

1. Proposed Revision of Performance Norm based Incentive/ Penalty Scheme for Dry bulk.

1.2 Performance norms for Dry Bulk handling conventionally:-

Gearless (GL)/ Geared (G) vessels	No. of HMC / Ship crane	Season (*)	Ship-day productivity (in MT)				
			Coal	Flux	Coke	Iron Ore/ Pellet	Other Dry bulk
Gearless (GL)/ Geared (G) vessels	2 or above	Fair (*)	31,500	29,000	27,000	35,000	34,000
		Monsoon(*)	28,500	26,500	24,500	32,000	31,000
Gearless (GL)/ Geared (G) vessels	1 HMC	Fair (*)	18,000	22,500	18,000	26,500	18,000
		Monsoon(*)	16,500	20,500	16,500	24,000	16,500
Geared (G) vessels	4 Ship cranes	Fair (*)	15,000	13,000	11,000	18,500	13,500
		Monsoon(*)	14,000	12,000	10,000	18,500	12,000

(*) Fair Season – Oct to May , Monsoon Season – Jun to Sept.

Methodology for calculation of Incentive and Penalty in respect of Gearless vessels operated with multiple HMC and Geared vessels having multiple consignment / multiple parties at conventional berths

- (1). Gearless vessels with Multiple HMC:
 - (i). If simultaneous operation of 2 or more HMC is equal to or more than 50% of total operational hour of the vessel (*), then the norms as applicable to 2 HMC will be effected and accordingly incentive / penalty will be calculated.
 - (ii). If simultaneous operation of 2 HMC is less than 50% of total operational hour of the vessel, then the norms as applicable to 2 HMC will be effected for the duration in which 2 HMC's operated simultaneously and the norms as applicable to 1 HMC will be effected for the rest operational hour of the vessel. The potential volume of cargo that could be handled with the above norm will be calculated which will be compared with the actual volume of cargo handled during the entire operational hour. Incentive will be paid if the actual quantity handled is more than the normative quantity and penalty will be collected if the actual quantity handled is less than the normative quantity. The applicable for 1 HMC to calculate less stay / overstay period accordingly incentive / penalty will be calculated by multiplying the same with the rate of incentive/ penalty i.e. @ ₹ 3,500 per hour or part thereof.

Proposed Method			
Parcel Size (in MT):	39,972		
Commodity:	C. Coal		
Parcel Commencement:	08-12-18 02:15		
Parcel Completion:	10-12-18 17.00		
Stay at Berth(Hr):	62.75		
HMC used	2		
HMC Engagement (in nos)	Actual Duration of Engagement (Simultaneous opn. Hr)	Norm Applied	Projected Qty. to be handled
2	28.5	22,000	26,125
1	30.75	15,000	19,219
Total Projected Qty (MT):	45,344		
Actual Qty Handled (MT):	39,972		
Less Qty (MT):	-5371.75		
Penal Hr w.r.t 1 HMC Norm:	8.59		
Penalty Amount (₹.)*	31,500		

N.B. Penalty/ incentive will be calculated considering 1 HMC Norm

- (2). Geared vessel having multiple consignment / multiple parties' cargooperating with HMC:

In case of geared vessels having multiple consignment / multiple parties cargo use of HMC has been made compulsory under this policy. In such cases, norms applicable for 1 HMC will be considered for use of 1 HMC and norm applicable of 2 HMC will be considered for use of 2 HMC as the case may be. In case, the Port is unable to provide HMC for any reason, the norm applicable for geared vessel will be considered. Incentive and Penalty will be calculated accordingly.

N.B:

(*) Total operation hour of the vessel = Date & Time of Completion of loading / discharge operation – Date & Time of commencement of loading / discharge operation – Stoppage times on Port Account (**)

(**) Stoppages on Port Account:

- Shifting / warping of vessel on Port Account.
- Inclement weather
- Breakdown of Cranes
- Stoppage of HMC due to operational reasons like passing of other HMC as per PPA requirement.

(*) In order to retrieve timestamp data on engagement and disengagement of multiple HMC's in a vessel, Statement of Facts (SOF) will be referred. In case of non-availability of required date from SOF, the data available in the HMC operational records will be reckoned for calculation of incentive / penalty.

1.2. Performance norms for Steel/ Break Bulk / Project Cargo handling conventionally:-

Cargo	Existing Ship-day Productivity Norms (in MT) Norms for F.Y. 2021-22	Proposed Ship-day Productivity Norms (in MT) Norms for F.Y. 2022-23
HR Coil and other unit weight more than 5 T	6,000	No Change
Other Steel Cargo (Plate, Bar, Billet) and break Bulk cargo Unit weight 5 T or less)	2,000	
Project Cargo	1,000	

1.3. The incentive or penalty for Dry and Break Bulk or Project cargo handled at conventional berths:

1.3.1. Steamer Agents to submit the 'Vessel Planning' prior to berthing of the vessel.

1.3.2. The stipulated time of stay of vessel shall be calculated based on the total cargo discharged/ loaded from the vessel during the stay at berth and the performance norm prescribed for the commodity. For example, a vessel carrying 59,830 tonnes of coking coal, the stipulated time of stay of vessel will be 103 hours i.e. $59,830 \text{ tonnes} \div 14,000 \text{ tonnes per day} \times 24 \text{ hours} = 102.56 \text{ hrs} = 103 \text{ hours}$.

1.3.3 The penalty of ` 3500.00 per hour or part thereof for the stay of vessel at berth higher than the stipulated time of stay of vessel at berth and incentive of ` 3500.00 per hour or part thereof for the stay of vessel at berth lower than the stipulated time of stay of vessel at berth.

1.3.4 If the stay of vessel at the berth 2 hours lower than the stipulated time, the Stevedores are eligible for incentive of ₹. 7000/- (₹.3500*2) and vice versa in case of penalty.

If the stay of vessel on account of stevedores at the berth 2 hours lower than the stipulated time, the Stevedores are eligible for incentive of ₹. 7000/- (₹.3500*2) and vice versa in case of penalty.

1.3.5. Methodology for calculation of Incentive and Penalty in respect of Gearless vessels operated with multiple HMC and Geared vessels having multiple consignments / multiple parties at conventional berths.

1.3.5.1. Gearless vessels with Multiple HMC:

1.3.5.1.1. If simultaneous operation of 2 or more HMC is equal to or more than 50% of total operational hour of the vessel (*), then the norms as applicable to 2 HMC will be effected and accordingly incentive / penalty will be calculated.

1.3.5.1.2. If simultaneous operation of 2 HMC is less than 50% of total operational hour of the vessel, then the norms as applicable to 2 HMC will be effected for the duration in which 2 HMC's will be effected for the rest operational hour of the vessel. The potential volume of cargo that could be handled with the above norm will be

calculated which will be compared with the actual volume of cargo handled during the entire operational hour. Incentive will be paid if the actual quantity handled is more than the normative quantity and penalty will be collected if the actual quantity handled will be divided by the norm applicable for 1 HMC to calculate less stay / overstay period accordingly incentive / penalty will be calculated by multiplying the same with the rate of incentive/ penalty i.e. @ ₹ 3500 per hour or part thereof.

1.3.5.2 Geared vessel having multiple consignment / multiple parties' cargo operating with HMC:

In case of geared vessels having consignment / multiple parties' cargo, use of HMC has been made compulsory under this policy. In such cases, norms applicable for 1 HMC will be considered for use of 1 HMC and norm applicable of 2 HMC will be considered for use of 2 HMC as the case may be. In case, the Port is unable to provide HMC for any reason, the norm applicable for geared vessel will be considered. Incentive and Penalty will be calculated accordingly.

Note:

(*) Total operation hour of the vessel = Date & Time of Completion of loading / discharge operation – Date & Time of commencement of loading / discharge operation – Stoppage times on Port Account / weather as under 1.3.6.

1.3.5.3. In order to retrieve data on engagement and disengagement of multiple HMC's in a vessel, Statement of Facts ((SOF) of the vessel will be referred. In case of non-availability of required date from SOF, the date available in the HMC operational records will be reckoned for calculation of incentive / penalty.

1.3.6. The period for which the vessel operation is affected due to the following limited port-related or weather- related issues will be deducted from the actual time of stay of vessel at berth for arriving the incentive/ penalty scheme for handling Dry and Break Bulk cargo at conventional berths:

- (a). Break down/ non-availability of cranes to be provided by Port at berth.
- (b). Rain and inclement weather as indicated in the Statement of Facts (SoF).
- (c). Foreign materials due to manual shifting of cargo to Mechanical Coal Handling Plant (MCHP).
- (d). Shifting of vessel on account of Port.
- (e). Any delays in sailing post vessel readiness to sail on account of Port i.e. Pilot/ tug unavailability, and tidal conditions.
- (f). The time lost due to stoppage of work for any reasons other than the above (a). to (e). to be excluded for calculation of performance norms, only with the approval of the Board.

1.3.7. Since licenses are issued by the Port to Stevedores for handling cargo and the Stevedores indent Port resources for handling cargo, the Stevedores would avail incentive and also bear the penalty.

1.3.8 The geared vessels are expected to operate all cranes till the completion of loading / unloading of cargo. Such geared vessels which are unable to engage all or any ship crane for cargo loading / unloading operations due to breakdown of ship cranes or any other reasons not attributable to port, the vessel agent/ importer/ exporter is liable to engage Harbour Mobile Crane (HMC) till the ship gears is / are made operational.

1.3.9 In case the geared vessels engage HMC in loading / unloading operation to supplement the vessel gears for any reason, the productivity norm applicable to geared vessels to be considered as the productivity norms of such vessels.

1.3.10 In case of vessels using multiple HMCs to achieve better efficiency, the incentive / Penalty to be calculated as per the method of calculation prescribed under 1.3.5.

1.3.11 Where the vessel is not achieving the prescribed productivity norms, PPA reserve the right to shift the vessel to anchorage at the risk and cost of the ship in addition to levy of penalty charges, if any, at the above prescribed rate.

1.3.12 The above incentive/ penalty will not be applicable in respect of vessels operating at CQ-3 and IOB manually with vessel crane considering less wharf space and constraint in movement of IPT dumpers due to existing mechanized facilities.

1.3.13 PPA is review the productivity norms on quarterly basis and revise the same, if required, based on local conditions and past performance etc. as stipulated in the Berthing Policy for Dry Bulk Cargo for Major Ports, 2016, issued by Ministry.

1.3.14 The performance norms as specified at clause 1.1 in respect of Dry Bulk cargo handled conventionally during the Fair Season and performance norms as specified at clause 1.2 in respect of Break Bulk cargo handled conventionally will be effective from 15 January 2017.

1.3.15 The performance norms as specified at clause 1.1 in respect of Dry Bulk cargo handled conventionally during the Monsoon will be effective from 01 June 2017.

1.3.16 Stevedores are not engaged by Shippers/Exporters at mechanical berths i.e., CB 1, CB 2 and IOB for cargo loading operation, which are operated by PPA. As far as payments of charges are concerned, the Steamer Agents make payment towards vessel related charges and concerned Shippers / Exporters make payment towards cargo related charges. At these berths, the productivity mainly depends on the de ballasting capacity of vessels, loading rate accepted by vessel, time taken for opening of hatches, number of hatch changes and draft checks etc. and therefore it is decided to pay / recover incentive / penalty from the Steamer Agents.

1.4. Performance, Incentive and Penalty norms for the vessels working at Mechanised Coal berths CB1 & CB2

1.4.1 Norms for Clearance and Loading

Sl. No	Activity	Existing Norms for F.Y. 2021-22	Proposed Norm for F.Y. 2022-23
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations etc. till the loading clearance given)		No Change
	(i). Existing coastal vessel (i.e. already converted)	60 minutes	
	(ii). Foreign vessels requiring coastal conversion	60 minutes	
(b)	Time allowed for de ballasting		
	(i). Panamax Vessel	Nil	

	(ii).Handymax/Supramax	1 hour	
(c)	Number of Times to be taken for hatch changes		
	(i). Panamax vessel	No. of hatches X 2 + 1	
	(ii).Handymax/Supramax vessel	No. of hatches X 2 + 1	
(d)	Time allowed for draught check (2 times draught check)	1 hour	
(e)	Time allowed for final clearance from the time of completion of loading	1 hour	

1.4.2 Performance norms for Average Loading Rate

Sl. No.	Vessel Type	Existing Performance Norm for F.Y. 2021-22 (Tonnes per hour) <u>Total Qty. Loaded</u> Time Taken (Berthing to Completion)	Proposed Performance Norm for F.Y. 2022-23 (Tonnes per hour) <u>Total Qty. Loaded</u> Time Taken (Berthing to Completion)
(a).	(i) Panamax vessel	3,000	No Change
	(ii)Handymax/SupramaxVessel	2,500	

1.4.3 Penalty for Non-Achievement of the above Performance norms at 1.4.1

		Existing Norms for F.Y. 2021-22	Proposed Norms for F.Y. 2022-23
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, final draught check and other clearances as stipulated above.	₹. 5,000/- per hour or part thereof	No Change
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms at 1.4.1 (c)	₹. 5,000/- for each Additional hatch change.	
(c)	Levy of penalty for each additional draught check than the above Item 1.4.1 (d)	₹. 5,000/- for each additional survey Beyond the stipulated 2 times.	

1.4.4 Incentive for Achievement of the above Performance norms at 1.4.1

		Existing Norms for F.Y. 2021-22		Proposed Norms for F.Y. 2022-23	
		Time	Rate	Time	Rate
(a)	Total allowed Time for existing Coastal Panamax vessel = 1 hr (Loading clearance time) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	3 hr.	₹.5,000/- per hour or part	No Change	

(b)	Total allowed Time for existing Coastal Handymax / Supra vessel = 1 hr (Loading clearance time) + 1 hr (deballasting) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	4 hr.	thereof for less time taken for the above activities	
(c)	Total allowed Time for existing Foreign going Panamax vessel = (Loading clearance time: 1 hr (Loading clearance time) + 1 hr(draft check) + 1 hr (Completion to Final Clearance)	3 hr.		
(d)	Total allowed Time for existing Foreign going Handymax / Supra vessel = (Loading clearance time: 1 hr (Loading clearance time) + 1 hr (deballasting) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	4 hr.		

Notes :

- (i) A vessel is eligible for incentive, if average loading rate specified at 1.4.2 is achieved.
- (ii) Incentive Scheme is not applicable for up-topping vessels.

1.5 Performance, Incentive and Penalty norms for the vessels working at Mechanised Iron ore Berth (IOB) for Coal Loading

1.5.1 Performance Norms for Clearance and Loading

Sl. No	Activity	Existing Norm for F.Y. 2021-22	Proposed Norm for F.Y. 2022-23
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations etc. till the loading clearance given)		No Change
	(i). Existing coastal vessel (i.e. already converted)	60 minutes	
	(ii). Foreign vessels requiring coastal conversion	60 minutes	
(b)	Time allowed for de-ballasting	Nil	
(c)	Number of Times to be taken for hatch changes		
	(i). Panamax vessel	No. of hatches X 2 + 1	
	(ii).Handymax/Supramax vessel	No. of hatches X 2 + 1	
(d)	Time allowed for draught check (2 times draught check)	1 hour	
(e)	Time allowed for final clearance from the time of completion of loading	1 hour	
(f)	Gross Ship Day Output (Tonnes per day) (Loading completion time – Loading commencement time – stoppages on Port A/c, and rain /inclement weather as per SOF)	24,000 TPD	

1.5.2 Penalty for Non-Achievement of the above Performance norms at 1.5.1

		Existing Norms for F.Y. 2021-22	Proposed Norms for F.Y. 2022-23
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, final draught check and other clearances as stipulated above.	₹.5,000/- per Hour or part thereof	No Change

(b)	Levy of penalty for each additional hatch changes than the above stipulated norms at 1.5.1 (c)	₹.5,000/- for Each additional hatch change.	
(c)	Levy of penalty for each additional draught check than the above Item 1.5.1 (d)	₹.5,000/- for each additional survey beyond the stipulated 2 times.	

1.5.3 Incentive for Achievement of the above Performance norms at 1.5.1

		Existing Norms for F.Y. 2021-22		Proposed Norms for F.Y. 2022-23	
		Time	Rate	Time	Rate
(a)	Total allowed Time for existing Coastal vessel = 1 hr (Loading clearance time) + 1 hour (draught check) + 1 hour (Completion to Final Clearance)	2 hr.	₹.5,000/- per hour or part thereof for less time taken for the above activities	No Change	
(b)	Total allowed Time for existing Foreign going vessel = 1 hour (Loading clearance time + 1 hour (draft check) + 1 hour (Completion to Final Clearance)	3 hr.			

Notes:

- (i) A vessel is eligible for incentive, if average loading rate specified at 1.5.1(f) is achieved.

1.6. Performance, Incentive and Penalty norms for the vessels working at Mechanised Iron ore Berth (IOB) for Iron Ore Loading

1.6.1 Performance Norms for Clearance and Loading

Sl. No	Activity	Existing Norms for F.Y. 2021-22	Proposed Norms for F.Y. 2022-23
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations etc. till the loading clearance given)		No Change
	(i). Existing coastal vessel (i.e. already converted)	60 minutes	
	(ii). Foreign vessels requiring coastal conversion	60 minutes	
(b)	Time allowed for de-ballasting	Nil	
(c)	Number of Times to be taken for hatch changes		
	(i). Panamax vessel	No. of hatches X 2 + 1	
	(ii).Handymax/Supramax vessel	No. of hatches X 2 + 1	
(d)	Time allowed for draught check (2 times draught check)	1 hour	
(e)	Time allowed for Trimming	4 hour	
(f)	Time allowed for final clearance from the time of completion of loading	30 minutes (0.50 hr)	

(g)	Gross Ship Day Output (Tonnes per day) (Loading completion time – Loading commencement time – stoppages on Port A/c, and rain /inclement weather as per SOF)	42,000 TPD	
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1.6.2 Penalty for Non-Achievement of the above Performance norms at 1.6.1

		Existing Norms for F.Y. 2021-22	Proposed Norms for F.Y. 2022-23
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, final draught check and other clearances as stipulated above.	₹.5,000/- per hour or part thereof	No Change
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms at 1.6.1 (c)	₹.5,000/- for each Additional hatch change.	
(c)	Levy of penalty for each additional draught check than the above Item 1.6.1 (d)	₹.5,000/- for each additional survey beyond the Stipulated 2 times.	
(d)	Levy of penalty for additional time taken for trimming in excess of time norm stipulated at 1.6.1 (e)	₹. 5,000/- per hour or part thereof	

1.6.3 Incentive for Achievement of the above Performance norms at 1.6.1

		Existing Norms for F.Y. 2021-22		Proposed Norms for F.Y. 2022-23	
		Time	Rate	Time	Rate
(a)	Total allowed Time for existing Coastal vessel = 1 hour (Loading clearance time) + 1 hour (draught check) + 4 hours (Trimming) + 30 minutes (Completion to Final Clearance)	6 hr. 30 min	₹.5,000/- per Hour or part thereof for less time taken for The above activities		No Change
(b)	Total allowed Time for existing Foreign going vessel = 1 hour (Loading clearance time + 1 hour (draft check) + 4 hours (Trimming) + 30 minutes (Completion to Final Clearance)	6 hr. 30 min			

Notes :

(i) A vessel is eligible for incentive, if average loading rate specified at 1.6.1 (g) is achieved.

1.7. Performance, Incentive and Penalty norms for the vessels working at Mechanized Iron ore Berth (IOB) for Iron Pellets Loading

1.7.1 Performance Norms for Clearance and Loading

Sl. No	Activity	Existing Norm Norms for F.Y. 2021-22	Proposed Norm Norms for F.Y. 2022-23
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations etc. till the loading clearance given)		No Change
	(i).Existing coastal vessel (i.e. already converted)	60 minutes	
	(ii).Foreign vessels requiring coastal conversion	60 minutes	
(b)	Time allowed for de-ballasting	Nil	
(c)	Number of Times to be taken for hatch changes		
	(i). Panamax vessel	No. of hatches X 2 + 1	
	(ii).Handymax/Supramax vessel	No. of hatches X 2 + 1	
(d)	Time allowed for draft check (2 times draught check)	1 hour	
(e)	Time allowed for final clearance from the time of completion of loading	1 hour	
(f)	Gross Ship Day Output (Tonnes per day) (Loading completion time – Loading commencement time – stoppages on Port A/c, and rain /inclement weather as per SOF)	42,000 TPD	

1.7.2 Penalty for Non-Achievement of the above Performance norms at 1.7.1

		Existing Norms for F.Y. 2021-22	Proposed Norms for F.Y. 2022-23
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, final draught check and other clearances as stipulated above.	₹.5,000/- per Hour or part thereof	No Change
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms at 1.7.1 (c)	₹.5,000/- for each additional hatch change.	
(c)	Levy of penalty for each additional draught check than the above Item 1.7.1 (d)	₹.5,000/- for each additional survey beyond the stipulated 2 times.	

1.7.3 Incentive for Achievement of the above Performance norms at 1.7.1

		Existing Norms for F.Y. 2021-22		Proposed Norms for F.Y. 2022-23	
		Time	Rate	Time	Rate
(a)	Total allowed Time for existing Coastal vessel = 1 hr (Loading clearance time) + 1 hour (draught check) + 1 hour (Completion to Final Clearance)	3 hr.	₹. 5,000/- per hour or part thereof for Less time taken for the above activities	No Change	
(b)	Total allowed Time for existing Foreign going vessel = 1 hour (Loading clearance time + 1 hour (draft check) + 1 hour (Completion to Final Clearance)	3 hr.			

Notes :

- (i). A vessel is eligible for incentive, if average loading rate specified at 1.7.1(f) is achieved.

1.8. penalty scheme for non-evacuation of cargo from wharf.

		Norm
a.	The penalty for non-evacuation of cargo from wharf after 4 hours from sailing of the vessel.	₹ 3,500/- per hour or part thereof