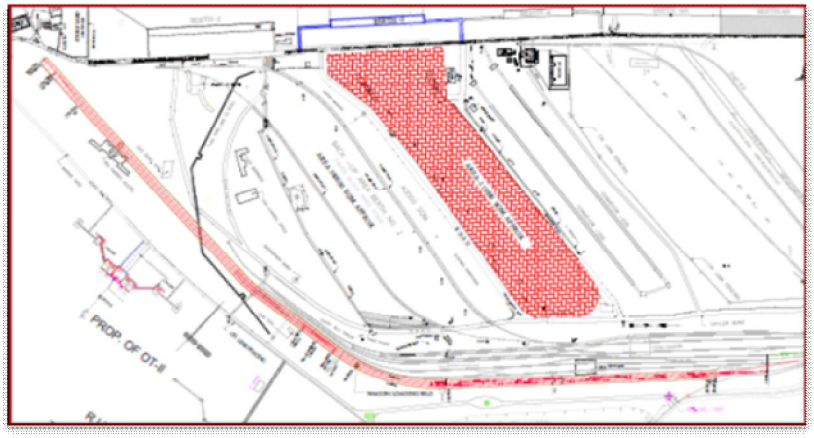
ix. The estimated power requirement of about 1.8 MVA will be available from the port's main substation where adequate spare capacity is available. As such the prospective BOT operator has to lay HT power supply cables from the port's substation to the proposed substation of the Berth 3.

x. The stack yard for transit storage of coking coal, non-coking coal will be located in the designated stack yard to be situated in the back-up area of Berth no 3. This area is same as the area in which the iron ore used to be stacked when berth no 3 was an iron ore loading facility. The backup area earmarked for berth no 3 is presented in the following figure.

Backup area earmarked for Berth no 3 (shown in hatching). The land earmarked for the purpose will have an area of about 1,13,000 sq.m. excluding SILO. However, total area earmarked for complete project is 1,46,984 Sq mt except Berth no-3.

xi. The railway yard for evacuating the material from the transit stack yard will be located in the existing railway yard where an old iron ore tippler was located (now defunct). The evacuation of coal will be through a rapid in-motion wagon loading system with a SILO. The proposed railway yard for Berth 3 will have two railway lines with a length go about of

1900 m for each line. One line is meant for rapid wagon loading and the line is planned to accommodate two rake lengths and the second line is planned for engine escape. The two lines proposed are planned adjacent to the existing lines in a green field area. A clearly demarcated railway corridor is depicted below.



Conceptual Layout of the proposed rail lines for Berth 3

xii. The material handling system has been designed as ship-shore transfer through Rail Mounted Gantry Grab Unloaders, a conveyor system for transfer from berth to stack yard and handling at yard through two Stacker cum Reclaimer for stacking and a conveyor to carry the material from the stack yard to rapid loading SILO and finally loading of coal from SILO into wagons in-motion. The system will incorporate necessary pollution control measures.

xiii. Ship - Shore Transfer

Considering the capital cost, operational flexibility and proven performance, it is proposed to equip the berths with two Gantry Grab Unloaders each having a rated capacity of 1500 TPH.

It is to be noted that due to draft limitations in Haldia vessels come with part load, having discharged the top portion of the hatches at another deep draught port. Hence the quantity of coal available for the cream bite of the grab will be limited. As the hatch gets emptied, the remaining coal is to be heaped at one place by a baby dozer to be lowered into the hatch. The baby dozer moves around shifting the scattered coal into a heap sufficient for the grab to bite into and lift. This process will involve some operational time as the grab content will largely get reduced as compared to a cream bite. When a fully loaded ship is discharged, the productivity will be higher as the grabs can take bite at the top of hatch with full grab

content and less lifting height as compared to part discharged vessel. Thus its average discharge rate will be high. But in a partially loaded ship, the initial lift height itself will be more as he hatch content is already reduced. For clearing the last portion, the lifting height is more and the grab content is also less. All these cumulatively reduce the average productivity.

The average productivity for coking coal and non-coking coal has been 18,084 TPD & 20,834 TPD for 2016-17. For 2015-16 the correspondingf figures are 16,981 TPD & 17,116 TPD. Hence, taking the aforesaid issues into consideration, it is proposed that an average productivity of 20,000 TPD could be considered.

xiv. Berth - Stockyard Transfer

Keeping in mind the level of pollution that could be created due to handling by Dumper and Payloader system, it is planned to have a conveyor system. The Unloaders planned will have integral hoppers, the coal unloaded will be conveyed through hopper and shuttle conveyor to an elevated jetty conveyor located on the rear side of Unloaders. The jetty conveyor will transfer the material into another conveyor through which the coal will be transferred to the yard stacking conveyors and finally transferred through stacker cum reclaimers into the stack yard. The conveyor system will have a matching rated capacity of 3000 TPH.

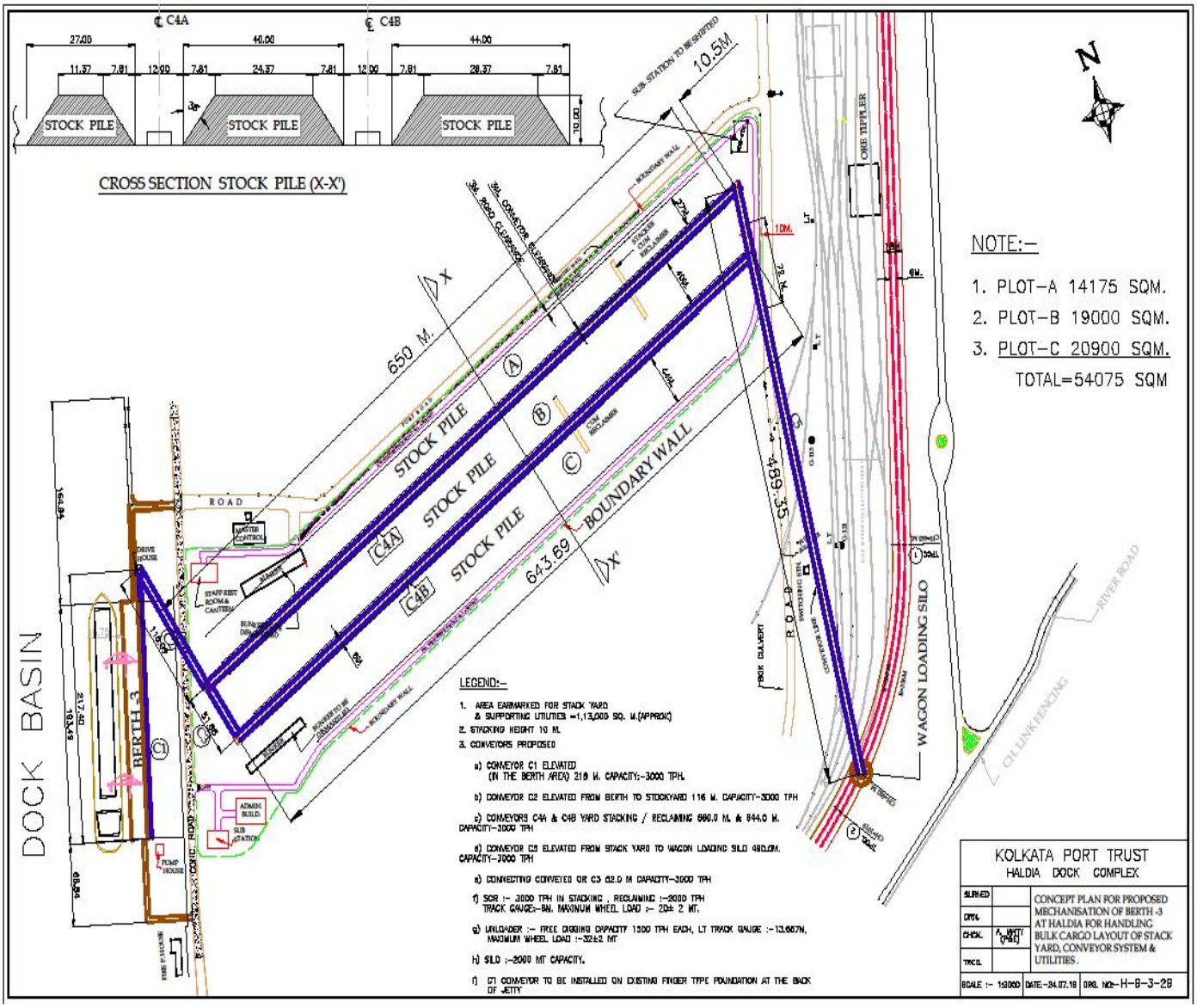
xv. Layout of Stackyard:

Conceptual Layout of Stackyard

The material received through the conveyors and the stacker cum reclaimer into the stack yard will be stacked in a geometric shaped stockpiles. The stack yard is proposed to be equipped with two no Stacker cum reclaimers. The conceptual layout of stack yard as proposed in this report will have a capacity of about **2.00** Lakh tons

xvi. Evacuation

It is proposed that 80% the cargo will be evacuated by rail and 20% of the cargo will be evacuated through Road. Thus about 2 to 3 rakes per day will be required for evacuation of planned annual throughput.



7. Cargo to be handled at the proposed facility:

Mainly Coal, Coke, Limestone and other compatible dry bulk cargoes are proposed to be handled at this facility. Based on the traffic projections, the expected future traffic of dry bulk cargo will be as under:

Projections for Dry Cargo (million tonnes)

Commodity	**Actual in 2017-18**	**Projections by IPA**		**AECOM projections**	
		2020-21	**2025-26**	**2020-21**	**2025-26**
Coking coal	7.32	6.4	6.9	8.0	11.2
Non -coking coal	4.45	7.3	7.3	3.3	3.3
Thermal coal	2.18	2.3	2.9	1.6	2.1
Iron ore	1.57	1.3	2.3	1.0	1.3
Manganese ore and slag	1.55	1.8	2.3	2.0	2.5
Fertilisers and raw materials.	0.34	0.8	1.2	1.0	1.5
Cokes	0.50	0.6	0.9	@	@
Limestone	2.08	2.1	2.8	2.0	2.8
Others Excl steel	1.44	1.8	2.6	4.0	5.2
Total Dry Cargo	21.44	24.4	29.2	22.9	29.9

Considering the above projections, present capacity of the HDC to handle coal, projects on anvil, it is proposed to Mechanized the Berth No. 3 with an optimal capacity of 3.5 MTPA.

8. Capital Cost

The total capital cost of the project is estimated at Rs. 331.94 Crores plus GST. The summary break-up of the estimate is given as under:

II	**Capital Cost**		[Rs in Crore]
A.			
	(i). Civil Cost		
	Revamping of the Existing Berth to accommodate the Loaders and other Machineries		2.54
	Civil Foundation for Conveyer Structure		5.00
	Civil Works for Silo System		5.00
	Construction of New Railway Lines for Rapid Wagon Loading System		24.25
	Extension of existing Track Line of Stacker cum Reclaimer		3.28
	Service Road		4.65
	RCC Drain		2.66
	Compund Wall		3.65
	Laterite Hard Stading of the Yard		8.10
	Detailed Designs & Project Supervision costs @ 2%		1.18
	Contingencies @ 3%		1.77
	GST on Civil works @ 18%		11.18
	Civil Cost including GST		**73.26**
	(ii). Mechanical Equipment Cost		
	1500 TPH Rail Mounted Gantry Grab Unloader including 25 CBM Grab with rail span of 13.687 M.		90.00
	Conveyor 3000 TPH capacity (Approx 2200 m) including transfer points		38.00
	Stacker cum Reclaimer– Stacking-3000 TPH, Reclaiming - 2000 TPH, with Boom Length-30 m, Long travel rail gauge- 6m,		35.10
	SILO- for rapid Wagon Loading site 2000 MT		19.25
	Dust suppression system and Fire Fighting facilities including water supply and distribution.		6.90
	In motion Weigh Bridge Bull Dozer		0.86 4.00
	Detailed Designs & Project Supervision costs @ 2%		3.88
	Contingencies @ 3%		5.82
	GST on Mechanical Works @ 18% [Assumed Full ITC]		0.00

	Mechanical Cost		**203.82**
	(iii) Electrical Works		
	Electrical Power Supply and Distribution System including Substation		36.20
	Illumination with High Mast Lighting System		1.00
	Detailed Designs & Project Supervision costs @ 2%		0.74
	Contingencies @ 3%		1.12
	GST on Mechanical Works @ 18% [Assumed Full ITC]		0.00
	Electrical Cost		**39.06**
	Total		**316.13**
	(iv). Miscellaneous		
	5% on Civil Cost and Equipment Cost		**15.81**
	Total Capital Cost for Handling Activity (i + ii + iii+iv)		**331.94**
B.	**Berth Hire Activity**		**0.00**
	Total Capital Cost (A + B)		**331.94**

(Rs. in crores)

Note: Input Tax Credit can be availed on GST paid on Mechanical / Electrical costs. Hence not considered as Cap-ex and consequent Fixed assets.

9. Implementation schedule

The project implementation period including detailed engineering for the above from the date of grant of concession is estimated at 24 months. The phasing of expenditure is given as under:

(Rs. In Crores)

(Rs. In Crores)

Year	Percent of Expenditure	Amount
2019-20	25 %	82.99
2020-21	50 %	165.97
2021-22	25 %	82.98
TOTAL	**100 %**	**331.94**

10. Tariff Proposal

The Haldia Dock Complex of Kolkata Port Trust intends to develop and operate a Mechanized Berth (Berth No. 3) to handle coal/ coke and other dry bulk cargoes viz. Limestone etc with an integrated mechanised system along with required back- up facilities through PPP on DBFOT basis. The period of concession will be 30 years from the date of award of concession. Accordingly, this proposal is filed with the Tariff Authority with a request to notify the Reference Tariff in pursuance of the guidelines.

Framing Scale of Rates for handling cargo:

10.1 As per Para 2.2 of the Revised Guidelines for Determination of Tariff for Projects at Major Ports, 2013 (30th Sept 2013), "The Reference Tariff will be the highest tariff fixed for that commodity in the concerned Major Port Trust under the 2008 Tariff Guidelines. In case no tariff has been fixed for that commodity at that Major Port Trust or if the highest tariff fixed for a particular commodity in the concerned major Port Trust does not represent the project proposed to be developed, then concerned Major Port Trust can propose to TAMP any other tariff fixed under 2008 Tariff guidelines in any other major Port Trust which is representative enough for that commodity giving detailed and sufficient justification. Since no tariff fixed under upfront tariff guidelines 2008, which is representative enough for the proposed commodities / the project proposed to be developed is available, the present tariff proposal is based has been formulated based on the Upfront Tariff Guidelines 2008 in the terms of clause 2.4 of "Revised Guidelines for Determination of Tariff at Major Port, 2013.

10.2. As per the Upfront Tariff guidelines 2008, the tariff structure for the services rendered at a Coal terminal shall be based on the Annex-III of the 2008 guidelines lines. The details are given in the following broad heads:

1. **Optimal capacity –**
   - **(a) Optimal capacity of Stockyard**
   - **(b) Optimal capacity of Berth**
2. **Operating Cost**
3. **Annual Revenue Requirement**
4. **Framing of Scale of Rates**

10.2.1 Calculation of Optimal Capacity

The optimal capacity of the terminal is reckoned as 70% of the maximum capacity. The optimal capacity is the lower value of the optimal berth capacity and optimal stack yard capacity.

(a) Optimum Capacity of Stockyard (as per TAMP Guidelines)

For a coal terminal TAMP guide line stipulates that the optimum yard capacity is 70% of maximum coal that could pass through the yard and is derived from the following formula.

Optimum Yard Capacity = (0.7 X A X Q X T) Tons

where A is the stockpile area in sq. m

Q = Quantity that could be stacked per sq. m

T = Turnover ratio of the plot in a year

Total area of stockpiles = (4X100X27+1X75X27+1X50X27+4X100X40+1X75X40+4X100X44+1X75X44)= 54075 m2, **say 54000 sq mt**.

Quantity that could be stacked per m2 = 5.2 Te

Considering an evacuation rate of 2.6 rakes per day with each rake carrying 3800

Tons, the rate of evacuation per day is taken as 9880

Dwell time = 0.7 x 54000 x 5.2/ 9880 = 20 days

The average Plot turnover ratio in a year would therefore be 360/20 = 18

Yard capacity (0.7 x 54,000 x 5.2x18) = 3.538 MTPA, **Say 3.5 MTPA**

(b) Optimum Capacity of Berth (as per TAMP Guidelines)

It has been observed earlier in this section that the average handling rate is 20,000 tonnes per day. Following TAMP Guidelines, the optimal capacity of the terminal is calculated using the following formula:

Optimal capacity

$$= 0.7 \times \frac{S1 \times P1}{100} + \frac{S2 \times P2}{100} + \frac{S3 \times P3}{100} + \ldots \times 365$$

S1 - Percentage share of capacity of Cargo type 1

P1 - Handling rate of the vessel carrying Cargo type 1

S2 - Percentage share of capacity of Cargo type 2

P2 - Handling rate of the vessel carrying Cargo type 2

S1, P1, S2, P2 and so on depending on the number of different types of Cargo to be handled at the berth of the particular port.

In the present proposal, the share of Panamax vessels and Handymax vessels are considered as 80% and 20% respectively based on the current trend.

According to the formula, the optimum capacity of the new berth (where only coal will be handled), works out to

365 x 0.7 x 20,000 ≈ 5.11 MTPA say 5.00 MTPA

Therefore, the Optimum capacity of the TERMINAL: **3.5 MTPA** (Lower of the two).

10.2.2 Operating costs

The annual operation and maintenance cost of the proposal is estimated based on TAMP Guidelines for fixation of up-front tariff. The key assumptions for estimation of annual Operation and Maintenance expenditure are as follows.

a) Repairs & Maintenance Cost:

As per norms specified in Upfront Tariff guidelines 2008, the Repairs & Maintenance cost is estimated at 1% of Civil assets and 7% of all Mechanical and Electrical equipment.

b) Power and fuel cost for Operation and Illumination:

i) Power Cost:

As per norms specified in Upfront Tariff guidelines, the power consumption for operation and illumination is taken at 1.4 units per tonne of cargo handled for the optimal capacity of 3.5 MTPA. The unit rate of power is considered at 1.4 units/ tonne, Effective Levy-Rs 11.91 per KWH (Energy Charge- Rs 7.15 per KWH, Demand Charge-Rs 384.00 per KVA for 1600 KVA, Govt Duty- 17.5%, Line Loss-2.6% , KOPT's Overhead Charge-19.25%].

ii) Fuel Cost:

1) Dozers:

The fuel cost for Buldozer is calculated at 12 litres per hour with the prevailing cost per litre of Rs. 66.00 at Haldia as on 19th December . Dozers shall work at an average of two shifts per day for dozing of cargo.

2) Loco:

The fuel cost for Loco is calculated at 32 litres per hour (as per VIZAG Port Trust Order dated 29.11.2017 with the prevailing cost per litre of Rs. 66.00 at Haldia as on 19th Dec 18. For handling 80% of the 3.5 MTPA by rail, at the rake capacity of 3800 tons with the time of 2 hrs taken for handling each rake and adding 20% for positioning of the rake, the number of hours required for loco to be used works out to 1788 hours per annum which has been considered for calculating fuel consumption of Loco.

d) Loading of cargo for road evacuation:

It has been considered that 20% cargo will be evacuated through road. The cost of road evacuation as per two high capacity front end loader@ Es 24696 per shift per Loader has been considered as per the ongoing TAMP approved rate for stevedoring and Shore Handling **.**

e) Hiring of Equipments:

Frontend loader, Excavator , Locomotive and Hydra have been considered as taking on hiring basis as mentioned below:

i) **Locomotive:** Hiring of Locomotive of High Power Locomotive for hauling of 5500 MT @ Rs 17,45,288 per month has been considered and the hiring rate of Vizag Port Trust order dated 29.11.2017 has been considered.

ii) **Frontend loader**: Hiring of Front end loader of 3 cu meter capacity has been considered for working in hatches. The rate of Rs 13230 per shift as per TAMP approved rate fopr Stevedoring and Shore handling of HDC has been considered.

iii) **Excavator:** Hiring of excavator has been considered as per the rate of Rs 1156/- per hour as per existing order of HDC.

iv) **Hydra:** Hiring of Hydra of 15 MT capacity has been considered and the hiring rate of HDC's existing order rate of Rs 520 per hour has been considered for 360 days.

f) Other expenses:

As per norms specified in Upfront Tariff guidelines, other expenses are estimated at the rate of 5% of original capital cost of assets of Cargo Handling activity which include the following:

(i) Salaries and wages of operating and maintenance staff including welfare and other expenses towards them.

(ii) Management and general overheads and other miscellaneous cost.

g) Insurance:

As per Upfront Tariff guidelines, Insurance cost is estimated @ 1% of the total gross capital cost.

h) License Fee:

License Fee payable for the land area of the project is estimated as per applicable lease rental rates of HDC @ Rs.27.346 per sqm per month as on Nov,18. The area of land is taken from the technical sections of the Feasibility report of IPA for the Stock yard, Railway yard and the area required for the conveyor trestle, service roads, truck loading area etc.

i) Depreciation:

As per Upfront Tariff guidelines, Depreciation is estimated at 3.17% on Civil Assets, 6.33% of the capital cost of the Mechanical equipment and at 9.50% of Electrical and Communication systems on Straight line method as per the Companies Act 2013.

	Operating Cost for Cargo Handling Activity		In Crores
	(a) Hire Charge		
	i) One High Power Locomotive (without Fuel)		2.0943
	ii) Four Baby Dozers (All inclusive rate)		1.94481

	iii) One Excavator (All Inclusive Rate)	0.33293
	iv) One Hydra (All inclusive rate)	0.17856
	v) Two 10 MT Pay Loaders for road evacuation (All inclusive)	2.96352
	(b). Power Cost	5.90
	1.4 units/ tonne, Effective Levy-Rs 11.91 per KWH (Energy Charge- Rs 7.15 per KWH, Demand Charge-Rs 384.00 per KVA for 1600 KVA, Govt Duty- 17.5%, Line Loss-2.6% , KOPT's Overhead Charge-19.25%]	
	(c). Fuel Cost	
	Locomotive	0.38
	32 ltrs per hour * Rs.66.00 per litre *1788 hours p.a	
	Bull Dozer	0.38
	(12 ltrs per Hour @ Rs 66.00 per ltrs for 2 shifts per day for 300 days)	
	(d). Repair & Maintenance	
	- Civil Assets (1% on civil work)	0.77
	- Mechanical & Electrical Equipment including spares (7% on equipment cost)	17.85
	(e). Insurance (1% on Gross fixed assets)	3.32
	(f). Depreciation	
	- Civil Work @ 3.17%	2.44
	- Mechanical Work @ 6.33%	13.55
	- Electrical Assets @ 9.5%	3.90
	(g). License Fee [146984 sqm @ 27.346 per sqm per month)	4.82
	(h). Other Expenses towards salaries and overheads (5% on gross value of assets)	16.60
	Total Operating Cost	**77.41**

10.2.4. Annual Revenue Requirement (ARR)

As TAMP guidelines, the Annual Revenue Requirement is the aggregate of operating cost and Return on Capital @ 16% on capital employed. The following table provides the calculations.

a) Revenue Requirement for Cargo Handling Activity (Rs. in Crores)

Estimated Revenue Requirement	**Amount**
a) Operating Cost	77.41
b) Return of Capital Employed @ 16%	53.11
c) Total Revenue Requirement	**130.52**

b) Apportionment of Annual Revenue Requirement (Cargo Handling Activity):

The TAMP guidelines, prescribed that the Annual Revenue Requirement (ARR) of Cargo handling activity be divided into three categories i.e. Cargo handling charges, Storage Charges and Miscellaneous charges at @ 98%, 1% and 1% respectively. Accordingly, the ARR is further apportioned as under:

(Rs. in Crores)

Activity		**Amount**
a) Cargo Handling Charges	98%	127.90
b) Storage Charges	1%	1.31
c) Miscellaneous Charges	1%	1.31
d) Total Revenue Requirement	**100%**	**130.52**

10.2.5. Proposed Tariff

Based on the Optimum capacity of the cargo to be handled at the proposed project facilities and the annual revenue requirement, the tariff chargeable per ton is calculated. The share of Overseas and Coastal movements for Dry Bulk Cargo (Coal, Limestone etc) is considered to be around 90% and 10% respectively. Accordingly, the following Cargo Handling Charges are proposed at the Terminal.

a) Cargo Handling Charges

S. No	Commodity	Unit Rate in Rs. per Metric Tonne or part thereof	
		Foreign	Coastal
1	All types of Coal / Coke, Limestone and other Dry Bulk Cargoes (Other than Thermal Coal, Iron Ore & Iron Ore Pellets).	376.65	225.99
2	Thermal Coal, Iron Ore & Iron Ore Pellets.	376.65	376.65

b) Storage Charges

The Annual Requirement towards storage charges is Rs.1.31 Crores. It is expected that 60% of the cargo may be stored beyond the free days of 10. Accordingly, the Storage charges for the cargo stored in the stack yard beyond the free period allowed are proposed as under:

	Description	Rate in Rs. per MT per day or part thereof
1	Free Period	10 days
2	First Five days after expiry of Free period	0.78
3	6^{th} day to 10^{th} day after expiry of Free period	1.16
4	From 11^{th} day onwards	1.55

c) Miscellaneous Charges

The Annual Requirement towards Miscellaneous charges is Rs.1.31 Crores. Accordingly, composite charge for all the miscellaneous services such as sweeping, weighment of wagons/trucks, receiving/delivery of cargo is proposed to be charged at Rs. **3.69** per tonne of all Dry Bulk Cargo.

10.2.6 Indexation:

From the Date of Commercial Operation (CoD) till 31st March of the same financial year, the tariff would be limited to the indexed Reference Tariff relevant to that year which would be the ceiling. The aforesaid Reference tariffs shall be automatically revised every year based on an indexation as provided in Para 2.2 of the tariff guidelines of 2013 which will be applicable for the entire concession period. The rates prescribed are ceiling levels. The Concessionaire may, if so desires, charge lower rates.

10.2.7. Performance Standards:

Gross Berth Output:

The parameter deals with the productivity of the terminal (Gross Berth Output) for different types of cargo. In case of coal/coke/limestone/other dry bulk cargo, the capability of the terminal (mechanisation, method of handling) and parcel size will determine the Gross Berth Output. Higher terminal capability and greater parcel size will lead to high productivity. The Gross Berth Output shall be calculated by taking the total cargo unloaded from the ships during a month in the terminal divided by the total number of working days of ships in that month at that terminal. The number of working days of the ships shall be determined by subtracting 4 hours per ship from the total hours spent by all the ships at that terminal in the month in question and dividing it by 24.

The norms of Gross Berth Output for Coal/ Coke/Limestone/Other Dry Bulk Cargoes are as follows;

- Gross Berth Output for the Panamax Vessels – 20,000/ Day /Berth.
- Gross Berth Output for the Handimax Vessels – 20,000/ Day /Berth

11. Conclusion

11.1. The Reference Tariff and Performance standards notified by the TAMP shall be mentioned in the bid document and subsequently in the Concession Agreement. The Reference Tariff or the Indexed Reference Tariff relevant to the year shall be the ceiling. However, the Concessionaire would be free to propose a tariff along with performance standards (the performance linked tariff) from the second year of operation onwards, over and above the indexed Reference Tariff for the relevant financial year to the Concessioning Authority &TAMP for notification as per the applicable guidelines. The concessionaire will be directed to follow all the stipulations prescribed in various clauses of the revised 2013 TAMP guidelines.

11.2 TAMP is requested to approve the said Reference Tariff and notify the same to be applicable to the proposed project at Haldia Dock Complex. The detailed calculation sheet is enclosed as ***Annex-I.*** The Reference Tariff Schedule along with the conditionalties is enclosed as ***Annex-II.*** Schedule of the Performance Standards for project is enclosed as ***Annex-III***.

TARIFF CALCULATION FOR BERTH NO-3 AS PER TAMP GUIDELINE 2008

REFERENCE TARIFF CALCULATION FOR THE OUTER TERMINAL – I AT HALDIA DOCK COMPLEX OF KOLKATA PORT TRUST.

Sr. No.	Particulars	Estimates by KOPT	Remarks
I	**Optimal capacity**		
(a)	**Optimal Quay Capacity**		
	Percentage Share of capacity of Vessels		
	- Panamax Vessels (S1)	70%	
	- Handymax Vessels (S2)	30%	
	Shipday Output		
	- Panamax vessels (P1)	20000	
	- Handymax vessels (P2)	20000	
	Optimal Quay Capacity = 0.7*((S1*P1)+(S2*P2))*365 (in tonnes)	**5110000**	
(b)	**Optimal Yard Capacity**		
	- Area of the yard made available by the port as usable storage (in m2) (A)	54000	
	- Percentage of total yard area that could be used for stacking (U)	100%	
	- Quantity that could be stacked per m2 of area (Q)	5.2	
	- Turnover ratio of the plot in an year (T)	18	
	Optimal yard capacity (0.7 x (A x U% x Q x T tons) (in tonnes)	**3538080**	
	Optimal Capacity of the terminal (lower of (a) and (b)) (in tonnes)	**3538080**	
	Optimal Capacity of the terminal (in million metric tonnes per annum)	**3.53808**	
II	**Capital Cost**	[Rs in Crore]	
A.	**Cargo Handling Activity**		

	(i). Civil Cost			
	Revamping of the Existing Berth to accommodate the Loaders and other Machineries		2.54	Estimate of IIT (M)
	Civil Foundation for Conveyer Structure		5.00	Budgetory Offer of L&T Ecc
	Civil Works for Silo System		5.00	
	Construction of New Railway Lines for Rapid Wagon Loading System		24.25	
	Extension of existing Track Line of Stacker cum Reclaimer		3.28	Estimate of HDC as per Schedule/Tender Rate
	Service Road		4.65	
	RCC Drain		2.66	
	Compund Wall		3.65	
	Laterite Hard Stading of the Yard		8.10	
	Detailed Designs & Project Supervision costs @ 2%		1.18	
	Contingencies @ 3%		1.77	
	GST on Civil works @ 18%		11.18	
	Civil Cost including GST		**73.26**	
	(ii). Mechanical Equipment Cost			
	1500 TPH Rail Mounted Gantry Grab Unloader including 25 CBM Grab with rail span of 13.687 M.		90.00	Budgetory offer of L&T
	Conveyor 3000 TPH capacity (Approx 2200 m) including transfer points		38.00	
	Stacker cum Reclaimer– Stacking-3000 TPH, Reclaiming - 2000 TPH, with Boom Length-30 m, Long travel rail gauge- 6m,		35.10	Budgetory offer of Thyssencrup
	SILO- for rapid Wagon Loading site 2000 MT		19.25	Budgetory offer of L&T
	Dust suppression system and Fire Fighting facilities including water supply and distribution.		6.90	
	In motion Weigh Bridge		0.86	
	Bull Dozer		4.00	
	Detailed Designs & Project Supervision costs @ 2%		3.88	
	Contingencies @ 3%		5.82	
	GST on Mechanical Works @ 18% [Assumed Full ITC]		0.00	
	Mechanical Cost		**203.82**	
	(iii) Electrical Works			
	Electrical Power Supply and Distribution System including Substation		36.20	Budgetory offer of L&T
	Illumination with High Mast Lighting System		1.00	
	Detailed Designs & Project Supervision costs @ 2%		0.74	
	Contingencies @ 3%		1.12	

	GST on Mechanical Works @ 18% [Assumed Full ITC]		0.00	
	Electrical Cost		**39.06**	
	Total		**316.13**	
	(iv). Miscellaneous			
	5% on Civil Cost and Equipment Cost		**15.81**	TAMP Norm
	Total Capital Cost for Handling Activity (i + ii + iii+iv)		**331.94**	
B.	**Berth Hire Activity**		**0.00**	
	Total Capital Cost (A + B)		**331.94**	
III	**Operating Cost for Cargo Handling Activity**			
	(a) Hire Charge			
	i) One High Power Locomotive (without Fuel)		2.0943	Rate established at Vizag Port's order on RiITES on 29.11.2017
	ii) Four Baby Dozers (All inclusive rate)		1.94481	TAMP approved rate for Stevedoring & Shorehandling at HDC
	iii) One Excavator (All Inclusive Rate)		0.33293	Tender rates of HDC
	iv) One Hydra (All inclusive rate)		0.17856	
	v) Two 10 MT Pay Loaders for road evacuation (All inclusive)		2.96352	TAMP approved rate for Stevedoring & Shorehandling at HDC

	(b). Power Cost	5.90	
	1.4 units/ tonne, Effective Levy-Rs 11.91 per KWH (Energy Charge- Rs 7.15 per KWH, Demand Charge-Rs 384.00 per KVA for 1600 KVA, Govt Duty- 17.5%, Line Loss-2.6% , KOPT's Overhead Charge-19.25%]		
	(c). Fuel Cost		
	Locomotive	0.38	
	32 ltrs per hour * Rs.66.00 per litre *1788 hours p.a		As per Vizag Port's order on RiITES on 29.11.2017
	Bull Dozer	0.38	
	(12 ltrs per Hour @ Rs 66.00 per ltrs for 2 shifts per day for 300 days)		
	(d). Repair & Maintenance		
	- Civil Assets (1% on civil work)	0.77	
	- Mechanical & Electrical Equipment including spares (7% on equipment cost)	17.85	
	(e). Insurance (1% on Gross fixed assets)	3.32	
	(f). Depreciation		
	- Civil Work @ 3.17%	2.44	
	- Mechanical Work @ 6.33%	13.55	
	- Electrical Assets @ 9.5%	3.90	
	(g). License Fee [146984 sqm @ 27.346 per sqm per month)	4.82	
	(h). Other Expenses towards salaries and overheads (5% on gross value of assets)	16.60	
	Total Operating Cost	**77.41**	
IV	**Estimated Revenue Requirement & upfront tariff for Cargo Handling Activity**		
A.			
(i).	**Estimated Revenue Requirement**		
	(a). Total Operating Cost	77.41	
	(b). Return on capital Employed @ 16%	53.11	
	(c). Total Revenue requirement from cargo handling activity	**130.52**	

(ii).	**Apportionment of Revenue Requirement**	
	(a). Cargo Handling Charges (98% of ARR)	127.91
	(b). Storage Charges (1% of ARR)	1.31
	(c). Miscelleneous Charge (1% of ARR)	1.31
	(d).Total Revenue requirement from cargo handling activity	**130.52**
(iii).	**Cargo Handling charge**	
	(a). Cargo Handling Charge	
	- Revenue Requirement (Rs in Crore)	**127.91**
	- Capacity (Lakh Tonnes per annum)	0.35
	- Per Tonne rate for handling of cargo (foreign)	**361.53**
	Cargo handling Charge for Foreign Cargo	**376.65**
	Cargo Handling Charge for Coastal Cargo	**225.99**
	(b). Storage Charge	
	- Revenue Requirement (Rs in Crore)	**1.31**
	- % of Cargo to attract storage charge	60%
	- Capacity of cargo to attract storage charge (tonnes)	2131800
	Storage Charge (beyond the free period)	**Rate Per tonne per day or part thereof**
	-Free period	10 days
	-First five days (after free period)	**0.78**
	-6th day to 10th day (after free period)	**1.16**
	-11th day onwards (after free period)	**1.55**
	(c). Miscelleneous Charge	
	- Revenue Requirement (Rs in Crore)	**1.31**
	- Capacity (Lakh Tonnes per annum)	0.35
	- Miscellenous Charge (Rs per tonne)	**3.69**
	Summery of Upfront Traiff to be proposed:	
	(a). Cargo Handling Charge	
	Foreign Cargo	**376.65**
	Coastal cargo oither tyan Thermal coal, Iron ore & Iron Ore pellets)	**225.99**

	(b). Miscelleneous Charge	**3.69**
	(c) Storage Charge	
	-Free period	10 days
	-First five days (after free period)	**0.78**
	-6th day to 10th day (after free period)	**1.16**
	-11th day onwards (after free period)	**1.55**

WORKING FOR CALCULATION OF STORAGE CHARGE

S.No	Particulars	Free Days	1st Slab	2nd slab	3rd slab	Total
1	Optimum Capacity			3538080		
2	Days in each slab	10	5	5	0	
3	% age of cargo in each slab	40%	40%	20%	0%	
4	Quantity in each slab	1415232	1415232	707616	0	
6	50% time is taken in each slab on an average)		3538080	8845200	0	12383280
5	Weights assigned		1	1.5	2	
	Weighted Quantity in each slab (50% time taken in each slab on an average)		3538080	13267800	0	16805880
7	Revenue Requirement					13052337.16
8	Average Tariff per MT per day					0.78
9	Tariff for each slab		0.78	1.16	1.55	

Annex-II

KOLKATA PORT TRUST

REFERENCE TARIFF SCHEDULE FOR SETTING UP MECHANISATION OF BERTH NO. 3 FOR HANDLING ALL TYPES OF COAL/COKE/LIMESTONE/OTHER DRY BULK CARGOES INSIDE THE DOCK BASIN, HALDIA DOCK COMPLEX, KOLKATA PORT TRUST

1. Definitions:

In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply:

i. 'Coastal Vessel' means 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 license issued by the Director General of Shipping / Competent Authority.

ii. 'Foreign Vessel' means any vessel other than Coastal vessel.

iii. 'Day' shall mean the period starting from 6 am of a day and ending at 6 am on the next day.

iv. 'Free period' shall mean the period during which cargo is allowed storage free of

v. demurrage and this period shall exclude Customs notified holidays and Terminal's non-operating days.

vi. 'Per Day' shall mean a calendar day or part thereof.

2. General Principles of Assessment:

(i). 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 license 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.

The charges for coastal cargo/containers/vessels shall be denominated and collected in Indian Rupee.

(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). Foreign going vessel of foreign flag can convert to coastal run on the basis of a license for specified period or voyage issued by the Director General of Shipping and a custom conversion order.

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

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

- 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.

- 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.

(iii) Interest on delayed payments / refunds:

a) The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the Terminal Operator shall pay penal interest on delayed refunds.
b) The rate of penal interest will be 2 % above the Base Rate declared by the State Bank of India. The penal interest rate will apply to both the Terminal Operator and the user equally.
c) The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
d) The delay in payments by the users will be counted only 10 days after the date of raising the bills by the Terminal Operator. The provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act, 1963 and/or where payment of charges in advance is prescribed in this Scale of Rates.

(iv). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

(iv). No claims for refund shall be entertained unless the amount refundable is Rs. 100/-or more. Likewise, terminal operator shall not raise any supplementary or undercharge bills, if the amount due to the terminal is Rs.100/- or less.

(v). Users will not be required to pay charges for delays beyond a reasonable level attributable to the Terminal Operator.

(vi). The berth hire charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.

(vii). (a). The reference rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Terminal Operator may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.

(b). The Terminal Operator may also, if he so desires, rationalize the prescribed conditionality governing the application of rates prescribed in the Scale of Rates, if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.

(c). Provided that the Terminal Operator should notify the public such lower rates and / or rationalization of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates, provided the new rates fixed shall not exceed the rates notified by the TAMP.

(ix). In calculating the gross weight/ measurement by volume or capacity of any individual item, fractions upto and inclusive 0.5 shall be taken as 0.5, unit fractions of above 0.5 shall be treated as one unit, except where otherwise specified.

Notes to.1.3:

(i). The time for the purpose of levy of the berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.

(ii). Berth hire includes charges for services rendered at the berth, such as occupation of berth, rubbish removal, cleaning of berths, fire watch, etc.

(iii). No berth hire shall be levied for the period when the vessel idles at its berth for continuous one hour or more due to breakdown of terminal operator's equipment or power or for any other reasons attributable to the terminal operator,

(iv). (a). Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. The time limit prescribed for cessation of berth hire shall exclude the ship’s

waiting time for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

(b). The master/ agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions.

(v). The penal berth hire shall be equal to one day's (24 hours) berth hire charge for a false signal. 'False signal' would be when the vessel signals readiness even when she is not ready for un-berthing due to engine not being ready or cargo operation not being completed or such other reasons attributable to the vessel.

(vi). In case a vessel idles due to non-availability or breakdown of the equipment of Terminal Operator or power failure at the Jetty or any other reasons attributable to the Terminal Operator, rebate equivalent to berth hire charges accrued during the period of idling of vessel shall be allowed.

(vii). Ousting priority / Priority berth Hire:
The rate and conditions for granting ousting priority berthing / priority berthing will be governed by extant Government guidelines/ orders in the matter and the provisions prescribed in the Scale of Rates of Kolkata Port Trust.

4. Cargo Handling Charges:

S. No.	Commodity	Unit Rate in Rs. per Metric Tonne	
		Foreign	Coastal
1.	All Types of Coal & Coke, Limestone and other Dry Bulk Cargoes (Other than Thermal Coal, Iron Ore & Iron Ore Pellets)	376.65	225.99
2.	Thermal Coal, Iron Ore & Iron Ore Pellets	376.65	376.65

Note to 4 :

The Cargo handling charges prescribed above is a composite charge for unloading of the coal/coke, Limestone and other Dry Bulk Cargo from the vessel and transfer of the same up to the point of storage, storage at stack yard upto a free period of 10 days

after completion of unloading, reclaiming from stack yard and loading on the wagons / trucks. This composite charge includes wharfage and supply of labour and/ or equipment wherever necessary and all other charges not specifically prescribed in the Scale of Rates.

5. Storage Charges

The Storage charges for the cargo stored in the stack yard beyond the free period allowed shall be as follows:

Description	Rate in Rupees per MT per Day or part thereof
Free period	10 days
First five days after expiry of free period	0.78
6th day to 10th day after expiry of free period	1.16
From 11th day onwards	1.55

Notes to 5 :

(i). Free period shall commence from the day following the day of complete discharge of cargo.

(ii). For the purpose of free time, terminal's non-working days and Custom's notified holidays shall be excluded.

(iii). Storage charge shall be payable for all days including terminal's non-working days and Custom's notified holidays for stay of cargo beyond the prescribed free days.

(iv). Storage charge on cargo shall not accrue for the period when the terminal operator is not in a position to deliver/ ship the cargo when requested by the user due to reasons attributable to the operator.

6. Miscellaneous Charges:

Composite charge for all the miscellaneous services such as sweeping, weighment of wagons, trucks, receiving/ delivery of cargo etc., shall be levied at **Rs. 3.69** per metric tonne.

7. General Note to Section-3 to Section-6 Above:

i. The Reference Tariffs will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1st January 2018 and

1st January of the relevant year. Such automatic adjustment of Reference Tariffs will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31 March of the following year.

ii. From the date of Commercial Operation (CoD) till 31st March of the same financial year, the tariff would be limited to the indexed Reference Tariff relevant to that year, which would be the ceiling. The aforesaid Reference Tariff shall be automatically revised every year based on an indexation as provided in para 2.2 of the tariff guidelines of 2013 which will be applicable for the entire licence period. However, the Licensee would be free to propose a tariff along with Performance Standards (the "Performance Linked Tariff") from the second year of operation onwards, over and above the indexed Reference Tariff for the relevant financial year, at least 90days before the 1st April of the ensuing financial year. Such Performance Linked Tariff shall not be higher than 15% over and above the indexed Reference Tariff for that relevant financial year (and this will be the Tariff Cap). The Performance Linked Tariff would come into force from the first day of the following financial year and would be applicable for the entire financial year.

iii. The proposal shall be submitted to TAMP along with a certificate from the independent engineer appointed under the Concession Agreement of the Project indicating the achievement of Performance Standards in the previous 12 months as incorporated in the Licence Agreement or for the actual number of months of operation in the first year of operation as the case may be.

iv. On receipt of the proposal, TAMP will seek the views of the Major Port Trust on the achievement of Performance Standards as outlined in para 5 of the tariff guidelines of 2013, within 7 days of receipt.

v. In the event of Licensee not achieving the Performance Standards as incorporated in the Licence Agreement in previous 12 months, TAMP will not consider the proposal for notifying the Performance Linked Tariff for the ensuing financial year and the Licensee shall be entitled to only the indexed Reference Tariff applicable or the ensuing financial year.

vi. After considering the views of the Major Port Trust, if TAMP is satisfied that the Performance Standards as incorporated in the Concession Agreement have been achieved, it shall notify the performance linked tariff by 15th of March to be effective from 1st of April of the ensuing financial year.

vii. While considering the proposal for Performance Linked Tariff, TAMP will look into the Performance Standards and its adherence by the Licensee. TAMP will decide on the acceptance or rejection of the Performance Linked Tariff proposal based on the achievement or otherwise of the Performance Standards by the Licensee. Determination of indexed Reference Tariff and Performance Linked Tariff will follow the illustration shown in the Appendix attached to the tariff guidelines of 2013.

viii. From the third year of operation, the Performance Linked Tariff proposal from the Licensee shall be automatically notified by TAMP subject to the achievement of Performance Standards in the previous 12 months' period as certified by the Independent Engineer. The Licensee, for the Performance Linked Tariff from the third year onwards, will submit the Performance Linked Tariff proposal along with the achievement certificate from the independent engineer by 1st March and TAMP shall notify by 20th March, the Performance Linked Tariff to be effective from the ensuing financial year.

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Annex-III

PERFORMANCE STANDARDS

Schedule of Performance Standards "Mechanisation of Berth No.3 , Haldia Dock Complex, Kolkata Port Trust"

Gross Berth Output:

The parameter deals with the productivity of the terminal (Gross Berth Output) for different types of cargo. In case of coal/coke/limestone/other dry bulk cargo, the capability of the terminal (mechanisation, method of handling) and parcel size will determine the Gross Berth Output. Higher terminal capability and greater parcel size will lead to high productivity. The Gross Berth Output shall be calculated by taking the total cargo unloaded from the ships during a month in the terminal divided by the total number of working days of ships in that month at that terminal. The number of working days of the ships shall be determined by subtracting 4 hours per ship from the total hours spent by all the ships at that terminal in the month in question and dividing it by 24.

The norms of Gross Berth Output for Coal/ Coke, Limestone and other Dry Bulk Cargoes are as follows;

- Gross Berth Output for the Panamax Vessels – 20,000/ Day /Berth.
- Gross Berth Output for the Handling Vessels – 20,000/ Day /Berth.
