

ऑपरेशनल ऑफिस कंप्लेक्स,  
चिरंजीबपुर, हल्दिया-721604,  
जिला-पूर्ब मेदिनीपुर,  
दूरभाष सं.-(03224) 252559,  
फैक्स सं.-(03224) 252475.



Operational Office Complex,  
Chiranjibpur, Haldia-721604,  
Dist.- Purba Medinipur,  
Phone No.-(03224) 252559,  
Fax No.-(03224) 252475.

T.O.(Sh& CH)/49/115E/84

Dated: 19.01.2022

**Notice to Stakeholders/User Organizations/Customers regarding proposal for revision of Upfront Tariff for Stevedoring and Shore Handling operation at Haldia Dock Complex, Syama Prasad Mookerjee Port, Kolkata.**

The Upfront Tariff for Shore Handling operation charges including anchorage discharge and barge handling at Haldia Dock Complex, was approved by the Tariff Authority of Major Ports (TAMP) and the same was valid **up to 27<sup>th</sup> March 2021**.

HDC vide letter dated 21.04.2021 had requested TAMP for continuation of the existing Upfront Tariff for a further period of 6 months or till the effective date of implementation of the revised Scale of Rates of Upfront Tariff. Further, a proposal of the revised Upfront Tariff was placed before TAMP on 02.11.2021 for their approval. Till such time it was requested to TAMP to allow for extension of the existing Upfront Tariff without any further indexation till the effective date of the implementation as per the approval of the TAMP.

Subsequently, Deputy Director, TAMP vide email dated 09.11.2021, have informed that the Major Port Authorities (MPA) Act 2021 has been published in the Gazette of India dated 18.02.2021 and the same has come into force w.e.f. 03.11.2021 as per Notification No. 4143 dated 29.10.2021 of MoPSW published in the Gazette of India. The Deputy Director, TAMP has further stated in the email that as per Section 54(1) of the Major Port Authorities Act, 2021, until constitution of the Adjudicatory Board, TAMP shall discharge functions of Adjudicatory Board under MPA Act, 2021 and shall cease to exist immediately after the constitution of the Adjudicatory Board. Further, Section 75 (1) of the MPA Act, 2021 has repealed the Major Port Trusts Act, 1963 which empowered TAMP to frame Scale of Rates for various services listed under Section 48 of the Act and for use of Port Properties under Section 49 of the Act. In view of same, the Deputy Director, TAMP, has informed that the instant proposal of SMP, Kolkata dated 02.11.2021 cannot be taken up for processing by TAMP and hence may be treated as returned.

Incidentally, Section 27 of the MPA Act, 2021 allows the Board of a Major Port to frame Scale of Rates for assets and services available at the port.

In the Board Meeting held on 23.12.2021, it has been approved by the Trustees for hosting the proposed Upfront Tariff for Stevedoring and Shore Handling Agents in the website of SMP, Kolkata and also circulate the same amongst relevant Stakeholders, Users/Users Association inviting their comments within 15 days. The Trustees also approved extension of the existing Upfront Tariff till the effective date of implementation of the Revised Upfront Tariff.

The Revised Upfront Tariff has been proposed considering the following situations :

- (a) Due to continuous superannuation of manpower of HDC, there is extreme shortage of Port's workers for undertaking onboard operation of dry bulk and break bulk cargo by

conventional means. So, in order to continue with the On Board operation, HDC has temporarily appointed a contractor for undertaking the On Board operation w.e.f. 04.11.2020. However, for a permanent solution, HDC shall have to allow the Stevedoring and Shore Handling Agents of SMP Kolkata to undertake the On Board operation of various types of bulk and break bulk cargo at some point of time. Accordingly, an Upfront Tariff for undertaking On Board operation of various types of dry bulk and break bulk cargo through licensed Stevedores of SMP, Kolkata, has also been worked out along with proposed revision of Shore Handling operation, supply of equipment on board and barge handling at Haldia Dock Complex.

- (b) All the existing conditionality of services and the performance standards are proposed to be continued in the revised Upfront Tariff.
- (c) In addition, due to scarcity of Railway siding plots inside the Dock or for other operational reasons, dry bulk cargo is required to be shifted from plot to railway siding or from one plot to another by the Shore handling agent. However, there is no approved upfront rate for such additional shore handling service in the existing Tariff schedule. The Upfront Tariff for such activity has also been proposed in addition.
- (d) Regarding the Upfront Tariff for anchorage operation, the proposal of HDC is for adopting the approved rates of Kolkata Dock System for anchorage operation at Sandheads, Sagar as well as other lighterage points done by conventional method (without use of Floating Cranes).

The composite proposal for revision of the Upfront Tariff for Stevedoring and Shore Handling operation and barge handling at Haldia Dock Complex is attached.

The concerned Stakeholders / User Organizations/Customers are requested to offer their comments within **03.02.2022** on the proposed Upfront Tariff for Stevedoring and Shore Handling operation and barge handling at Haldia Dock Complex at the following address:

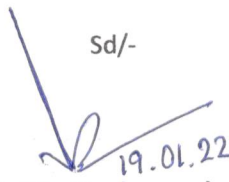
**Sr. Deputy Manager (Sh&CH),  
Operational Administrative Building,  
Chiranjibpur, Haldia,  
Pin – 721604.**

Or

In the Email-ID: [sanjayc.hdc@kolkataporttrust.gov.in](mailto:sanjayc.hdc@kolkataporttrust.gov.in), [pgupta.hdc@kolkataporttrust.gov.in](mailto:pgupta.hdc@kolkataporttrust.gov.in) and [sugatag.hdc@kolkataporttrust.gov.in](mailto:sugatag.hdc@kolkataporttrust.gov.in).

This issues with the approval of Appropriate Authority.

Encl: As stated.

Sd/-  
  
**(A. Bhattacharyya)**  
**Assistant Manager (Sh&CH)**  
**For Sr. Deputy Manager (Sh&CH)**  
**Haldia Dock Complex, SMP Kolkata**

**SYAMA PRASAD MOOKERJEE PORT, KOLKATA  
HALDIA DOCK COMPLEX**

**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 license 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 license 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 License 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 License 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 license 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 shall be applicable for Stevedoring and Shore Handling Services rendered by authorized Stevedores and Shore Handling Agents of the Port and 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 this 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, rationalize the prescribed conditionalities governing the application of rates prescribed in this Scale of Rates if such rationalization 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 rationalization 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 specified in this Scale of Rates subject to allowable indexation.
- (ix) The authorized Stevedores and Shore Handling Agents of the Port 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 categorize 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 well as the handling charges for cargo where Port Authority provides such services to the customers directly or by engaging any contractor shall continue to be levied by Port as per SOR of Port Authority.
- (xii) Tariff caps are indexed to inflation but only to an extent of 60% of the variation in the Wholesale Price Index (WPI) occurring between 1st January and 31st December of the relevant year. Such automatic adjustment of the tariff cap will be made every year and the adjusted tariff cap will come into effect from 1st April of the relevant year till 31st March of the following year.

- (xiii) (a) From the date of Commercial Operation (CoD) till 31st March of the same financial year, the tariff would be limited to the indexed upfront tariff relevant to that year, which would be the ceiling. The aforesaid tariff shall be automatically revised every year based on an indexation as provided in para 2.10. of the normative tariff guidelines, 2016 which will be applicable for the entire License period.
- (b) The operator, however, is entitled to 100% WPI indexation instead of 60% WPI indexation, from the second year of operation on achievement of performance standards as prescribed in the Berthing Policy vide letter No.PD-11033/73/2013- PT(pt) dated 16 June 2016 for dry bulk cargo as stipulated in clause 7.1. of the guidelines issued by the Ministry of Shipping for fixation of upfront tariff for stevedoring and shore handling operations. For break bulk cargo, the Performance Standards as notified along with this Scale of Rates will be applicable.
- (c) For this purpose, the Operator shall approach the concerned Major Port Authority within 30 days of completion of financial year of operation along with details of cargo wise average Performance Standard achieved for each cargo for both stevedoring and shore handling operations.
- (d) The Major Port Authority shall ascertain the achievement of performance standards claimed to have been achieved by the operator by engaging Consultant if required in one month's time.
- (e) The operator can apply 100% indexation instead of 60% on written confirmation by the Major Port Authority to the operator that it has achieved the Performance Standards notified along with the upfront tariff.
- (f) In the event the Major Port Authority confirms that the operator has not achieved the Performance Standards prescribed in the Scale of Rates in previous 12 months, the operator will not be entitled for 100% WPI indexation. The operator will continue to levy the tariff with 60% indexation as prescribed at clause 2.9. of the normative tariff guidelines, 2016.
- (g) The base period for WPI indexation would be 1 January 2022.
- (xiv) All the operators shall furnish to the Major Port Authority, an 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 Major Port Authority shall also be furnished to them from time to time.
- (xv) Major Port Authority shall publish on its website all such information received from operators. However, Major Port Authority shall consider a request from any operator 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. Major Port Authority's decision in this regard would be final.
- (xvi) The performance norms prescribed for various commodities shall be the minimum that should be achieved by the operator.
- (xvii) The performance actually achieved by the operator shall be monitored by Major Port Authority on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port may initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port.
- (xviii) In the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by the Major Port Authority, he may prefer a representation to Major Port Authority which, thereafter, shall conduct an inquiry into the representation. The Major Port Authority will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.
- (xix) In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.50 shall be taken as 0.50 unit and fractions of 0.50 and above shall be treated as one unit, except where otherwise specified.



- (xx) Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.
- (xxi) As per coastal policy direction issued by the Govt.
  - (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 itemized 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 MoPSW on the coastal concession policy, the same will be communicated by the port.)*

- (xxii) Wharfage, storage charges and other cargo related charges shall continue to be levied by the SMP, Kolkata as per its prevailing scale of rates.
- (xxiii) All taxes and duties, as may be applicable from time to time, including GST shall be paid extra.
- (xxiv) The Scale of Rates shall come into effect from the date mentioned in the State Gazette and shall remain valid for a period of three years from the date of their notification in the State Gazette.

## **Part – II**

**S.1** Stevedoring and Shore Handling Agents working at Haldia Dock Complex, who will be issued license for undertaking such work under Kolkata Port Authority Stevedoring and Shore Handling Regulation, 2020 shall not levy charges exceeding the following rates :

**S.2. Charges for Supply & Service of Equipment in hatches on-board ship at berth for discharging cargo by using ship's crane.**

Sl. No.	Commodity	Rates per Tonne (in Rs.)	
(a) Charges for Supply & Service of Pay loader in hatches on-board ship at berth for discharging <b>Dry Bulk cargo</b> by using ship's crane.			
1.	All types of Import Dry Bulk Cargo	Foreign	Coastal
		11.68	7.01
(b) Charges for Supply & Service of Equipment in hatches on-board ship at berth for discharging <b>Break Bulk cargo</b> by using ship's crane.			
Sl. No.	Commodity	Foreign	Coastal
1.	Iron & Steel Products & other Break Bulk cargo (unit weight more than 5 MT.)	67.45	40.47
2.	Iron & Steel Products & other Break Bulk cargo ( unit weight upto 5 MT.)	40.17	24.10
3.	Machinery, Project Cargo, Spare Part & Equipment etc.	53.56	32.14

**Note :**

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

**S.3 Charges for shore handling operation**

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

Sl. No.	Commodity	Discharged by ship's crane and delivered directly from Jetty to consignee premises.	Discharged by MHC and delivered directly from Jetty to	Discharged by Ship's Crane and transferred & stored in storage area inside port premises	Discharged by MHC and transferred & storage stored in area inside port premises
---------	-----------	---	--	--	---

				consignee premises					
(1)	(2)	(3)		(4)		(5)		(6)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
		Rates per Tonne (in Rs.)		Rates per Tonne (in Rs.)		Rates per Tonne (in Rs.)		Rates per Tonne (in Rs.)	
1.	All types of Import Dry Bulk Cargo.  Note: For Thermal Coal, Iron Ore Fines, Lumps & Pellets only foreign rate shall be applicable.	46.71	28.03	40.17	24.10	124.56	74.74	104.44	62.66
2.	All types of Export Dry Bulk Cargo  Note: For Thermal Coal, Iron Ore Fines, Lumps & Pellets only foreign rate shall be applicable.	43.20	25.92	40.17	24.10	128.33	77.00	96.41	57.85

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)	
		Foreign	Coastal
(a)	<b>Cargo Unloaded onto the wharf and transported to storage yard within port premises or vice versa</b>		
1.	Iron & Steel Products & other Break Bulk cargo (unit weight more than 5 MT.)	253.93	152.36
2.	Iron & Steel Products & other Break Bulk Cargo (unit weight upto 5 MT.)	241.03	144.62
3.	Machinery, Project Cargo, Spare Parts & Equipment etc.	302.15	181.29
4.	All bag cargo (having unit weight upto 50 kg. net)	213.09	127.86

**Note:**

- For transfer / delivery of cargo from jetty direct to consignee's premises, the above rate does not include supply of transport (for delivery) by the Handling Agent. The same shall be arranged by the concerned importer/exporter/receiver of cargo, at their own cost.
- In case of bag cargo (Unit Bag weight upto 50 Kg), the shore handling charge includes supply of trucks by the handling agent for transportation of cargo between the jetty and the storage yard including loading & unloading on and from truck in such operation.
- The rate mentioned at Column (5) & (6) above include charges for heaping/high-heaping of cargo at the storage yards.
- In case of break bulk cargo indicated as Sl. No. 1, 2, 3 and 4 the shore handling charges includes supply of trailer by the Handling Agent for transportation of the cargo between the jetty and the storage area including loading and unloading on & from trailer thereat.
- The rates under this section will also be applicable for shore handling operation in respect of export cargo shipped by MHC/Ship's Crane.

**S.4 Charges for Delivery and Receiving Operation.**

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

- Unloading at or loading from storage area from/onto trucks, lorries, dumpers, trailers etc. as the case may be.



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

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	Dry Bulk cargo	74.24

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	Dry Bulk cargo	31.62

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	Dry Bulk Cargo	42.78

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	Dry Bulk Cargo	100.67

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	All types of Bagged cargo (unit weight upto 50 kg net)	130.48

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	All types of Bagged cargo (unit weight upto 50 kg net)	268.58

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

Sl. No.	Commodity		Rates per Tonne (in Rs.)
1.	Machinery, Project Cargo, Spare Parts & Equipment etc.	Unit weight upto 15 MT.	110.48
2.		Unit Weight more than 15 MT.	133.06

**Note :** The project cargo weighing more than 40 MT is unloaded/loaded directly on/from transport vehicles and no further loading/unloading is required at the time of delivery/receiving.

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	Iron & Steel products and other Break Bulk Cargo (Unit Weight More than 5 MT)	118.96
2.	Iron & Steel products and other Break Bulk Cargo (Unit Weight Upto 5 MT)	75.03

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

Sl. No.	Commodity	Rates per Tonne (in Rs.)
1.	Iron & Steel products and other Break Bulk Cargo ( More than 5 MT)	177.22
2.	Iron & Steel products and other Break Bulk Cargo ( Upto 5 MT)	134.29

- S.4.10.** Charges for loading/unloading operations on /from ships inside the impounded Dock of HDC of SMPK:

Charges for stevedoring operation (without Supply & Service of Equipment in hatches) for loading / unloading of Cargo by using ship's crane			
Sl. No.	Commodity	Rates per Tonne (in Rs.)	
		Foreign	Coastal
1.	Coking Coal, all types of Coal, Coke & Ore, Limestone, other dry bulk cargo not specified, discharged by Grabs.	26.68	16.01
2.	All types of Export Dry Bulk Cargo by Sling.	29.45	17.67
3.	Fertilizer, Sugar , Salt (Discharged by Grab)	34.30	20.58
4.	Export Dry Bulk Cargo loaded by Grabs.	20.01	12.00
5.	Bagged Cargo (Having unit weight upto 50 Kg. net)	99.16	59.49

6.	Iron & Steel Products and other Break Bulk cargo (unit weight more than 5 MT.)	95.62	57.37
	Iron & Steel Products & other Break Bulk cargo (unit weight up to 5 MT.)	107.57	64.54
7.	Machinery, Project Cargo, Spare Part & Equipment etc.	122.29	73.38

- Note :**
- (i) The authorized agents shall undertake Loading / unloading of cargo to and from the sea going vessels at berths (except Berths equipped with Shore Cranes). The above rate is excluding of operation of equipment inside the hatches of the vessel.
  - (ii) The authorized agents shall undertake cleaning of rib / frames and sweeping of cargo inside the hatches in case of import cargo, trimming of cargo inside the hatches in case of export cargo including sweeping of deck of the vessel as required.
  - (iii) For Thermal Coal, Iron Ore, Lumps and Iron Ore Pellets, Coastal rates @ 60% of the foreign rates shall not be applicable.

**S.4.11. Charges for transportation of dry bulk cargo from one storage yard to another storage yard within the dock premises or from storage yard to railway siding inside the dock premises and vice-versa :**

Sl. No.	Commodity	Rates per Tonne (in Rs.)	
		Foreign	Coastal
1.	All types of dry bulk cargo (Import & Export)	80.08	48.05

**Note :**

- (i) The rate mentioned above includes loading of cargo onto dumpers at the storage yard/ railway siding transportation to the destination point and unloading & storing of cargo at the unloading point/ railway siding as the case may be.
- (ii) The rate mentioned above includes collection and cleaning of spillage cargo from road, railway tracks, stacking yard and other areas and properly stacking them at the designated areas as may be earmarked by concerned officers of HDC.

**S.5. Performance Standards :**

**S.5.1. Dry Bulk Cargo :**

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

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

**Note :**

- (i) In case of operation with single MHC, the productivity norms will be 10,000 MT per day.
- (ii) The Stevedores and Shore Handling Agent will be required to match the aforesaid productivity norms or loading/unloading to ensure that there is no detention in loading/unloading operation of the vessel due to reasons attributable to the Stevedoring and Shore Handling agents.

(b) For the purpose of indexation of tariff to the extent of 100% of variation in WPI, the Performance Standards for Dry Bulk Cargo as prescribed in the Berthing Policy vide Letter no. PD-11033/73/2030-PT(pt) dated 16.06.2016 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 operation.

### S.5.2 Break Bulk Cargo handled by Ship's Crane

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

### S.5.3 Norms for receipt and delivery operations

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

### **Part – III**

#### **Upfront tariff for Stevedoring and Shore Handling operations at Anchorage /Lighterage/Top up Points and Barge handling at Haldia Dock Complex (HDC) of Syama Prasad Mookerjee Port, Kolkata (SMPK)**

**S.1** The charges for loading/unloading operations on/ from vessels including deployment of equipment and manpower at Anchorage / Lighterage / Top Up Points to be adopted from the approved rates Kolkata Dock System.

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

<b>Charges for stevedoring operation including Supply &amp; Service of Equipment in hatches for loading / unloading of Cargo by using shore crane / excavator</b>			
<b>Sl. No.</b>	<b>Commodity</b>	<b>Rates per Tonne (in)</b>	
		<b>Foreign</b>	<b>Coastal</b>
1.	Rock Phosphate, Sulphur	86.89	52.13
2.	Sugar & All other Dry Bulk Cargo (Import)	66.84	40.10
3.	All types of Coal (Import)	62.06	37.24
4.	All export Dry Bulk Cargo	38.68	23.21
5.	Bag cargo having unit weight up to 50 Kg net	132.56	78.58
6.	Iron & Steel Products, Project Cargo, Machinery and Spare, jumbo bags, all other breakbulk cargo (with equipment support inside hatch)	128.82	76.37
7.	Iron & Steel Products, Project Cargo, Machinery and Spare, jumbo bags all other breakbulk cargo (without equipment support inside hatch)	86.14	51.06

Note: For Thermal Coal, Iron Ore Fines, Lumps and Iron Ore Pellets, Coastal rates @ 60% of the foreign rates, shall not be applicable.

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

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

Sl. No	Commodity	Discharged by shore crane/excavator and delivered directly from jetty to consignee premises		Discharged by shore crane/ excavator and transferred & stored in storage area inside port premises	
(1)	(2)	(3)		(4)	
		Rates per Tonne (in Rs.)			
		Foreign	Coastal	Foreign	Coastal
1	All types of import dry bulk cargo	46.71	28.03	124.56	74.74
2	All types of export dry bulk cargo	43.20	25.92	128.33	77.00

Note: For Thermal Coal, Iron Ore Fines, Lumps and Iron Ore Pellets, Coastal rates @ 60% of the foreign rates, shall not be applicable.

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

<b>Sl. No.</b>	<b>Commodity</b>	<b>Rates per Tonne (In Rs)</b>
(a)	Cargo Unloaded onto the wharf and transported to storage yard within port premises or vice versa	

		<b>Foreign</b>	<b>Coastal</b>
1.	Iron & Steel Products & other Break Bulk cargo (Unit weight more than 5 MT)	253.93	152.36
2.	Steel Billets, Steel Blooms, Steel Sheets, Steel Rails, WR Coils, Pipes & Tubes, Jumbo Bags, Wood Pulp & other break bulk cargo (Unit Weight upto 5 MT.)	241.03	144.62
3.	Bagged Cargo (Having unit weight up to 50 Kg net)	213.09	127.86
4.	Machinery, Project Cargo, Spare Parts & Equipment etc.	302.15	181.29

**Notes :**

- (i) For Transport/Delivery of cargo from jetty direct to consignee's premises, the above rates does not include supply of transport (for delivery) by the Handling Agents. The same shall be arranged by the concerned Importers/Exporters/Receivers of the cargo at their own cost.
- (ii) In case of bag cargo (Unit bag weight upto 50 kg net), the Shore Handling Charge includes supply of trucks by the Handling Agent for transportation of cargo between the Jetty and the storage yard including loading and unloading on & from truck in such operations.
- (iii) The rate mentioned at column (4) of S.3 (i) above includes charges for heaping/high heaping of Dry Bulk Cargo at Storage Yard.
- (iv) In case of Break Bulk Cargo, the Shore Handling Charges includes supply of trailers by the Handling Agent for transportation of the cargo between the Jetty and the storage area including Loading and Unloading on & from trailers thereat.

**S.4.** Charges and modalities for Delivery/Receiving operations of Cargo loaded/unloaded from/to Barges will be same as stated against S.4.1 to S.4.9 of Part II above.

**S.5.** Performance Standards for loading/unloading of Dry Bulk Cargo on/from Barge inside the Impound Dock is as follows :

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

<b>SI No.</b>	<b>Commodity</b>	<b>Productivity norms in Tones per ship day.</b>
1.	Iron Ore and Iron Ore Pellets	3000
2.	Thermal Coal	2100
3.	All types of Coal (except Thermal Coal)	2100
4.	Lime Stone	2400
5.	Manganese Ore	2310
6.	Met Coke	2310
7.	Rock Phosphate and Sulphur	1500
8.	Cement Clinker	2000
9.	Gypsum	2400
10.	Sugar and all other dry bulk cargo	1950
11.	Bag Cargo (containing fertilizer, food grains, sugar, cement etc. having unite weight upto 50kg)	600
12.	Iron and Steel products, project cargo, Machinery & Spare parts (with equipment support inside Hatch)	900
13.	Iron and Steel products, project cargo, Machinery & Spare parts (without equipment support inside Hatch)	900

**Note :**

- (i) The Performance Standards has been considered for operation with single shore crane/excavator.
- (ii) The Shore Handling Agents will be required to match aforesaid productivity norms of loading/unloading to ensure that there is no detention in loading/unloading operation of the Barge due to reasons attributable to the Stevedoring and Shore Handling Agent.

**S.6.** Norms for Receipt of Delivery operation in respect of cargo handling through Barges.

- (i) In case of Rail Borne cargo the handling agents are required to complete loading/unloading cargo on/from the Railway Rakes within the stipulated time as per the Railway Rules as may prevail from time to time. In case of failure to complete loading/unloading of the rake within stipulated free time, demurrage as may be applicable will be payable by the handling agent to the Importer/Exporter concerned.
- (ii) However, in case of Road Bound Cargo no norms for Loading/Unloading of cargo for delivery/receiving can be fixed as the supply of transport depends on the Importer/Exporter and the Handling Agents have no role in it.