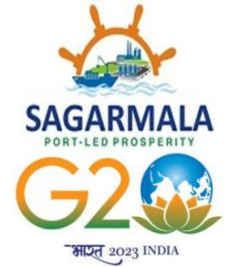




75
Azadi Ka
Amrit Mahotsav

V.O.CHIDAMBARANAR PORT AUTHORITY
MECHANICAL & ELECTRICAL ENGINEERING
DEPARTMENT



Draft Performance Linked upfront Tariff schedule for Deployment of 4 nos. of new HMCs of 120 T capacity or above at VOC Port operated berths on License mode for a period of 10 years

INDEX

Sl.No	Description	Page no.
1.	Highlights of the proposal	3
2.	Project specifications	4
3.	Estimated Project Cost	5
4.	Details of proposed upfront tariff	6-7
5.	Annexure-I	8-10
6.	Annexure-II	11-15
7.	Annexure-III	16-19

1. Highlights of the proposal:

There is low demand from the Port users for the existing 5 numbers of Port owned Wharf cranes (10 ton capacity one number, 6 ton capacity one number, 20 ton capacity three numbers), owing to their low handling capacity which in turn translates to lower berth productivity. Also, the economic life period of the 3 Nos of 20T cranes was completed.

Other General Cargo Forecast for next 5 years that could be handled at Berths 1 - 6 as per M/s.Drewry Traffic Forecast (Base Case) are as follows:

<u>Year</u>	<u>Forecast (In MMT)</u>
2023-24	3.81
2024-25	3.97
2025-26	4.14
2026-27	4.27
2027-28	5.53

Further the Windmill Blade vessels are waiting due to the requirement of HMC. The availability of HMCs may attract more number of vessels handling wind mill blades / Machineries and significantly HMC at Berth 1 to 6 will facilitate the increase in the Productivity and reduce the TRT of the vessels.

Given this backdrop, the matter was placed before Board of V.O.Chidambaranar Port Authority in its meeting held on 30.03.2023. After detailed discussions and deliberations, Board of V.O.Chidambaranar Port Authority has accorded approval to deploy 4 number of new HMCs of 120 Ton capacity or above at VOC Port operated berths on License mode for a period of 10 years.

NIT has been published in the CPP portal and two Newspapers-all editions on 15.06.2023 with the due date of submission on 18.09.2023. The proposal has been put forth for deployment of electrically operated HMCs as per ***MIV initiative 9.3.3 Port Equipment Electrification.***

2. Project Specifications:

Technical Specifications of the required four numbers of 120T capacity or above Harbor Mobile crane are as follows:-

Lifting capacity of HMC	Greater than or equal to 120T
Uniform load distribution	Maximum 3 Tons per sq..m
Maximum Reach	Greater than or equal to 48Mtrs
Mode of operation	Both hook and grab
Grabs - 2 Nos. per crane (one for handling coal and other for handling fertilizers and copper concentrate)	Suitable for handling copper concentrate, fertilizer, sulphur, coal etc. of density varies from 0.8MT/m ³ to 2. 0MT/m ³
Year of manufacture	Brand New Crane
License Period	10 years from the date of Signing of Agreement
Commissioning of HMCs	14 months from the date of Signing of Agreement
Payment mode to Port	Revenue share basis
Award criteria	Successful Bidder will be awarded for 2 number of HMCs only.

3. Estimated project cost

Budgetary Offer was sought from M/s.LIEBHERR INDIA PRIVATE LIMITED and M/s.konecranes considering the capacity of 120T HMCs. Average of the Budgetary offer received from M/s.LIEBHERR INDIA PRIVATE LIMITED and M/s.konecranes (Annexure I) including Customs duty @ 10% i.e Rs. 5844.18 Lakhs including Sea freight charges at VOCPA site after conversion to INR as on 29.05.2023 (1 Euro = 88.55 INR) has been considered for arriving the estimate. The details are as below:

a. M/s.Liebherr - 64,00,000 Euro - in INR Rs. 56,67,08,399.74

b. M/s.Kone - 56,00,000 Euro- in INR Rs.49,58,69,849.78

Total in INR- Rs. 1,06,25,78,249.52

Average in INR- Rs. 53,12,89,125/-

Customs duty @ 10 % - Rs. 5,31,28,912.5/-

Total estimate -Rs. 58,44,18,038 /-

4. Details of the proposed upfront tariff and slab wise rate:

It is submitted the upfront Tariff for the new HMCs to be deployed has to be fixed by VOCPA as per the Tariff Guidelines 2021. In this regard the upfront Tariff for both Diesel & electrical operated HMCs has been worked out and assumptions made in the upfront Tariff calculation for Diesel/ electrical operated HMCs are furnished below:-

i. Optimal capacity

The handling rate of 15000 MT/ day has been considered as considered by TAMP in the 9th berth conveyor system proposal. Further, 4000 hrs per annum has been considered based on the working hours considered by TAMP in the existing HMCs. Accordingly the optimal capacity has been arrived which comes to 3.57 MMTPA.

ii. Operating cost

a. Fuel cost:

1. The diesel rate of Rs. 94.68 Per Liter as on 29.05.2023 & 70 liters/ hour of consumption and 4000 hrs per annum has been considered for arriving at the fuel cost.

2. In case of electrical driven the following are considered:

- The unit cost of Rs. 8.5 per unit for Industrial consumption has been taken for arriving at the Power cost.
- The power consumption for a HMC is taken as 230 KW/ hr for 4000 hrs.
- Peak hour consumption taken as 35 % of the total units @ Rs.2.13 per unit
- Night hour consumption taken as 32 % of the total units @ Rs. 0.425 per unit
- Max. Demand is taken as 500 KVA per HMC @ Rs. 550 / KVA
- E Tax taken as 5%
- Levy @ 2.04 per unit.

b. Repair and maintenance cost, Insurance, Depreciation and other expenses have been considered based on the 2008 TAMP upfront Tariff guidelines.

c. Rent

The license fee of Rs. 416.75 per sq.m per annum for the total occupied area of HMC i.e 306 Sq.m has been considered.

iii. ROCE (Return on Capital Investment)

ROCE has been considered as 16% on capital cost based on the 2008 TAMP upfront Tariff guidelines.

iv. Annual Revenue Requirement has been considered as sum of Operating cost and ROCE.

v. Based on the cargo tonnage handled at IX Berth during FY 2022-23, Proportion of Coastal and Foreign Cargo was arrived as follows:

Foreign - 97.97% (6.77 MMT)

Coastal - 2.03% (0.14 MMT)

vi. Formulation of Upfront Tariff for the proposed Deployment of 4 nos. of new HMCs of 120 T capacity or above at VOC Port operated berths on License mode for a period of 10 years is enclosed as **Annexure II**.

vii. The upfront tariff schedule (slab wise rate) for operating harbour mobile crane is enclosed as **Annexure III**.

With the above assumptions & workings, Agenda for the subject matter is submitted before the SOR committee for further perusal, deliberation and suitable recommendations.

Budgetary Offer of M/s.Liebherr Cranes**SATHIYA NARAYANAN**

From: Sanjay.Khunt@liebherr.com
Sent: 04 May 2023 12:37
To: chandrasekaran@vocport.gov.in
Cc: cme@vocport.gov.in; niharranjanbhoi@vocport.gov.in; vedanarayanan.t@vocport.gov.in; padmanabhan.r@vocport.gov.in; SATHIYA NARAYANAN; Vijaysinh.Vaghela@liebherr.com; Bjoern.Henning@liebherr.com; Sunil.Kalra@liebherr.com; Kay-Uwe.Fischer@liebherr.com
Subject: RE: Sub: Deployment of 4 numbers of new HMCs of 120 Ton capacity or above at VOCPort operated berths on License mode for a period of 10 years- Budgetary offer requested- reg.
Attachments: TD LHM 550 G, 4 Rope, 48m Boom with e-drive only.pdf; liebherr-lhm-550-mobile- harbour-crane-datasheet-english.pdf; Dobbeltløft 28. august 08 002.jpg; LHM 400_500Pérez Torres_Spain.jpg; liebherr-lhm-550-mobile-harbour-crane-tandem-lift-port-of-providence-usa_.jpg

Dear Sir,

This is further to our telephone followed by below email regarding 120t MHC. It was a pleasure speaking to you.

For the given requirement, we would propose Liebherr Harbour Mobile Crane Model LHM 550 (G Version, 4 Rope, 124t, 48m Boom, Diesel Engine + E-Drive) as the best suitable model. Accordingly please find enclosed technical data and data sheet of the same for your perusal.

The budgetary price of proposed LHM 550 (G Version, 4 Rope, 124t, 48m Boom, Diesel Engine + E-Drive) shall be approx.. 5,700,000.00 Euro/Crane FAS Rostock, Germany. However, it depends very much on final scope of supply, year of order and delivery. The above given price includes scope of supply broadly as per below;

Scope of supply

- Liebherr LHM 550 Basic Maschine (G, 4 rope, 124t, 48m boom)
- 48m boom
- Standard Support pad (4 x 5.5m x 1.8m)
- Liebherr make Diesel engine (750 kW)
- E-Drive (for shore power supply) → (2 x 360 kW including CRD, stepdown transformer, 150m cable)
- 2 units x 4 Rope clamshell grab
- 124t hook rotator

- Crane synchronisation software (for tandem lift operation)
- Liebherr engineer for supervision only during erection and commissioning. It is understood that support infrastructure like carnage and manpower, etc.. to be supplied by buyer at site for E&C.
- Standard warranty of 12 months or 2000 operating hours from handing over date or 15 months from Ex-Works delivery date; whichever comes first
- Delivery time → 12 to 13 months Ex Works Liebherr factory, subject to good remain unsold (Approx.. 14
-15 months for ready for operation)
- Offer validity → 15.06.2023.

Optional:

- 1) Sea freight from Germany to India in present time is approx.. 650,000.00 to 700,000.00 Euro/crane. Since the freight market is volatile, the same needs to be re-checked at the time of order placement.

Trust this would be of assistance to you. Please feel free to ask if you need further details/clarifications from our end.

@ Our comments to the technical parameters are marked in **Green** at below table and request you to consider the same.

Thank you.

Sanjay KHUNT

Sr. Manager Sales - Maritime Cranes

LIEBHERR INDIA PRIVATE LIMITED

Kesar Solitaire,
25th & 26th
Floor, Plot No.
5, Sector 19,
SANPADA,

Navi Mumbai - 400 705 INDIA

Tel.: +91 22 6176 7500

Fax: +91 22 6176 7599

Mobile: +91 916 749 9964

Email: Sanjay.Khunt@liebherr.com

Internet: www.liebherr.com

Budgetary Offer of M/s.Kone Cranes

SATHIYA NARAYANAN

From: shyam.pathak@konecranes.com
Sent: 29 May 2023 15:16
To: chandrasekaran@vocport.gov.in
Cc: cme@vocport.gov.in; niharranjanbhoi@vocport.gov.in;
vedanarayanan.t@vocport.gov.in; padmanabhan.r@vocport.gov.in;
SATHIYA NARAYANAN
Subject: RE: Sub: Deployment of 4 numbers of new HMCs of 120 Ton capacity
or above at VOCPort operated berths on License mode for a period of
10 years- Budgetary offer requested- reg.
Attachments: image001.png; image002.jpg; image003.jpg; image004.jpg; image005.jpg;
image006.jpg

Dear Mr. Chandrasekaran,

Further to below msg., we recd price indication from our Germany office as Euro 5.6 Mio CIF per crane, in fully assembled condition. This will be with emergency DG set + Cable Reel of approx. 90 m to work on external powersupply + step down transformer +2 Grabs.

Best Regards,

Shyam Pathak
+91 97 64 00 86 85

Formulation of Upfront Tariff for the proposed Deployment of 4 nos. of new HMCs of 120 T capacity or above at VOC Port operated berths on License mode for a period of 10 years for Diesel Driven HMC

		Foreign	Coastal
		98%	2%
Formulation of Upfront Tariff for the proposed Deployment of 4 nos of new HMCs at VOCPA through License mode			
A.For Dry bulk Cargo		Rs .in lakhs	
		Norms prescribed in 2008 tariff guidelines for multipurpose cargo berth (workings)	Estimates
I	Optimal Capacity		
	Handling rate(as considered in 9 th Berth Conveyor system Tariff Proposal by TAMP)	(Tonnes / day)	15,000
		(Tonnes / hr) (15,000 T / (0.7 X/24))	893
	Working hours (per annum)	As per TAMP norms	4,000
	Annual Handling Capacity (in tonnes)	893 x 4000 hours	35,72,000
	Annual Capacity (in Million tonnes)		3.57
		Workings	Estimates for HMC
II	Capital Cost of Harbour Mobile Crane (Rs. Lakhs)		5,844.18
III	Operating cost		
	(a). Fuel cost	4000 hours (70 Ltrs./hr. @ Rs.94.68 / Ltr.)	265.10
	(b). Repairs & Maintenance cost	5% on total capital cost	292.21
	(c). Insurance	1% on total capital cost	58.44
	(d). Depreciation	As per norms prescribed in Companies Act (@ 10.34%)	604.29

	(e). Rent (License Fee)	306 Sq.m x Rs.416.75 per Sq.m	1.28
	(f). Other Expenses	5% of capital cost	292.21
	Total (a) to (f)		1513.53
IV	ROCE	16% on capital cost	935.07
V	Annual Revenue Requirement(III + IV)		2448.60
VI	Proposed rate per shift for ODC/ vessel repair in Rs.	(Ann. Rev requirement/working hrs)*8	4,89,719
	Proposed rate per hour for ODC/ vessel repair in Rs.	Sl.no VI/8	61,215
Note: For Coastal ODCs 60% of the above rates will be applicable			
VII	Proposed rate for HMC with grab per tonne (Foreign)	Revenue Requirement (in Rs.) / Capacity (in tonnes)	69.10
VIII	Proposed rate for HMC with grab per tonne (Coastal)	@ 60% of foreign rate	41.46

B.For break bulk Cargo				
Sr. No.	Particulars	Norms(Workings)	Steel & bagged cargo	
I	Cargo Handling rate at 50% above the norms prescribed in upfront tariff guidelines 2008 for multipurpose cargo terminal viz., 4,000 Tonnes per day	4000*1.50 times	6000	
II	Cargo Handling rate in tonnes / hour	Sr. no I / (24 hours * 70% utilisation norm)	357	
III	Working hours (per annum)		4000	
IV	Capacity (tonnes / annum)	Sr. No II * III		14,28,000
V	Annual Revenue Requirement (excluding grab cost) as estimated in the first table at Sr.No.V (Rs. In Lakhs)		2448.60	
VI	Proposed rate per tonne (Foreign going) in Rs.	Sr. No V / IV	172.85	
VII	Proposed rate per tonne (Coastal) in Rs.	60% of Sr.No VI	103.71	

Formulation of Upfront Tariff for the proposed Deployment of 4 nos of new HMCs at VOCPA through License mode for Electrical Driven HMC

		Foreign	Coastal
		98%	2%
A.For Dry bulk Cargo		Rs .in lakhs	
		Estimates	
	Norms prescribed in 2008 tariff guidelines for multipurpose cargo berth (workings)		
I	Optimal Capacity		
	Handling rate(as considered in 9 th Berth Conveyor system Tariff Proposal by TAMP)	Dry bulk(T / day)	15000
		Tonnes / hr (15,000 T / (0.7 X/24))	893
	Working hours (per annum)	As per TAMP norms	4000
	Annual Handling Capacity (in tonnes)	893 x 4000 hours	35,72,000
	Annual Capacity (in Million tonnes)		3.57
		Workings	Estimates for HMC
II	Capital Cost of Harbour Mobile Crane (Rs. Lakhs)		5844.18
III	Operating cost		
	(a). Power cost	Units cost	78.20
	(i)	4000 hours x 230 KW/hr @ Rs.8.50 per unit	
	(ii)	Peak hour units cost (35% of total units @ Rs. 2.13 per unit	6.86
	(iii)	Night hours consumption cost. 32% of total units @ 0.425 per unit	1.25
	(iv)	Total = (i)+(ii)-(iii)	83.81
	(v)	Demand charges for 500 KVA @ Rs. 550 / KVA.	2.75
	(vi)	E Tax @ 5% of ((iv) + (v))	4.33
	(vii)	Levy @ Rs.2.04 per unit	18.77
	(viii)	Total cost	109.65
	(ix)	GST @ 18%	19.74

		Grand total	129.39
	(b). Repairs & Maintenance cost	5% on total capital cost	292.21
	(c). Insurance	1% on total capital cost	58.44
	(d). Depreciation	As per norms prescribed in Companies Act (@ 10.34%)	604.29
	(e). Rent (License Fee)	306 Sq.m x Rs.416.75 per Sq.m	1.28
	(f). Other Expenses	5% of Gross fixed Asset Value	292.21
	Total (a) to (f)		1377.81
IV	ROCE	16% on capital cost	935.07
V	Annual Revenue Requirement(III + IV)		2312.88
VI	Proposed rate per shift for ODC/ vessel repair in Rs.	(Ann. Rev requirement/working hrs)*8	4,62,577
	Proposed rate per hour for ODC/ vessel repair in Rs.	Sl.no VI/8	57,822
Note: For Coastal ODCs 60% of the above rates will be applicable			
VII	Proposed rate for HMC with grab per tonne (Foreign)	Revenue Requirement (in Rs.) / Capacity (in tonnes) *	65.27
VIII	Proposed rate for HMC with grab per tonne (Coastal)	@ 60% of foreign rate	39.16
B.For break bulk Cargo			
Sr. No.	Particulars	Norms(Workings)	Steel & bagged cargo
I	Cargo Handling rate at 50% above the norms prescribed in upfront tariff guidelines 2008 for multi purpose cargo terminal viz., 4,000 Tonnes per day	4000*1.50 times	6000
II	Cargo Handling rate in tonnes / hour	Sr. no I / (24 hours * 70% utilisation norm)	357
III	Working hours (per	As per TAMP norms	4000

	annum)			
IV	Capacity (tonnes / annum)	Sr. No II * III	1428000	
V	Annual Revenue Requirement (excluding grab cost) as estimated in the first table at Sr.No.V(Rs. In Lakhs)		2312.88	
VI	Proposed rate per tonne (Foreign going) in Rs.	Sr. No V / IV	163.27	
VII	Proposed rate per tonne (Coastal) in Rs.	60% of Sr.No VI	97.96	

Further, considering the possibility of HMC deployment with different capacity range and also recognising that actual performance of HMC may vary from the standards assumed in this calculation, it may be necessary to prescribe tariff linked to performance levels. Hence, it is proposed a conditionality allowing increase / decrease in the base rate by 5% for increase/ decrease in the productivity by 1000 tonnes per day from the base productivity levels of 15000 tonnes / day for a 120 T HMC. The proposed conditionality in principle is as per the Tariff Order 2010 adopted by TAMP in the existing HMCs. Moreover, the performance linked tariff will encourage a private service provider to maintain higher efficiency level in order to enhance his returns due to higher rates prescribed. Such efficiency improvement will also be benefit users due to faster turnaround of vessel.

**Performance Linked upfront Tariff Schedule For Operating Harbour Mobile Crane
At Port Operated Berths in VOCPA:**

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 license issued by the competent authority.
- ii. **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- iii. **“Day”** shall mean the period starting from 6 a.m. of a day and ending at 6 a.m. on the following day.

(1) General Terms & Conditions

- i. (a) The cargo related charges for all coastal cargo other than crude including POL, Iron ore and Iron pellets and thermal coal should not exceed 60% of the normal cargo related charges.
- b. In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship shore transfer.
- c. 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.
- d. The charges for coastal cargo vessels shall be denominated and collected in Indian rupee.
- ii. Interest on delayed payments / refunds.
 - a. The user shall pay penal interest on delayed payments of 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.

- iii. All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.
- iv. No claims for refund shall be entertained unless the amount refundable is Rs.100/- or more. Likewise, the terminal operator shall not raise supplementary bills for short collection, if the amount due to the terminal operator is less than Rs.100/-.
- v. (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 VOCPA.
- vi. Users will not be required to pay charges for delays beyond reasonable level attributable to terminal operator.

(2) CHARGES FOR HIRE OF HARBOUR MOBILE CRANES

(I). For Dry Bulk Cargo

Dry bulk				
Average daily crane performance (in Metric Tonne)	Rate per ton in Rs.		Rate per ton in Rs.	
	Diesel		Electric	
	Foreign	Coastal	Foreign	Coastal
12000-12999	59.25	35.55	55.96	33.58
13000-13999	62.36	37.42	58.91	35.34
14000-14999	65.645	39.39	62.01	37.20
15000	69.10	41.46	65.27	39.16
15001-16000	72.56	43.53	68.53	41.12
16001-17000	76.18	45.71	71.96	43.17
17001 - 18000	79.99	48.00	75.56	45.33

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 18000 tonnes. Likewise, ceiling rates for performance below 12000 tonnes shall be calculated by reducing the base rate accordingly.

(II). For Break-bulk cargo:
Steel and Bagged Cargo

Break bulk				
Average daily crane performance (in Metric Tonne)	ceiling rate per tone in Rs.		ceiling rate per tone in Rs.	
	Diesel		Electric	
	Foreign	Coastal	Foreign	Coastal
5000-5999	164.21	98.52	155.11	93.06
6000	172.85	103.71	163.27	97.96
6001-7000	181.49	108.90	171.43	102.86

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.

(III) For ODC / Vessel repair

Description	Rate in Rs. (Diesel driven)	Rate in Rs. (Electrical driven)
Proposed rate per shift for ODC/ vessel repair in Rs.	4,89,719	4,62,577
Proposed rate per hour for ODC/ vessel repair in Rs.	61,215	57,822
Note: For Coastal ODCs 60% of the above rates will be applicable		

Notes:

- i. The formula for calculation of average berth-day output is as follows:

$$\frac{\text{Total Quantity loaded / unloaded by the HMC}}{\text{Total time taken from vessel commencement to completion Excluding the stoppage hours not attributable to HMC}} \times 24 \text{ HRS}$$

- 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. All stoppages in loading / unloading operations during working of HMC are required to be certified by the VOCPA Officers or any other agency nominated by the VOCPA 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 will be final and binding.

(3) GENERAL NOTE TO SCHEDULE (2) 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 2023 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 31st March of the following year.