



TRAFFIC DEPARTMENT

No. TD/TM/GEN-113/1131

Dated, the 13th June, 2022

OFFICE ORDER

The Competent Authority has been pleased to issue SOR for KICTPPL, conditionalities governing the levy of SOR and performance standards extracted / derived from the TAMP Order No. TAMP/68/2016-PPT dated 02.01.2017 and TAMP Order No. TAMP/68/2016-PPT dated 16.03.2021, which is enclosed herewith for information of all concerned. The indexed tariff is derived after applying indexation for the FY 2022-23 (01.04.2022 to 31.03.2023).

The above SOR of KICTPPL is subject to indexation every year.

Traffic Manager
Paradip Port Authority

Copy to:

- (i) TAMP for kind information.
- (ii) M/s. KICTPPL for information and necessary action.
- (iii) All Stevedores/ Importers/ Exporters/ Steamer Agents, PPA for kind information.
- (iv) FA & CAO/ CME/ CE, PPA for kind information.
- (v) SE(H), PIO, PPA for kind information.
- (vi) All officers of Traffic Department for information and necessary action.
- (vii) Sr. Deputy Director, EDP Cell for information with a request to upload the same in PPA website.

KALINGA INTERNATIONAL COAL TERMINAL PARADIP PRIVATE LIMITED (KICTPPL)

SCALE OF RATES FOR THE NEW COAL BERTH FOR HANDLING IMPORT COAL (Applicable from 01.04.2022 to 31.03.2023)

CHAPTER-1- DEFINITIONS & GENERAL TERMS & CONDITIONS

1.1. DEFINITIONS-GENERAL

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

- (i). **“Coastal vessel”** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Competent Authority / Director General of Shipping.
- (ii). **“Foreign-going vessel”** shall mean any vessel other than Coastal vessel.
- (iii). **“Day”** shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.

1.2. GENERAL TERMS & 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 its classification as ‘coastal’ or ‘foreign-going’ 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) (a). System of classification of vessel for levy of Vessel Related Charges (VRC)
 - (i). 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.
 - (ii). A foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified period or voyage issued by the Director General of Shipping and a custom conversion order.
- (b). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate.
 - (i). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (ii). 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.
 - (iii). 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) 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.
- (iv).(a) The berth hire charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
- (b) The cargo related charges for all coastal cargo other than thermal coal should not exceed 60% of the normal cargo related charges.
- (c) 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.
- (d) Cargo from a foreign port which reaches an Indian Port "A" for subsequent transshipment to Indian Port "B" will be levied the concession charges relevant for its coastal voyage. In other words, cargo from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (v). 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 prime lending rate of the State Bank of India.
 - (c) The delay on refunds will be counted only 20 days from the day 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. This provision shall, however, not apply to the cases where payment is to be made before availing the services where payment of charges in advance is prescribed as a condition in the scale of rates.
- (vi). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto and inclusive 0.5 shall be taken as 0.5 unit and fractions of above 0.5 shall be treated as one unit, except where otherwise specified.
- (vii). All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.

- (viii).(a). The rates prescribed in the Scale of Rates are ceiling levels: likewise, rebates and discounts are floor levels. The terminal operator may, if they so desire, charge lower rates and / or allow higher rebates and discounts.
- (b). The terminal operator may also, if they so desire, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation 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). The terminal operator should notify the public such lower rates and/ or rationalisation of the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (ix). Users will not be required to pay charges for delays beyond reasonable level attributable to terminal operator.

2. **BERTH HIRE CHARGES:**

The Berth Hire charges payable by masters/owners/agents for the vessel shall be as per rates below:

Sl. No.	Vessels	Rate per GRT per hour or part there of(Rs.)	
		Foreign Going Vessel	Coastal Vessel
1.	All Vessels	1.14	0.68

Notes:

- (i). The period of berth hire shall be calculated from the time vessel occupied 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 non-availability / break down of terminal operator's equipment or power failure or any reasons attributable to the terminal operator.
- (iv). (a). Berth hire shall stop four hours after the time of the vessel signaling its readiness to sail.
- (b). The time limit of 4 hours prescribed for the cessation of the berth hire shall exclude the ship's waiting time for want of favorable tide conditions, inclement weather and due to lack of night navigation.
- (c). 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 charges for a false signal.
- "False Signal" would be when the vessel signals readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessels. This excludes signaling readiness when a vessel is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions.

(vi). Priority and Ousting Priority charges:-

(a). Priority Berthing:

For providing 'priority' berthing to any vessel, the Port shall collect fee equivalent to berth hire charges for a single day or 75% of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher.

(b). Ousting Priority:

For providing 'Ousting priority' to any vessel, the port shall collect a fee equivalent to berth hire charges for a single day or 100% of the berth hire charges calculated for the actual period of stay at the berth, whichever is higher.

3. **CARGO HANDLING CHARGES:**

The cargo handling charges at the new Coal berth at Paradip Port shall be payable on the manifested cargo directly by the importer of cargo at the rates specified below:

Sl.No.	Commodity	Unit	Rate in Rupees	
			Foreign	Coastal
a.	Coal handling charges (Thermal coal)	Per MetricTonne	200.95	200.95
b.	Coal handling charges (for other than Thermal coal)	Per MetricTonne	200.95	120.57

Note:

The above rate is the composite rate for unloading of all the cargo from the ship, conveying to stack yard, storage at the stack yard upto free period of 15 days after the time of completion of ship, reclaiming from stack yard and loading on to the railway wagons and all other miscellaneous services provided.

4. **STORAGE CHARGES:**

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

Sl.No.	Commodity	Rate for first 10 days for the balance cargo remaining after the free period	Rate for 26 th day onwards for the balance cargo
1.	Coal (all types)	Rs. 1.85 per MT per day	Rs.3.71 per MT per day

Notes:

- (i). 15 free days shall be allowed. Free period for import cargo shall commence from the actual date of the receipt of goods in the Port premises. For the purpose of calculation of free period, Custom notified holidays and Terminal's non-working days shall be excluded.
- (ii). Storage charges shall be payable for all days including Terminal's non-working days and Customs notified holidays for stay of cargo beyond the prescribed free days.
- (iii). Storage charges 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 Terminal operator.

5. GENERAL NOTE TO SL NO. 2 TO 4 ABOVE:

The reference tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 January 2022 and 1 January of the relevant year. Such automatic adjustment of reference tariff caps 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.

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 Standard (the "Performance Linked Tariff") from the second year of operation onwards, over and above the indexed Tariff for the relevant financial year, at least 90 days 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.

PERFORMANCE STANDARDS

Schedule of Performance Standards for “New Coal Berth at Paradip Port on BOT Basis”

1. **Gross Berth Output**

The parameter deals with the productivity of the terminal (Gross Berth Output) for different types of cargo. In case of coal the capability of the terminal (mechanization, 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 as the total cargo handled from the ship during a month divided by the time spent by the ship at the terminal multiplied by number of working days of ships in that month at that terminal. While determining the number of working days from the ship hours, the berth allowance of 4 hours shall be subtracted from the total hours.

The norm for Gross Berth Output for all cargo will be 48,000 tonnes / Day.

Weightage in case of a shortfall in meeting the prescribed performance standard - 70%.

2. **Transit Storage Dwell Time**

(i) Bulk Cargo:

The Transit Storage Dwell Time for coal cargo and other cargo shall be calculated, as half of average parcel size of above cargo vessels in a month divided by average disposal of cargo from the port per day as per the following methodology:

$$\text{Average disposal of Cargo per day (A)} = \frac{\text{OB} + \text{Received} / \text{Dispatched} - \text{CB}}{\text{No. of days}}$$

OB = Opening Balance, CB = Closing Balance.

$$\text{Average Parcel Sizes (B)} = \frac{P1+P2+ \dots + Pn}{n \text{ (no. of parcels)}}$$

P1, P2Pn are parcel size of each vessel in a month. Transit Storage Time for Bulk Cargo = 0.5 (B/A)

The transit dwell time for all type of coal will be 15 days up to commencement of wagon loading operation.

Weightage in case of a shortfall in meeting the prescribed performance standard - 20%

3. **Turn Around Time for Receipt/ Delivery Operation:**

The Turnaround Time for receipt/delivery operation shall be the sum of time taken for loading of cargo divided by the number of rakes deployed, as the case may be, in a month. Further, in case the rake does both unloading and loading operations on a single entry into the terminal, the time allocated shall be doubled for those rakes.

The Norms will be as follows:

Rake for all cargo (Single Operation): 10 Hours

Rake for all cargo (Double Operation): 18 Hours

58 BOXN wagon per rake

Weightage in case of a short fall in meeting the prescribed performance standard - 10%
