

VISAKHAPATNAM PORT TRUST

Sale of Rates

Gazette No.401 Dated 30.10.2018

REFERENCE TARIFF SCHEDULE FOR THE SERVICES AT THE EXISTING FISHING HARBOUR DRY DOCK AT VISAKHAPATNAM PORT TRUST

1. DEFINITIONS

- (i). **“Dry docking”**: Dry docking is a term used for repairs or when a ship is taken to the service yard. During dry docking, the whole ship is brought to a dry land so that the submerged portion of the hull can be cleaned inspected or repaired. Dry docks can be flooded to allow a vessel to be floated in, and then water pumped out to allow that vessel to come to rest on a dry platform preferably on wooden blocks. Dry docks are used for the construction, maintenance and repair of ships boats and other water craft.
- (ii). **“Docking”** shall mean bringing the vessel into the Dry dock and arranging to seat the vessel on the dock blocks by pumping out the water from the Dry dock.
- (iii). **“Undocking”** shall mean the reverse process to bring the vessel out of the Dry dock duly flooding Dry dock and pulling the vessel out of Dry dock.
- (iv). **“Dock Block Preparation”** shall mean the activity involving necessary arrangement such as laying keel blocks/ bilge blocks/ side blocks etc., before docking the vessel, for supporting the vessel structure as per the docking plan. It depends on the shape of the underwater hull of the vessel and size of the vessel.
- (v). **“2nd Docking”**: 2nd Docking is the process of refloating and reseating vessel to enable surface maintenance to that part of the underwater structure which is obstructed by way of dock block.
- (vi). **“Flat bottom vessel”** shall means a vessel with a flat bottom without any curvatures and angles. These are double chined hulls, which allows it be used in shallow bodies of water, such as rivers and inland waterways. Shaped bottom vessel/ craft.
- (vii). **“Shaped bottom vessels”**: Designs with higher numbers of chines, called multichine hulls where by increasing the number of chines, the hull can very closely approximate a round bottomed hull, required for the complex shapes needed to provide good performance under various conditions. This type of designed vessels having number of flat panels arranged at various angles are termed as the **shaped bottom vessels**.
- (viii). **“Gate line”** shall mean the line which is the inner most part of the gate towards the Dry dock, when the gate is completely closed.
- (ix). **“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 Director General of Shipping/ Competent Authority.
- (x). **“Day”** means a period of 24 hours or part thereof calculated from the time fixed in (i) above.

1.1. Charges for Dry Docking

Periodicity	Tariff per day or part thereof per vessel (in ₹)
1 st day to 7 th day	79,087.00
8 th day to 14 th day	1,09,087.00
15 th day onwards	1,39,087.00

Notes:

For the vessel staying more than 21 days, a penal charges of ₹35,000/- per day per vessel will be charged over and above the last slab rate of ₹1,39,087/-

1.2. Docking and un-docking charges:

- (i). The charge for docking and un-docking for each time of utilisation of the FHDD per vessel/ craft is ₹3,94,302.00.
- (ii). For 2nd docking 35% of charges at (i) above will be charged i.e. ₹1,38,006.00.

1.3. Dock block preparation charges

Charges for dock block preparation for each time of utilisation of the FHDD per vessel/ craft is as follows:

Type of vessel/ craft	Tariff per vessel/ craft (in ₹)
Flat bottom vessel/ craft	72,270
Shaped bottom vessels/ crafts	1,17,770

Note:

Time of occupation of Fishing Harbour Dry Dock by any vessel/ craft is reckoned from the moment any part of the vessel/ craft passes the gate line when entering to the moment the whole vessel is clear of the gate line or leaving the deck.

2. GENERAL NOTE :

- (i). 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 2018 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.
- (ii). 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 license 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 Reference 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.

- (iii). The proposal shall be submitted to TAMP along with a certificate from the independent engineer appointed under the Concession Agreement of the Project indicating the achievement of Performance Standard in the previous 12 months as incorporated in the License Agreement or for the actual number of months of operation in the first year of operation as the case may be.
- (iv). On receipt of the proposal, TAMP will seek the views of the Major Port Trust on the achievement of Performance Standard as outlined in para 5 of the tariff guidelines of 2013, within 7 days of receipt.

- (v). In the event of Licensee not achieving the Performance Standard as incorporated in the License Agreement in previous 12 months, TAMP will not consider the proposal for notifying the Performance Linked Tariff for the ensuing financial year and the Licensee shall be entitled to only the indexed Reference Tariff applicable for the ensuing financial year.
- (vi). After considering the views of the Major Port Trust, if TAMP is satisfied that the Performance Standard as incorporated in the Concession Agreement have been achieved, it shall notify the performance linked tariff by 15th of March to be effective from 1st of April of the ensuing financial year.
- (vii). While considering the proposal for Performance Linked Tariff, TAMP will look into the Performance Standard and its adherence by the Licensee. TAMP will decide on the acceptance or rejection of the Performance Linked Tariff proposal based on the achievement or otherwise of the Performance Standard by the Licensee. Determination of indexed Reference Tariff and Performance Linked Tariff will follow the illustration shown in the Appendix attached to the tariff guidelines of 2013.
- (viii). From the third year of operation, the Performance Linked Tariff proposal from the Licensee shall be automatically notified by TAMP subject to the achievement of Performance Standard in the previous 12 months period as certified by the Independent Engineer. The Licensee, for the Performance Linked Tariff from the third year onwards, will submit the Performance Linked Tariff proposal along with the achievement certificate from the independent engineer by 1st March and TAMP shall notify by 20th March, the Performance Linked Tariff to be effective from the ensuing financial year.
