

MORMUGAO PORT TRUST

UPFRONT TARIFF SCHEDULE FOR IRON ORE HANDLING AT WEST OF BREAKWATER(WOB)

1.1 DEFINITIONS:

In this Scale of Rates unless the context otherwise requires, the following definition 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 competent authority.
- (ii). **“Foreign Vessel”** means any vessel other than a coastal vessel.
- (iii). **“Per Day”** means per calendar day unless otherwise stated.

1.2 GENERAL TERMS AND CONDITIONS:

- (i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, is the relevant factor to decide whether vessel is ‘coastal’ or ‘foreign-going’ for the purpose of levy of vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii).
 - (a). The vessel related 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 concessional charges relevant for its coastal voyage. In other words, cargo from / to Indian ports carried by vessel permitted to undertake coastal voyage will qualify for the concession.
- (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 Prime Lending Rate of the State Bank of India.
 - (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 payment 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 this Scale of Rates.

- (iv). All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.
- (v).
 - (a). The rates prescribed in the Scale of Rates are ceiling levels, likewise, rebates and discounts are floor levels. The operator may, if they so desire, charge lower rates and/or allow higher rebates and discounts.
 - (b). The operator may also, if they so desire rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in the rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
 - (c). The operator should notify the public such lower rates and/ or rationalisation of the conditionalites governing the application of such rates and continue to notify the public any further charges in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rate notified by the TAMP
- (vi). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.

2.1. BERTH HIRE:

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

Sl. No.	Vessels	Rate per GRT per hour or part thereof (Rs.)	
		Foreign Going Vessel	Coastal Vessel
1.	All Vessels	1.54	0.92

- (i). The period of berth hire shall be calculated from the time vessel occupies 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). In case vessel idles due to breakdown or non availability of the shore based facilities of the operator, or any other reasons attributable to operator, rebate equivalent to berth hire charges payable to the Mormugao Port Trust accrued during the period of idling of vessel shall be allowed by the operator.
- (iv).
 - (a). Berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail.
 - (b). The time limit of 4 hours prescribed for the cessation of 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 charge 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 the signaling readiness when a vessel is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions."

2.2. PORT DUES:

The Port dues for vessels calling at the Port shall be as per rates below:

Sl. No.	Vessels	Rate per GRT (Rs.)	
		Foreign Going Vessel	Coastal Vessel
1.	All Vessels	108.53	65.12

3. CARGO HANDLING CHARGES:

Sr. No.	Particulars	Rate in Rupees per metric tonne	
		Foreign	Coastal
(i).	Iron Ore Handling Charges		
(a).	For rail borne cargo	171.17	102.70
(b).	For barge borne cargo	224.66	134.80

Notes:

- (i). The handling charges prescribed at (i).(a). above for rail borne cargo is a composite charge for unloading of cargo from wagon through unloading facilities at Marshalling Yard, transfer the same upto the point of storage, storage at the stackyard upto a free period of 20 days, reclaiming from stackyard and loading onto the ship, wharfage and all other miscellaneous services not specifically prescribed in the Scale of Rates.
- (ii). The handling charge prescribed at (i).(b). above for barge borne cargo is a composite charge for receiving of the cargo at barge jetty / barge, its unloading, conveying the unloaded iron ore, stacking, reclaiming, conveying to shiploader, and loading onto the ship.

4. STORAGE CHARGES:

The storage charge for the cargo stored in the stackyard beyond the free period of 20 days shall be as follows:

(Rate in Rs. per tonne per day or part thereof)

	Commodity	Rate for five days for the balance cargo remaining after the free period.	Rate for sixth day to tenth day for the balance cargo.	Rate for eleventh day onwards for the balance cargo.
1.	Iron Ore (all types)	2.28	4.56	9.12

Notes:

- (i). For the purpose of calculation of free period Customs notified holidays and Terminal's non- working days shall be excluded.
- (ii). Free period for import cargo shall be reckoned from the day following the day of completion of final discharge from the vessel.
- (iii). 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 terminal operator.

5. MISCELLANEOUS CHARGES:

The following miscellaneous charges are applicable on the Iron ore handled:

Sr. No.	Particulars	Rate per tonne or par thereof in Rupees
(i).	Charges for all miscellaneous services such as sweeping, collecting, spillage from yard conveyors, galleries etc., moisturizing of cargo, dust separation services, environment etc.,	1.90

6. GENERAL NOTE TO SCHEDULE (2) TO (5) ABOVE:

The 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 2010 and 1 January of the relevant year. Such automatic adjustment of 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.
