



TRAFFIC DEPARTMENT

No:TD/TM/GEN-201(PT-1)/2020-21/519

Dated, the 15th March, 2021

OFFICE ORDER

Chairman, PPT has been pleased to approve the Berthing Policy for vessels for the FY-2021-22 (w.e.f. 01.04.2021 to 31.03.2022) along with Priority Berthing Scheme for Dry Bulk Cargo at General Cargo Berths, CB-1 & CB-2 of MCHP with the following terms and conditions.

A. BERTHING POLICY FOR 2021-22 (W.E.F. 01.04.2021 to 31.03.2022)

- (i) Allotment of all berths for berthing of vessels in general will be on 'First come first serve' basis subject to readiness of vessel; except captive berths, priority berthing under Priority Berthing Scheme (PBS) adopted by the Ports as well as the Ministry directives received from time to time.
- (ii) As per the circular of Govt. of India, coastal vessels calling at the Port will be provided priority berthing without payment of priority charges. Accordingly, Multi-Purpose Berth (MPB) will be earmarked for berthing of coastal vessels within 48 hours of arrival of the vessel. However, for some reason, if MPB is not available, coastal vessels may be berthed in another berth upon availability. However, CB-1 & CB-2 berths of PPT are declared as exclusive Coastal berthing facility for export of Thermal Coal.
- (iii) Priority berthing instruction received from Govt. of India from time to time for coastal vessels, vessels carrying sugar, finished fertilizer etc. will also be complied with. The priority in berthing will be first for vessels in respect of which instruction is received from Govt. of India from time to time. The next priority will be for vessels under PBS. The detailed terms & conditions of PBS are specified separately for CB-1 & CB-2 of MCHP and General Cargo Berths (GCB).
- (iv) For export vessels berthing will be considered provided the vessel is ready with complete Customs Documents (Shipping Bill) and Let Export Order(LEO) for the full quantity of cargo to be shipped on the ship that is already inside the Port.

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- (v) In case the importer of cargo in any vessel fails to submit the Customs Bill of Entry/ Out of Charge duly passed out within 30 days of completion of discharge of an earlier vessel at the Port, their subsequent import cargo vessel will not be berthed even if she is a senior vessel.

However, if a berth remains vacant and no other vessel is ready for berthing, PPT reserves the right to consider berthing of such vessel of the importer, primarily to optimize the port infrastructure utilization.

- (vi) One Project cargo vessel will be handled at a time due to their low berth day output. However in case berths are vacant, additional Project cargo vessel can be accommodated.
- (vii) Port will provide PBS for all types of import/export dry bulk cargo under MGT Scheme in the conventional berths.
- (viii) Liquid cargo vessels of M/s. IFFCO can be considered for berthing at MPB in case the same is vacant and FB-II is occupied and no other general cargo vessels are ready for berthing at MPB. In that event, berth hire charges will be recovered from IFFCO at the rate applicable for IFFCO and GCB, whichever is higher in addition to other vessel related charges. Wharfage for quantity handled by IFFCO at MPB would be recovered at the highest rate for that cargo applicable for FB-II and no telescopic rate is applicable in such case. The quantity handled by IFFCO at MPB will not be reckoned for the purpose of the MGT. Also, shifting charges will be payable by IFFCO in case of shifting of the vessel to IFFCO berth/roads for accommodating other general cargo vessels at MPB.

In case there is swapping of cargo between IFFCO and PPL, the wharfage charge for swapping quantity and berth hire charges will be paid by the importer at the rate applicable for GCB, PPL (FB-1), IFFCO (FB-2); whichever is highest. No telescopic rate will be applicable in such case. The above swapped quantity will not be reckoned for the purpose of calculation of MGT for PPL/IFFCO.

Berthing of liquid cargo vessel of IFFCO at FB-1 and vice versa is permitted for discharge operation as per requests of IFFCO/PPL on payment of charges as given below:

- a. Wharfage at the highest rate i.e., Rs. 104.69 per MT at present, revised from time to time, on the liquid cargo transferred from the vessel of IFFCO berthed at FB-1 to IFFCO/PPL plant site; or from the vessel of PPL berthed at FB-2 to IFFCO/PPL plant site.
 - b. Berth-hire charges at the rate applicable for GCB, PPL and IFFCO, whichever is highest.
 - c. One shifting charge of the vessel.
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- (ix) Engagement of HMC is compulsory for vessels to load/discharge multiple consignments, if HMC is available. However, for non-fulfilment of this condition, the Port reserves the right to refuse the berthing of the vessel.
 - (x) Engagement of HMC is mandatory in all vessels working at GCB, subject to availability. However, loading of Ferrochrome / any other cargo in vessels at GCB will be allowed through slings/vessel gears, where operation cannot be undertaken by HMC, due to intrinsic nature of cargo.
 - (xi) Shifting of vessels at port convenience will be allowed from one berth to another berth as per Port Scale of Rates (SOR) at Note-9 of Clause 3.4 under Chapter-III.
 - (xii) The productivity / performance norms linked to incentive / penalty in respect of dry bulk cargo handled conventionally is attached here with as **Annexure-1**. The productivity / performance norms linked to incentive / penalty in respect of dry bulk cargo handled mechanically at CB (Thermal coal) and IOB is attached herewith as **Annexure-2** and **Annexure-3** respectively. The methodology for calculation of incentive and penalty amount in respect of vessels operated at conventional berths is attached herewith as **Annexure-4**. The above scheme will be implemented w.e.f. **01.04.2021**. The scheme is subject to revision on receipt of any notification from TAMP / Regulatory Authority to this effect.
 - (xiii) Penalty for wharf clearance @ Rs 3,500/- per hour after 4 hrs. from sailing of the vessel. The above scheme will be implemented w.e.f. **01.04.2021**. The scheme is subject to revision on receipt of any notification from TAMP / Regulatory Authority to this effect.

- (xiv) Notwithstanding any condition mentioned in the policy, PPT reserves the right to plan and schedule berthing of vessels keeping in view Draught, LOA, Beam & other operational exigencies including productivity parameters, effective utilization of resources and Port convenience.

B. PRIORITY BERTHING SCHEME (PBS) FOR DRY BULK CARGO AT GENERAL CARGO BERTHS/ CONVENTIONAL BERTHS, BOTH BERTHS OF MCHP (CB-1&CB-2) (FOR THE PERIOD FROM 01.04.2021 TO 31.03.2022)

- (i) To avail the PBS, Bank Guarantee (BG) towards Minimum Guaranteed Tonnage [MGT] in respect of all import/export dry bulk cargo at GCB with MGT of 2.0 MMT for the FY 2021-22 is to be submitted.
- (ii) The participants have to apply to the Port giving their willingness to participate in the PBS on payment of MGT amount and they will be called MGT providers and will have to enroll themselves before 30.04.2021. A MGT provider under the scheme should furnish an irrevocable Bank Guarantee [BG] for an amount equivalent to the wharfage charges for 2.0 MMT plus applicable GST on highest wharfage rate on commodities expected to be handled from April, 2021 to March, 2022 by 30.04.2021.
- (iii) The BG is to be drawn in favour of FA & CAO, PPT on any scheduled banks and will be payable at Paradip Branch. In case the issuing bank does not have a branch at Paradip, it has to be ensured that the B.G can be encashed at the nearest possible branch of the Bank to Paradip as per PPT format.
- (iv) Priority berthing of vessels under the PBS will be accorded for all types of import/export dry bulk cargo on submission of irrevocable Bank Guarantee (BG) in the prescribed format along with No Objection for an amount equivalent to the wharfage charges for MGT plus applicable GST at highest wharfage rate.
- (v) The MGT provider should submit the Bill of Entry/Shipping Bill in respect of all types of dry bulk cargo in the name of importer/exporter to avail the priority berthing under the PBS.

- (vi) Two berths will be reserved for vessels under the PBS for dry bulk cargo. Priority berthing charges would be levied only in respect of vessels berthed under priority. While vessels of MGT providers berthed on normal seniority will not be required to pay priority charges, the quantity of same would be reckoned for the purpose of MGT. To elaborate, priority berthing of vessels from among the waiting vessels of MGT providers will be considered only for two (2) Berths at GCB at any given point of time whether berthed on priority or normal seniority. If the number of vessels of MGT providers at berth is two (2) at any point of time, vessels as per normal seniority will be considered for next berthing.
- (vii) In case the number of vessels waiting for priority berthing is more than one, the vessels anchoring time will be taken into account and berthing will be provided on 'first come first serve basis' from among the waiting vessels for priority berthing.
- (viii) The participants in the scheme will be called MGT providers. In case the MGT provider fails to achieve the MGT target of 2.0 MMT during April, 2021 to March, 2022, the port would encash the BG for the equivalent wharfage on the shortfall quantity of MGT calculated on the highest rate applicable plus GST to the cargo(s) handled by the MGT provider without any advance notice/ intimation. However, if the firm desires to deposit the equivalent shortfall amount, they may be permitted to do so.
- (ix) In case the storage plots allotted to the MGT providers are full and not available to accommodate further cargo, the request of the MGT provider to berth their vessel on priority will not be entertained.
- (x) In addition to PBS for General Cargo Berths, both the berths of MCHP (CB-1 & CB-2) are also earmarked under the PBS for loading of Thermal Coal with an MGT quantity of 2.0 MMT for the period from 01.04.2021 to 31.03.2022. The participants in the scheme for MCHP will be called MGT providers and will have to enroll themselves under the scheme immediately i.e. on or before 30.04.2021 to avail the said PBS. A MGT provider under the scheme has to furnish an irrevocable Bank Guarantee in prescribed format for an amount equivalent to handling (unloading from wagon and shipment through coal handling plant) charges for the cargo under the scheme i.e. 2.0 MMT to be loaded.

In case of MGT provider fails to achieve the MGT target of 2.0 MMT during the above period, the Port would encash the BG for an amount equivalent to handling charges (unloading from wagon and shipment through coal handling plant) on the shortfall quantity plus GST without any advance notice/intimation.

However, if the firms desire to deposit the equivalent shortfall amount, they may be permitted to do so.

- (xi) To keep one Coal berth at a time for berthing of vessel of Thermal Coal exporters and who are enrolled under the Priority Berthing Scheme, berthing of vessel in other Coal berth will be done as per the seniority of arrival of the vessels. In case the vessels of Thermal Coal exporters who are enrolled in the Scheme do not have vessels for berthing, then berthing of non-MGT vessels will be done as per the seniority of the vessels.
- (xii) In case of any dispute, interpretation of Chairman, PPT will be final and binding on all concerned.
- (xiii) PPT reserves the right to shift any vessel under the PBS berthed at any berth if the ship fails to achieve the rate of loading/unloading stipulated by PPT to any waiting berth or to roads. For such shifting, charge will have to be borne by the MGT provider.
- (xiv) The vessels opting for dual loading at MCHP with minimum load rate of 4000 MT of Thermal Coal would be considered for out of turn berthing amongst all waiting vessels including MGT providers for CB-1 & CB-2. The levy on priority berthing charge as per existing SoR will not be levied for such vessels as an incentive for such dual loading. In case more than one vessel opting to avail this facility, the vessel of the MGT provider will be berthed ahead of non-MGT provider. Otherwise, it would be on "first come first serve" basis.
- (xv) Any delay by any of the prospective MGT provider in making application for the PBS by the schedule date i.e. 30.04.2021 can be condoned by Chairman, PPT.

- (xvi) With a view to enhance the utilization of idle capacity of MCHP and to reduce pre-berthing detentions on account of such vessels at other general cargo berths, Port will consider berthing of Iron Ore Pellet and other Dry Bulk cargo vessels (excluding Iron ore) at CB-1 berth only. However, vessels declared for loading of such cargo using the facility of CB-1 of MCHP will not be berthed ahead of any designated Thermal Coal ship ready for loading at MCHP.
- (xvii) Notwithstanding any condition mentioned in the policy, PPT reserves the right to plan and schedule berthing of vessels keeping in view Draught, LOA, Beam & other operational exigencies including productivity parameters, effective utilization of resources and Port convenience.

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15/3/2021
Traffic Manager
Paradip Port Trust

Copy to:

- (i) All Importers/Exporters/Stevedores/Shipping Agents, Paradip Port.
- (ii) The Secretary, PPSA/USA, Paradip Port.
- (iii) The FA & CAO/DC/CME, PPT.
- (iv) The SE, MCHP/SE, IOHP, PPT.
- (v) All officers of the Traffic Department, PPT.
- (vi) Sr. Deputy Director, EDP Cell for information with a request to hoist the same in PPT website.
- (vii) Import/Export/Plot/Marine Section, Traffic Department, PPT.
- (viii) O.O.G.F.

PRODUCTIVITY NORM FOR DRY BULK CARGO HANDLED CONVENTIONALLY

Ship Type	GL / G	No. of HMC	Season	Ship-day productivity Norm (in MT)				
				Coal	Flux	Coke	Iron Ore / Pellet	Other Dry Bulk
ALL	GL, G	2 or above	Fair (*)	22000	17400	15000	27000	22000
			Monsoon (-8%)	20000	16000	14000	27000	20000
ALL	GL, G	1	Fair	15000	14500	12000	18000	15000
			Monsoon (-8%)	14000	13000	11000	18000	14000
ALL	G	0	Fair	14000	12000	10000	15000	13000
			Monsoon (-8%)	13000	11000	9000	15000	12000

(*) Fair season Norms is already in force.

Fair Season: October to May

Monsoon Season:

June to September

PRODUCTIVITY NORM FOR STEEL / BREAK BULK / PROJECT CARGO HANDLED CONVENTIONALLY

CARGO	Ship-day Productivity Norm (in MT)
HR Coil and other – Unit weight more than 5 T	6000 T
Other Steel Cargo (Plate, Bar, Billet) and break bulk cargo – Unit weight 5 T or less	2000T
Project Cargo	1000T

The Incentive / Penalty scheme for Dry & Break bulk / Project cargo handled at conventional berths is as follows:

Steamer Agents to submit the “Vessel Planning” prior to berthing of the vessel.

- a) Steamer Agents/Stevedores to calculate the time allowed for completion of total discharge/loading of cargo based on the aforesaid productivity norms and the same to be clearly mentioned in the vessel planning form. For example, a handymax geared vessel

carrying 59,830 T of Coking Coal, the time allowed is $59,830 \text{ T} \div 14,000\text{T} = 4.27 \text{ days} \times 24 = 102.57 \text{ Hrs. i.e., } 103 \text{ Hours.}$

- b) Penalty will be levied @ Rs. 3,500/- per hour or part thereof of stay at berth beyond stipulated completion time. Incentive @ Rs. 3,500/- per hour or part thereof will be given if completed before stipulated completion time.
- c) Therefore, if the vessel completes 2 hours earlier than the allowed time, the Stevedores are eligible for incentive of Rs. 7000/- (Rs. 3500 × 2) and vice-versa in case of penalty.
- d) The period for which the vessel operations affected only due to shifting of vessel, breakdown of cranes, rain & inclement weather as indicated in the Statement of Facts (SOF) will be deducted from the actual time taken for completion. Accordingly, the penalty and incentive will be worked out.
- e) 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.
- f) 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 crane(s) or any other reasons not attributable to Port, the vessel agent/importer/exporter is liable to engage Harbour Mobile Crane (HMC) till the ship gear(s) is/are made operational.
- g) 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 norm of such vessels.
- h) In case of vessels using more than 2 HMCs to achieve better efficiency, the Incentive / Penalty to be calculated considering the productivity norm applicable for 2 HMCs.
- i) Where the vessel is not achieving the prescribed productivity norms, PPT reserves the right to shift the vessel to anchorage at the risk & cost of the ship in addition to levy of penalty charges, if any, at the above prescribed rate.
- j) 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.
- k) PPT may 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.

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ANNEXURE 2

<u>INCENTIVE/ PENALTY SCHEMES</u>			
VESSELS WORKING AT MECHANIZED COAL BERTHS (CB 1 & 2)			
Sl. No	Activity	Norm	Remarks/Penalty
I	CLEARANCE & LOADING		
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations etc. till the loading clearance given) (i) Existing coastal vessel (ii) Foreign vessels requiring coastal conversion	60 minutes 60 minutes	
(b)	Time allowed for de-ballasting (i) Panamax Vessel (ii) Handymax/Supramax	Nil 1 hour	
(c)	Number of Times to be taken for hatch changes (i) Panamax vessel (ii) Handymax/Supramax vessel	(No. of hatches X 2+ 1) (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	

II AVERAGE LOADING RATE (Tonnes/Hour)[Berthing to Completion]			
(a)	(i) Panamax vessel	3000	Total Qty loaded
	(ii) Handymax/Supramax Vessel	2500	Time Taken(Berthing to Completion)
III PENALTY FOR NON-ACHIEVEMENT OF THE ABOVE PERFORMANCE			
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, final draught check and other clearances as stipulated above.		Rs.5,000/- per hour or part thereof
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms [1 (c)]		Rs. 5,000/- for each additional hatch change.
(c)	Levy of penalty for each additional draught check [for Item I (d) above]		Rs. 5,000/- for each additional survey beyond the stipulated 2 times.
IV INCENTIVE FOR ACHIEVEMENT OF THE ABOVE PERFORMANCE NORMS			
(a)	Total allowed Time for existing Coastal Panamax vessel = 60 min (Loading clearance time) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	3 hr.	Rs.5,000/- per hour or part thereof for less time taken for the above activities
(b)	Total allowed Time for existing Coastal Handymax / Supra vessel = 60 min (Loading clearance time) + 1 hr (deballasting) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	4 hr.	
(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)	4 hr.	

	+1 hr (deballasting) + 1 hr (draft check) + 1 hr (Completion to FinalClearance)		
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NB: (i) A vessel is eligible for incentive, if average loading rate is achieved.

 (ii) Incentive Scheme is not applicable for uptopping vessels.

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INCENTIVE/ PENALTY SCHEMES**VESSELS WORKING AT MECHANIZED IRON ORE BERTH (IOB) FOR COAL LOADING**

Sl. No	Activity	Norm	Remarks
I	PERFORMANCE NORMS		
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations etc. till the loading clearance given) (i) Existing coastal vessel (ii) Foreign vessels requiring coastal conversion	60 minutes 60 minutes	
(b)	Time allowed for de-ballasting	Nil	
(c)	Number of Times to be taken for hatch changes (i) Panamax vessel (ii) Handymax / Supramax vessel	(No. of loadable hatches X 2+ 1) (No. of loadable 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) <div style="border-top: 1px solid black; text-align: center; margin-bottom: 5px;">Total quantity loaded</div> (Loaded compl. time – Loading comm time – stoppages on Port A/c, and rain /inclement weather as per SOF)	24000 TPD	
II PENALTY FOR NON-ACHIEVEMENT OF THE ABOVE PERFORMANCE NORMS			
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, draught check and other clearances as stipulated above.		Rs.5,000/- per hour or part thereof
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms [1 (c)]		Rs. 5,000/- for each additional hatch change.
(c)	Levy of penalty for each additional draught check[for Item I (d) above]		Rs. 5,000/- for each additional survey beyond the stipulated 2 times.
III INCENTIVE FOR ACHIEVEMENT OF THE ABOVE PERFORMANCE NORMS			
(a)	Total allowed Time for existing Coastal vessel = 60 min (Loading clearance time) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	3 hr.	Rs.5,000/- per hour or part thereof for less time taken for the above activities
(b)	Total allowed Time for existing Foreign going vessel = 1 hr (Loading clearance time) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	3 hr.	

NB: A vessel is eligible for incentive, if Gross shipday output is achieved.

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INCENTIVE/ PENALTY SCHEMES**VESSELS WORKING AT MECHANIZED IRON ORE BERTH (IOB) FOR IRON ORE****LOADING**

Sl. No	Activity	Norm	Remarks
I	PERFORMANCE NORMS		
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations, clearance etc. till the loading clearance given) (i) Existing coastal vessel (ii) Foreign vessels requiring coastal conversion	60 minutes 60 minutes	
(b)	Time allowed for de-ballasting	Nil	
(c)	Number of Times to be taken for hatch changes (i) Panamax vessel (ii) Handymax / Supramax vessel	(No. of loadable hatches X 2+ 1) (No. of loadable hatches X 2+ 1)	
(d)	Time allowed for draught check (2 times draught check)	1 hour	
(e)	Time allowed for trimming	4 hr	
(f)	Time allowed for final clearance from the time of completion of loading	30 min (0.5 hr)	

(g)	Gross Ship day output (Tonnes)	42000 TPD	
	Total quantity loaded		
	(Loading compl. time – Loading comm time – stoppages on Port a/c and rain /inclement weather as per SOF)		

II PENALTY FOR NON-ACHIEVEMENT OF THE ABOVE PERFORMANCE NORMS			
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, draught check and other clearances as stipulated above.		Rs.5,000/- per hour or part thereof
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms [1 (c)]		Rs. 5,000/- for each additional hatch change.
(c)	Levy of penalty for each additional draught check[for Item I (d) above]		Rs. 5,000/- for each additional survey beyond the stipulated 2 times.
(d)	Levy of penalty for additional time taken for trimming as compared to the above stipulated norms [I (e) above]		Rs. 5,000/- per hour or part thereof
III INCENTIVE FOR ACHIEVEMENT OF THE ABOVE PERFORMANCE NORMS			
(a)	Total allowed Time for existing Coastal vessels = 1 hr. (Loading clearance time) + 1 hr (draft check) + 4 hr (Trimming) + 30 min (Completion to Final Clearance)	6 hr. 30 mins.	Rs.5,000/- per hour or part thereof for less time taken for the above activities
(b)	Total allowed Time for existing Foreign going vessels = 1 hr (Loading clearance time) + 1 hr (draft check) + 4 hr (Trimming) + 30 min (Completion to Final Clearance)	6 hr. 30 mins.	

NB: A vessel is eligible for incentive, if Gross shipday output is achieved.

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INCENTIVE/ PENALTY SCHEMES**VESSELS WORKING AT MECHANIZED IRON ORE BERTH (IOB) FOR IRON ORE PELLET LOADING**

Sl. No	Activity	Norm	Remarks
I	PERFORMANCE NORMS		
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations, clearance etc. till the loading clearance given) (i) Existing coastal vessel (ii) Foreign vessels requiring coastal conversion	60 minutes 60minutes	
(b)	Time allowed for de-ballasting	Nil	
(c)	Number of Times to be taken for hatch changes (i) Panamax vessel (ii) Handymax / Supramax vessel	(No. of loadable hatches X 2+ 1) (No. of loadable 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)	<div><div>Gross Ship day output (Tonnes)</div><div>Total quantity loaded</div><div>(Loading compl. time – Loading comm time – stoppages on Port a/c and rain /inclement weather as per SOF)</div></div>	42000 TPD	
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II PENALTY FOR NON-ACHIEVEMENT OF THE ABOVE PERFORMANCE NORMS			
(a)	Levy of penalty for excess time taken for loading clearance, de-ballasting, draught check and other clearances as stipulated above.		Rs.5,000/- per hour or part thereof
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms [1 (c)]		Rs. 5,000/- for each additional hatch change.
(c)	Levy of penalty for each additional draught check[for Item I (d) above]		Rs. 5,000/- for each additional survey beyond the stipulated 2 times.
III INCENTIVE FOR ACHIEVEMENT OF THE ABOVE PERFORMANCE NORMS			
(a)	Total allowed Time for existing Coastal vessel = 60 min (Loading clearance time) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	3 hr.	Rs.5,000/- per hour or part thereof for less time taken for the above activities.
(b)	Total allowed Time for existing Foreign going vessel = 1 hr (Loading clearance time) + 1 hr (draft check) + 1 hr (Completion to Final Clearance)	3 hr.	

NB: A vessel is eligible for incentive, if Gross shipday output is achieved.

ANNEXURE- 4

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) 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 norm 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 norm as applicable to 2 HMC will be effected for the duration in which 2 HMCs operated simultaneously and the norm 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 excess / less 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., @ Rs. 3,500 per hour or part thereof.

(2) Geared Vessel having multiple consignments / multiple parties' cargo operating with HMC:

In case of geared vessels having multiple consignments / multiple parties" cargo, use of HMC has been made compulsory under this policy. In such cases, norm applicable for 1 HMC will be considered for use of 1 HMC and norm applicable for 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.

NB:

(*) Total operational 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:

- a. Shifting / warping of vessels on Port Account.
- b. Inclement weather
- c. Breakdown of Cranes
- d. Stoppage of HMC due to operational reasons like passing of other HMC as per PPT requirement

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