

PARADIP PORT TRUST
TRAFFIC DEPARTMENT

NO.TD/TM/GEN-56[Pt.II]/438

Dated: January 28, 2010

OFFICE ORDER

Tariff Authority for Major Ports [TAMP] in their order dated 30.12.2009 have approved rates of Harbour Mobile Cranes (HMC) installed at Paradip Port and same has been notified in the Gazette of India Extraordinary [Part-III, Section-4] on 12.01.2010. The details are available in TAMP's website <http://tariffauthority.gov.in> and relevant extracts of which is attached herewith for reference.

The TAMP notified rates for HMC will also be available in PPT website www.paradipport.gov.in. The revised charges will be applicable with immediate effect, i.e. from 28.01.2010 and will remain in force for a period of 3(three) years till 27.01.2013.

In view of the above, all the HMC operators are directed to collect charges from port users as per ceiling rates prescribed by TAMP at clause 13.1 b (i) & (ii) of order dated 30.12.2009 for different output ranges.

TRAFFIC MANAGER

Copy to :

1. ABG Infralogistics Ltd./Chennai Radha Engg. Works (P) Ltd. / Jindal Steel & Power Ltd. for information and necessary action.
2. All Heads of Departments, Paradip Port Trust.
3. All Stevedores/Shipping Agents/Exporters/Importers, Paradip Port.
4. Paradip Port Stevedores Association/Kalinga Steamship Agents Assn. Paradip Port.
5. Addl. Traffic Manager, PPT/All Dy. Traffic Manager, PPT for information.
6. F1 Solutions Pvt. Ltd. for information and necessary action.
7. The Deputy Director, EDP with a request to release the above order in port website.

Relevant Extracts of the TAMP order dated 30.12.2009 for tariff fixation of Harbour Mobile Crane (HMC) installed at Paradip Port

To insert the following in the existing Scale of Rates of PPT in Chapter – II, Cargo related charges, as Section 2.15(B), after the existing Section 2.15, which may be renumbered as 2.15 (A):

"2.15 (B). Charges for use of Harbour Mobile Cranes installed by the private operators:

(I). For Dry Bulk Cargo

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
9500-10499	31.67	19.00
10500-11499	33.53	20.12
11500-12499	35.39	21.23
12500	37.26	22.35
12501-13500	39.12	23.47
13501 - 14500	40.99	24.59
14501 - 15500	42.85	25.71

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes and for the 2nd thousand tonnes the rate was enhanced to 110% of the base rate. The rate for third thousand tonnes was arrived by enhancing the base rate by 115%. The same methodology shall also be adopted to calculate the rate beyond 15500 tonnes. Likewise, ceiling rates for performance below 9500 tonnes shall be calculated by reducing the base rate accordingly.

(II). For Break-bulk cargo:

(A). Steel and Bagged Cargo

Average daily crane performance (in Metric tonne)	Ceiling rate per tonne (in Rs)	
	Foreign	Coastal
5000-5999	73.62	44.17
6000	77.49	46.50
6001-7000	81.36	48.82

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 7000 tonnes. Likewise, ceiling rates for performance below 5000 tonnes shall be calculated by reducing the base rate accordingly.

(B). Others

Average daily crane performance (in Metric tonne)	Ceiling rate per tonne (in Rs)	
	Foreign	Coastal
2750-3749	117.86	70.72
3750	124.06	74.44
3751-4750	130.26	78.16

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 4750 tonnes. Likewise, ceiling rates for performance below 2750 tonnes shall be calculated by reducing the base rate accordingly.

Notes:

- (i). The formula for calculation of average berth-day out put is as follows:

$$\frac{\text{Total Quantity loaded / unloaded by HMC}}{\text{Total time taken from vessel commencement to completion}} \times 24 \text{ hrs}$$

- (ii). According to the average berth-day output for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from port users for the full quantity of cargo loaded / discharged.
- (iii). If one HMC works with another HMC or ELL crane/s, the Berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the HMC's load meter.
- (iv). In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by HMC will be determined taking into account cargo loaded / discharged prior to break-down divided by crane working hours and multiplied by 24.
- (v). In case of stoppages of operation of HMC for more than two hours at a stretch for reasons not attributable to the HMC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of HMC for less than 2 hours will not be taken into consideration for the above purpose. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading / unloading operations during working of HMC are required to be certified by the Stevedore of the vessel in the daily vessel performance report.
- (vi). In case shifting of a vessel becomes necessary due to breakdown / non-performance of HMC, the shifting charges of the vessel from berth to anchorage will be recovered from the crane operator in addition to a penalty of Rs. 1,00,000/- (Rupees one lakh only). The shifting charges so recovered will be refunded to the vessel's agent while the penalty will be retained by the port.
- (vii). In case of dispute on the average output, the decision of the port trust will be final and binding".

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