



PARADIP PORT AUTHORITY

Mechanization of Multipurpose Berth (MPB) on BOT basis Request for Proposal – Replies to Pre-Bid Queries

CORRIGENDUM-I

No. ENG/CE/1575/MPB/2024/460, dt.27.02.2026

**MECHANIZATION OF MULTIPURPOSE BERTH (MPB) ON BOT BASIS
REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

Sl. No.	Clause/ Reference	Queries	PPA Clarifications
1.	DCA/ Article 8.2	We understand that the concessionaire has to pay to the Concessioneing Authority various charges such as Pilotage fees, Wharf fees, towage charges, Tow assistance fees for berthing and de-berthing, power charges. We request that the rates for the above various charges may please be furnished.	The Concessioneing Authority shall collect the berth hire charges and other vessel related charges including Port dues, Pilotage & Towage etc. directly from the vessel owners as per Port's SoR attached as Annexure-I. For the indicative water & power charges payable by the Concessionaire, please refer Annexure-II & III respectively.
2.	DCA/ Appendix 8	Kindly confirm the storage area will be handed over without any charges.	Bidders are required to pay Annual License Fee for the project site of about 3,00,000 Sqm (includes storage area) which is Re.1 only.
3.	DCA/ Article 7. Appendix 13, Article 9	The Concessionaire is obligated to pay royalty to the Concessioneing Authority on the basis of the actual cargo handled at the berth and is further required to comply with the Minimum Guaranteed Cargo (MGC) obligation annually from the Commercial Operations Date (COD). Considering the huge investment toward mechanization of berth, no assured cargo, dependency on multiple agency for allocation of vessel, infrastructure arrangement, logistics movement etc. the project is exposed to significant commercial, operational, and market risks. Since the Concessioneing Authority will receive royalty on the actual quantities handled, the imposition of an MGC from COD may result in undue financial strain on the Concessionaire. In view of the above, we respectfully request that the Minimum Guaranteed Cargo requirement be waived for the first five (5) years from COD, irrespective of the actual cargo volumes handled, which may vary depending on prevailing market conditions. This would ensure a balanced allocation of risk and protect the	Provisions of the DCA shall prevail. The Minimum Guaranteed Cargo (MGC) shall apply from the scheduled project completion date until the expiry of Concession Period.

**MECHANIZATION OF MULTIPURPOSE BERTH (MPB) ON BOT BASIS
REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

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		Concessionaire from potential losses during the establishment phase while safeguarding the long-term viability of the project. We kindly request that the clause be reconsidered on its merits.	
4.	DCA/ Article 9	Please confirm whether, in the event the Concessionaire proposes to finance the Project entirely through its own internal accruals/equity, without involvement of any Senior Lenders, the Concessionaire may establish and operate an Escrow Account to be entered into among the Concessionaire, the Concessioning Authority, and the Escrow Bank for the purpose of routing all project receivables from customers and effecting payment of royalty and other dues to the Concessioning Authority in accordance with the Concession Agreement. Further, kindly confirm that in such circumstances, the Escrow Agreement may be executed without the participation of any Lenders, subject to compliance with the provisions of the Concession Agreement and applicable law.	Provisions of the DCA shall prevail. The Concessionaire can arrange financing for the Project, meeting the provisions of the Concession Agreement.
5.	TEFR/ Chapter 7	Considering the prevailing market conditions, the capital cost estimate provided by the Concessionaire in Volume II appears to be on the lower side, with actual capital expenditure during execution may exceed the original estimate. We kindly request clarification on how the Concessionaire would be protected from financial losses arising from such escalations, particularly where increases are attributable to market-driven factors, statutory changes, or circumstances beyond the Concessionaire's reasonable control.	Bidders may note that based on the exports/import facilities & type/nature of cargo to be handled for specific terminal requirements, they may assess their project cost, however, the provisions of DCA on “Total Project Cost” as per Article 1.1 shall apply.
6.	RFP/ Clause 1.1.1	We understand that dry bulk cargo are presently being handled at other berth also in addition to MPB. In this	Please refer Article 7.1(b)(ii) of the DCA regarding vessel berthing policy applicable for

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REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

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	TEFR/ Chapter 3.5.1	regard, we seek clarification on the mechanism or policy framework proposed to be adopted by the Concessioneing Authority to accord preference to the dedicated mechanized Multipurpose Cargo Berth (MPB) for handling eligible cargo. Specifically, kindly clarify how cargo allocation, vessel berthing priority, or operational guidelines will be structured to ensure that the Concessionaire is provided a fair and reasonable opportunity to meet the Minimum Guaranteed Cargo (MGC) obligations under the Concession Agreement.	the project.
7.	DCA/ Article 3	We understand that the responsibility for procurement of the Environmental Clearance (EC) for the proposed Project rests with the Concessioneing Authority. In this regard, we seek clarification that the Environmental Clearance to be obtained shall be based strictly on the scope, configuration, and parameters as defined in the tender specifications and approved project proposal issued by the Concessioneing Authority. Further, it is requested to clarify that any delay in obtaining the Environmental Clearance, including any revised or modified clearance, shall be attributable to the Concessioneing Authority except in cases where such modification, alteration, or deviation is expressly required by the Concessionaire beyond the scope of the original tender specifications	Bidders to note that Environment clearance for the project is available and the same will be shared with the selected Concessionaire. Also, please refer Appendix-8 of the DCA.
8.	DCA/ Article 13	We kindly request to clarify that the remedies proposed under the tender specification for "Change of Cargo and Business Plan due to Change in Law", whether by way of appropriate extension of the Concession Period (up to 10 years), approval to handle alternate/new cargo, or other suitable measures as per the business revival plan shall	Provisions under Article 13 of the DCA are self-explanatory and shall be followed.

**MECHANIZATION OF MULTIPURPOSE BERTH (MPB) ON BOT BASIS
REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

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		be structured to adequately compensate for the financial losses incurred by the Concessionaire and restore the commercial viability of the Project.	
9.	DCA/ Article 17	In the event of termination of the Contract for reasons not attributable to the Concessionaire, we kindly request confirmation that the Concessionaire shall be entitled to receive compensation equivalent to the entire amount of capital expenditure and other project costs duly incurred up to the date of termination, along with such other amounts as may be necessary to restore the Concessionaire to the financial position it would have been in had the termination not occurred, in accordance with the provisions of the Concession Agreement.	Provisions of the DCA shall be followed.
10.	DCA/ Article 7	Kindly confirm that any interruption to cargo handling operations or any reduction in the quantity of cargo handled by the Concessionaire, arising due to defects, deficiencies, or non-availability of port infrastructure, rail infrastructure, or road infrastructure falling within the scope and responsibility of the Concessioneing Authority, shall be duly addressed and appropriate protection/relief to the Concessionaire shall be ensured in accordance with the provisions of the Concession Agreement.	Provisions of the DCA shall be followed.
11.	DCA/ Article 5	Kindly confirm that the independent Engineer will be selected as per the cited rule with the mutual consent of the concessioneing authority and the concessionaire as the cost and expenses of the Independent Engineer for their services will be borne by the Concessioneing Authority and Concessionaire, equally.	Provisions of the DCA on appointment of Independent Engineer shall be followed.
12.	General	Kindly confirm whether, upon award of the Concession, the successful Bidder(s) shall be permitted to incorporate a dedicated Special Purpose Vehicle (SPV) under the	The Selected Bidder is required to form a Special Purpose Vehicle (SPV), incorporated under the Indian Companies Act, 2013 to sign

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REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

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		applicable laws of India for the purpose of implementation, execution, operation, and management of the Project.	the Concession Agreement and implement the Project.
13.	RFP/ Clause 1.1.1	Kindly clarify and confirm the manner in which rail and road connectivity, lying outside the Concessionaire's boundary but within the overall port limits, will be developed, maintained, and made available to customers by the Concessioneing Authority. Specifically, it may be confirmed that the Concessioneing Authority shall ensure adequate and uninterrupted rail and road connectivity up to the interface point of the Concessionaire's facility so as to facilitate seamless cargo movement and enable the Concessionaire to meet its operational and contractual obligations under the Concession Agreement.	Road connectivity till the project boundary is in place. Rail connectivity to the Terminal will be developed by the Concessionaire for which take-off point will be provided from existing Port Railway line. It is to mention that Road and Rail connectivity is adequate till the project boundary, however, bidders are free to make their own assessment. It may also be noted that ensuring adequacy of Rakes and Railway operations is the responsibility of the Selected Concessionaire.
14.	RFP/ Clause 1.1.1	Is the Authority open to technology or design optimization that may alter the project cost without affecting capacity?	Based on the cargo/commodity to be actually handled, the Concessionaire can design the terminal facilities, reconfigure equipment capacity/number/type and submit their proposal with supporting documents to the Independent Engineer. Such proposal may be reviewed and approved by the Independent Engineer if the terminal facilities and equipment configuration is capable of handling 8 MTPA of permitted cargo in fully mechanized manner adhering to the prescribed performance standards.
15.	RFP/ Clause 1.2, Clause 1.2.6	Will the project be governed by TAMP/PPP tariff guidelines or will it be market-linked tariffs? Is there any revenue share or upfront premium payable to the Authority, and if so, how is it structured? Please	The selected Concessionaire shall frame its own Scale of Rates based on market conditions as per Tariff Guidelines, 2021 applicable for this project.

**MECHANIZATION OF MULTIPURPOSE BERTH (MPB) ON BOT BASIS
REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

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		clarify Whether bids quoting abnormally high Royalty are subject to any scrutiny or rejection on the grounds of financial viability.	The Royalty will be bidding parameter and the project will be awarded to the bidder quoting highest Royalty.
16.	DCA/ Article 7.1(a)(iv)	It is respectfully submitted that the obligation of the Concessionaire to repair, replace, or restore any part of the Project Facilities and Services at its own cost shall be limited to instances where such loss, damage, or destruction arises due to the negligence, default, or willful misconduct of the Concessionaire, its employees, agents, or contractors, and shall not extend to circumstances beyond the reasonable control of the Concessionaire.. Please confirm.	Provisions of the DCA shall prevail.
17.	DCA/ Appendix 14	<p>We respectfully submit that the performance of the Concessionaire is dependent upon multiple external agencies, including the Concessioneing Authority (pilotage, dredging, marine services), customers, transporters, and cargo evacuation infrastructure, which are beyond the control of the Concessionaire.</p> <p>In view of the above, we kindly request the Authority to consider the following while evaluating performance and levying Liquidated Damages (LD) on the Concessionaire:</p> <ul style="list-style-type: none"> a. Limiting the applicability of LD strictly to shortfalls solely attributable to the Concessionaire. b. Computing LD on a Royalty basis instead of Tariff collected, in line with the provision applicable to the Concessioneing Authority, to ensure equitable risk allocation. c. Introducing a cap on LD, restricting it to a maximum of 5% of the total Tariff collected per month. <p>We request the Authority to kindly examine and consider the above submissions.</p>	Provisions of the DCA shall prevail.

**MECHANIZATION OF MULTIPURPOSE BERTH (MPB) ON BOT BASIS
REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

Sl. No.	Clause/ Reference	Queries	PPA Clarifications
18.	DCA/ Article 2.7	Considering the nature and age of the existing Port Assets and Project Site, we respectfully submit that a detailed joint condition survey be conducted prior to takeover and the findings duly recorded and mutually acknowledged. Further, in the event that any latent structural defects, deficiencies, or major rehabilitation requirements are identified during execution, resulting in expenditure significantly exceeding the capital cost estimates considered by the Concessioneing Authority in Volume-II, we kindly request the Authority to clarify the applicable risk allocation mechanism and consider incorporating an appropriate provision to ensure equitable risk allocation.	Provisions of the DCA shall prevail.
19.	DCA/ Article 9.2	Concessionaire commits to timely royalty payments per Clause (d), payments are structured through an escrow mechanism to the Concession Authority. In instances of payment delays by customers/port users beyond the Concessionaire's reasonable control, we request explicit confirmation that such delays shall exempt the Concessionaire from interest liability under Clause (f), as these events not attributable to the Concessionaire. Further, we request the Authority to consider establishing a suitable mechanism for direct enforcement and collection of dues from port users and to implement appropriate measures, including restriction of services/facilities to defaulting users until clearance of outstanding amounts.	Provisions of the DCA shall prevail.
20.	DCA/ Appendix 4	Can an alternate configuration of equipment be acceptable if it demonstrates equivalent safety, environmental protection, and operational performance. Can bidder handle both import and export bulk cargo	Based on the cargo/commodity to be actually handled, the Concessionaire can propose to reconfigure equipment capacity/number/type and submit their proposal with supporting

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REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

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			documents to the Independent Engineer. Such proposal may be reviewed and approved by the Independent Engineer if the equipment configuration is capable of handling 8 MTPA of permitted cargo in fully mechanized manner adhering to the prescribed performance standards.
21.	DCA/ Appendix 4	Kindly confirm whether bidders are permitted to offer an alternate configuration (specifically HMC), in place of SUL, provided that the offered product meets all required technical specifications, performance parameters, and compliance standards	The selected Concessionaire is required to install Ship Loaders/ Unloaders based on specific terminal facilities planned by the Concessionaire for dry bulk cargo handling.
22.	DCA/ Appendix 13	Whether the MGC shall become effective from the Scheduled Project Completion Date or from the Commercial Operation Date (COD).	The Minimum Guaranteed Cargo (MGC) shall apply from the scheduled project completion date until the expiry of Concession Period.
23.	DCA/ Appendix 4	Request confirmation whether the proposed rail track layout has been reviewed and approved by Indian Railways. Further, please confirm whether the Detailed Project Report (DPR) for the same is available and can be shared for our reference.	Rail connectivity to the Terminal will be developed by the Concessionaire for which take-off point will be provided from existing Port Railway line. The Rail layout given in the TEFRR is indicative. The layout for implementation will be planned by the Concessionaire during the detailed engineering phase as part of Railway DPR approval from Indian Railways.
24.	RFP/ Clause 4.2.2, Clause 4.5	The implementation schedule is estimated as 30 months, which is very optimistic. Considering procurement of equipment like ship unloader, Silos, etc is a prolonged process, request the implementation schedule is kept as 48 months. Considering procurement of equipment like ship unloader, Wagon Loader, etc is a prolonged process, request the implementation schedule is kept as 48 months.	Tender conditions shall prevail. The implementation schedule of 30 months is realistic.

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25.	Railway	Will Railway Terminal Charges, Siding Charges & Haulage be levied on concessionaire by the Port authority	Levy of any Terminal charges, Siding Charges will be as per extant Railway rules. Haulage charges are not applicable where freight is charged on through distance basis under EOL policy. However, if diesel locos of PPA are utilized for hauling of rakes, haulage charges as applicable will be levied. In case diesel locos are provided by the Concessionaire, haulage charges are not applicable.
26.	TEFR/ Clause 4.8.1.4	TEFR estimates handling of 7 Rakes per day on a single line. While loading time of 3 hours has been assumed, rake movement will also involve time for placement and draw out of rakes. Hence, handling of 4 rakes per day is unlikely, which will also impact MGT (5.6 MTPA)	Bidders to note that ensuring adequacy of Rakes and Railway operations is the responsible of the Selected Concessionaire.
27.	DCA/ Appendix 13	The MGT is forecasted as 5.6 MTPA from 5th Year onwards. However, MGT requirement will have constraints basis: Limestone Cargo: Limestone cargo volume is 3.2 MTPA (TEFR - Pg 13). With mechanisation of South Quay berth (designed specifically for Clean Cargo) as well as upcoming JSPL terminal handling Limestone. Rake Evacuation: Basis single line, handling of more than 4 rakes per day is unlikely. Limitation on Iron Ore Handling: Limited cargo profile. Hence, basis above constraints, it is requested to limit the MGT to 5.0 MTPA.	Provisions of the DCA shall prevail.
28.	DCA/ Appendix 4	Is bidder allowed alternate design (e.g., HMC instead of CSU)?	Please refer to the reply at Sl. 21.
29.	DCA/	Berth Condition Report:	The MultiPurpose Berth condition assessment

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	Appendix 4	Request the authorities to share the detailed Condition Survey of the Berth structure that would be handed over to the concessionaire.	summary is attached as Annexure-IV. Bidders are also advised to visit the Project site and ascertain the site conditions including carrying out their own surveys & investigations.												
30.	DCA/ Appendix 4	Kindly clarify whether alternative equipment configurations meeting the same throughput, safety, and environmental performance parameters would be acceptable, subject to Authority approval.	Please refer to the reply at Sl. 20.												
31.	DCA/ Appendix 4	Please confirm whether the proposed rail track layout has been approved by Indian Railways and whether the Detailed Project Report (DPR) is already available. Also, please confirm that the Authority shall facilitate and obtain all necessary clearances from concerned operators for any interface between the proposed rail tracks and the existing conveyor system, including coordination with relevant stakeholders and approvals from Indian Railways or any other statutory/operational authority, wherever applicable.	Please refer to the reply at Sl. 23.												
32.	DCA/ Appendix 13	MGT Clause should not be applicable during the construction period and only applicable after COD. Kindly confirm i.e. Complete waiver of provisions of MGT (Appendix 13) and Performance Standards (Appendix 14) during the construction phase of 30 months.	The Minimum Guaranteed Cargo (MGC) shall apply from the scheduled project completion date until the expiry of Concession Period.												
		<table border="1"> <thead> <tr> <th>Year</th> <th>Minimum Guaranteed Cargo (MT)</th> </tr> </thead> <tbody> <tr> <td>1st</td> <td>2.40</td> </tr> <tr> <td>2nd</td> <td>3.20</td> </tr> <tr> <td>3rd</td> <td>4.00</td> </tr> <tr> <td>4th</td> <td>4.80</td> </tr> <tr> <td>5th year onwards</td> <td>5.60</td> </tr> </tbody> </table>	Year	Minimum Guaranteed Cargo (MT)	1st	2.40	2nd	3.20	3rd	4.00	4th	4.80	5th year onwards	5.60	
Year	Minimum Guaranteed Cargo (MT)														
1st	2.40														
2nd	3.20														
3rd	4.00														
4th	4.80														
5th year onwards	5.60														
33.	TEFR/	Kindly confirm whether handling of Fertilizer and POL	Handling of dry bulk cargo is permitted at the												

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REQUEST FOR PROPOSAL – REPLIES TO PRE-BID QUERIES**

Sl. No.	Clause/ Reference	Queries	PPA Clarifications
	Clause 5.3.1	<p>cargo is permitted within the same terminal along with other dry bulk commodities. Further, please clarify:</p> <ol style="list-style-type: none"> 1. Whether separate statutory approvals / licenses will be required or it is available? 2. Whether additional infrastructure (segregated storage, fire-fighting systems, pollution control systems, tank farms, pipelines, etc.) will be permitted within the project boundary. 	<p>Terminal. As such, liquid cargo like POL is not permitted to handle.</p> <p>Please refer Appendix 8 of the DCA on the scope of Concessionaire/ Concessioneing Authority on obtaining various clearances for the project.</p> <p>Please refer Appendix 4 of the DCA. The Concessionaire shall construct required project infrastructure facilities for cargo storage, fire-fighting systems, pollution control etc. capable of handling dry bulk cargo of 8 MTPA capacity.</p>

Chapter-II
CARGO RELATED CHARGES

2.1 Wharfage charges:

Sl. No.	Description of goods		Rate per MT or part thereof (Rs)	
			Foreign Rates	Coastal Rates
	Liquid			
1	a	POL		
		Crude oil, petroleum and its products having flash point of 23 degree C [73.4 degree F.] and above		
		In bulk Upto 2.00 MMTPA	42.71	42.71
		In bulk Above 2.00 MMTPA	39.85	39.85
		In barrel	56.97	56.97
	b	Petroleum and its products having flash point of less than 23 degree C [73.4 degree F.]	94.93	94.93
2		Liquid bulk including Acid, Fatty Acid and Ammonia.	70.99	70.99
3		POL through SBM constructed by operators within port limits.	7.61	7.61
4		LPG and LNG	94.93	56.97
5		Transshipment [crude and POL] (LPG/LNG) from mother to daughter vessel.	9.49	5.72
6		Bunker supply to various vessels:	42.71	42.71
7		Edible Oil		
		Upto 50,000MT (per user)/ per commodity	94.93	56.97
		Above 50,000 MT (per user)/ per commodity	56.97	34.20
8		Any other liquid cargo not specified above	94.93	56.97
	Dry Bulk			
1	a)	Chrome Ore /Chrome Concentrate	71.22	42.71
	b)	Manganese ore.	70.93	42.58
2		Charge Chrome/ Ferro alloys and other processed Ores/High Carbon Ferro Chrome	85.44	51.23

Sl. No.	Description of goods	Rate per MT or part thereof (Rs.)	
		Foreign rates	Coastal rates
3	All types of Coal/Coke per user/per commodity import upto 5 lakhs tonnes per annum	60.04	36.03
	Per user/per commodity import between 5 lakhs and 7.5 lakhs per annum Per user/per commodity	50.53	30.29
	Per user/per commodity import above 7.5 lakhs tonnes per annum	41.05	24.65
	Per user shipment of all types of coal upto 3.5million tonnes per annum - conventional handling.	65.47	39.30
	Per user shipment of all types of coal above 3.5 million tonnes per annum - conventional handling.	54.58	32.74
4	Scraps (Iron, Steel & Others)	37.97	22.76
5	Cement, Clinker, Limestone, Dolomite, Gypsum,Oliflux, Pyroxenite, Bentonite and other fluxing materials. Up To 2.00 Lakhs Tons (per user)/per commodity	75.94	45.59
	Above 2.0 Lakhs Tons (per user)/per commodity	66.47	39.85
6	Finished Fertilizer / Ammonium Nitrate / FRM	37.97	22.76
7	Food grains, Oil seeds, cereals, pulses etc. Upto 50,000 MT (per user)/per commodity	94.93	56.97
	Above 50,000 MT(per user)/per commodity	56.97	34.20
8	Rice/sugar in Bulk	28.48	17.10
9	Salt	9.49	5.72
10	Iron Ore/ Iron Ore pellet / Standard magnetite concentrate	32.74	32.74

Sl. No.	Description of goods		Rate per MT or part thereof (Rs)	
			Foreign rates	Coastal rates
11		Iron & Steel [Pig Iron, HBI etc.]	71.21	42.71
12		Other cargo not specified above		
	i)	By Slings	47.47	28.48
	ii)	By Grabs	33.22	20.04
	Break Bulk			
		Iron & Steel		
1		[Steel coils, slabs, steel pipes, steel rails, plates, iron rods etc.]	71.21	42.71
2		All types of project cargo including over dimensional consignment [ODC]	80.65	48.69
3		Other General Cargo By Slings	47.47	28.48
4		Rice and Sugar (in bags)	28.48	17.10
5		Other cargo not specified above	94.93	56.97
	Others			
1		Aluminum Ingots	27.31	16.40
2		Timber [per cum]	47.47	28.48
3		Drilling materials and chemicals.	75.94	45.59
4		All types of fish including shrimps	54.58	32.74
5		Barging [loading and unloading]	23.73	14.23
6		Other cargo not specified above	94.93	56.97

2.2 Wharfage on Containers and Containerised Cargo:-

Sl. No.	Description	Container having length upto 20 feet (in Rs)		Container having length over 20 feet but upto 40 feet (in Rs)		Container having length above 40 feet (in Rs)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1	Wharfage on Container (Box only)	94.93	56.97	142.41	85.44	189.87	113.91
2	Wharfage on reefer cargo (Per Box)	759.47	455.69	1139.21	683.54	1518.96	911.38
3	Wharfage on non-reefer cargo (Per Box)	617.07	370.25	925.61	555.38	1234.16	740.49

2.3 Charges of Mechanised Coal Handling Plant (MCHP).

Sl. No.	Description of goods	Rate per MT or part thereof (in Rs)	
		Foreign rates	Coastal rates
a)	Unloading of coal wagon through the coal handling system	72.17	72.17
b)	Shipment of coal through coal handling plant		
	(i) Up to 7.5 million tonnes	108.20	108.20
	(ii) From 7.5 million tonnes to 10 million tonnes	99.19	99.19
	(iii) Above 10 million tonnes	90.19	90.19
c)	Shipment of Iron ore fines / Iron ore Pellets / other similar dry bulk cargo through coal handling plant	108.20	108.20
d)	Unloading of wagons carrying Iron ore fines/ Iron ore pellets / other similar dry bulk cargo at RRS of MCHP.	72.17	72.17

2.4 Charges of Iron Ore Handling Plant (IOHP).

Sl. No.	Description of goods	Rate per MT or part thereof (in Rs)		
		Foreign rates	Coastal rates	
1	I. Iron Ore and/or Iron Ore pellet Shipment Charges	a) i) Shipment Up to 1.0 MTPA	32.74	32.74
		ii) Shipment between 1.0 MMTPA and 1.5 MMTPA	28.01	28.01
		iii) Shipment above 1.5 MTPA	23.25	23.25
	II. Thermal Coal	b) Tippling Charges	28.48	28.48
		a) Shipment Charges	69.10	69.10
		b) Tippling Charges	28.48	28.48

2.5 Dwell time Charges on Containers

Sl. No.	Description	Container having length upto 20 feet (Rate per day in U.S. \$)	Container having length over 20 feet but upto 40 feet (Rate per day in U.S. \$)	Container having length above 40 feet (Rate per day in U.S. \$)
1	<u>Import containers</u>			
	First 3 days	Free	Free	Free
	4 th to 30 th day	0.132	0.266	0.398
2	31 st day onwards	0.284	0.568	0.855
	<u>Export containers</u>			
	First 5 days	Free	Free	Free
3	6 th to 30 th day	0.132	0.266	0.398
	31 st day onwards	0.284	0.568	0.855
	<u>Transshipment containers</u>			
	First 8 days	Free	Free	Free
	9 th to 30 th day	0.132	0.266	0.398
	31 st day onwards	0.284	0.568	0.855

2.6 Charges for Supply of Electricity to Reefer Containers (REVISED)

Particulars	Rate per container per 4 hours or part thereof					
	upto 20' containers		Above 20' but upto 40' containers		Above 40' container	
	Foreign (Rs)	Coastal (Rs)	Foreign (Rs)	Coastal (Rs)	Foreign (Rs)	Coastal (Rs)
Charges for supply of electricity to reefer containers.	142.41	85.44	213.59	128.15	284.81	170.89

2.7 Charges for overside discharge of containers

Particulars	Per overside discharge of loaded container		Per overside discharge of empty container	
	Foreign (Rs)	Coastal (Rs)	Foreign (Rs)	Coastal (Rs)
1. Container having length upto 20 feet	474.66	284.81	66.47	39.85
2. Container having length				

over 20 feet but upto 40feet	712.01	427.20	99.68	59.83
3. Container having length above 40 feet	949.58	569.61	132.91	79.73

Note: This charge shall be levied on Steamer Agents/ Slot-hirers/ Ship owner

2.10 Demurrage on goods left lying in the transit shed or in open transit space beyond the free period.

Period	Rate per MT per day or part thereof.(Rs)	
	Import	Export
For the 1 st week	4.74	2.85
For the 2 nd week	14.23	6.64
For the 3 rd and subsequent weeks	23.73	14.23

Note: For rail users demurrage at the lowest rate shall be applicable for non-supply of wagons by Railways provided indents are maintained.

2.12 License Fee:

Sl no.	Category	Rate
1. (a).	Open stack-yard: Category-I (paved areas with siding)	Rs.1675.31 per month for 100 Sq. Meter or part thereof.
1. (b).	Category –II (Paved area without siding)	Rs.1,256.49 per month for 100 Sq. Meter or part thereof
1. (c).	Category-III (Unpaved area)	Rs.837.67 per month for 100 Sq. Meter or part thereof
2	Covered Space	Rs.5025.96 per month for 100 Sq. Meter or part thereof.
3	Quay Apron/ Concreted stack-yard/Transit sheds (for non-shed cargoes)	Rs.2,792.19 per month for 100 Sq. Meter or part thereof.

2.14 Hire charges for floating craft.

SL	Name of the craft		Rate per hour or part thereof.	
			Foreign (U.S. \$)	Coastal (Rs.)
1	Tug up to 50 Ton BP	For Shipping purpose	299.03	7352.90
		For other purpose	448.55	11029.33
	Tug 50 Ton BP or Above	For shipping purpose and other purpose	2094.16	34,029.90

2	Launch	Up to 200 BHP	21.86	612.74
		Above 200 BHP	74.76	1,838.24
		1600 BHP Launch	195.60	4,808.59
		Non-Propelled barges	24.92	612.74
		Fender Barges	9.97	245.08
3	Pollution control vessel		61.85	1520.77
4	Oil reception barge		49.14	1208.18
5	Survey launch		-	6455.57
	Survey equipment		-	16376.23

2.15. Charges for use of 100 Tonne Harbour Mobile Crane installed by the private operators:

(i) For Dry Bulk Cargo

Average daily crane performance (in Metric Tonnes)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
12500	74.46	44.68
12501-13500	78.19	46.91
13501-14500	81.90	49.15

(ii) For Break Bulk Cargo

Average daily crane performance (in Metric Tonnes)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
6000	155.14	93.08
6001-7000	162.92	97.73
7001 -8000	170.67	102.39

(iii)For Other cargo

Average daily crane performance (in Metric Tonnes)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
3750	248.26	148.93
3751-4750	260.67	156.38
4751-5750	273.09	163.83

CHAPTER-III

3.1 Berth Hire Charges

Sr.No.	Description	Rate per GT per hour or part thereof
1.	Foreign going vessels (US \$)	0.003316
2.	Coastal (₹)	0.081

(5)The vessels which are at berth in the roadstead within the port water limits shall be charged @ 6.107 U.S. \$ (for coastal vessels ₹ 150.18 per hour or part thereof. However, for the vessels anchoring at the roadstead waiting for the berth shall not have to pay the above charge. Besides, no roadstead charge shall be levied if the vessel waits for the following:

- i. For want of cargo.
- ii. If Shippers/Agents are not known.
- iii. If the vessel waits at the roads after port clearance for any reason whatsoever.

(6) For mechanized trawlers of 50 feet LOA and less, a charge of ₹ 659.66 will be levied per month or part thereof. For catamarans fishing boats, consolidated charge will be ₹ 7.33 per day or ₹ 146.57 per month.

(10) Priority and Ousting Priority Charges

(i) PRIORITY BERTHING:

For providing 'priority' berthing to any vessel, Paradip Port Authority 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, which is higher. For example, if the berth hire charges are ₹ 10,000/- per day, then minimum fee of

₹10,000/- or 75% of the berth hire charges calculated for the total period of actual stay at the berth i.e. @₹ 7,500/- per day, whichever is higher shall be charged.

(ii) **OUTSTING 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. For example, if the berth hire charges are ₹ 10,000/- per day then a minimum fee of ₹ 10,000/- or 100% of the berth hire charges calculated for the total period of actual stay at the berth i.e.@₹10,000/- per day, which is higher shall be charged. In addition, for providing 'Ousting Priority' to any vessel, this port shall collect the charges for 'shifting in' and 'shifting out' of the vessel.

(iii) The fee for according 'Priority'/'Ousting priority' as indicated above shall be charged from all the vessels irrespective of the fact whether the 'Priority'/'Ousting Priority' is accorded by the Central Government or the Port Authority under their own regulation, except the following categories.

- a. Vessels carrying cargo on accounts of Ministry of Defence.
- b. Defence vessels coming goodwill visit.
- c. Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
- d. Any other vessel for which special exemption has been granted by the Ministry of Ports, Shipping and Waterways.

(11) Vessels should be ready for sailing in all respects within two hours of completion of the cargo work. Information regarding the time of the vessel's readiness to sail is to be communicated to port signal station over VHF and hoisting of "IG" flag at least one hour in advance. Vessels which are not ready to sail after two hours of completion of cargo work are liable to pay penal berth hire charges at the rate of 146.57 US \$ [for coastal vessels ₹ 3604.72/-] per hour or part thereof in addition to the rates specified in the berth hire schedules. The duration for which penal berth hire is to be charged will be calculated from the time of expiry of two hours from completion of cargo work to the time the vessel is ready for sailing.

(12) Penal berth hire charge at the rate of 146.57 US \$ [for coastal vessels ₹3604.72] will be applicable to vessels which continue to occupy the berth for more than two hours after expiry of the four hours notice period given by the Paradip Port Authority or officials authorised by it to the vessels to vacate the berths for operational reasons.

3.3 Port Dues

1.	Foreign going vessels (per GRT per entry U.S \$)	0.338
2.	Coastal (Vessels per GRT per entry)	₹ 8.307

3.4 Pilotage and Towage:

Sl.No.	Slabs	Rate per GRT	
		Foreign	Coastal
1	Upto 30,000 GRT	US \$0.7102 per GRT	Rs.17.48 per GRT
2.	30,001 to 60,000 GRT	US \$ 21307+US\$0.5679 Per GRT over 30,000 GRT	Rs. 5,24,400/- + Rs.13.97 per GRT over 30,000 GRT
3.	60,001 to 75,000 GRT	US\$38,345+US \$0.4261 Per GRT over 60,000 GRT	Rs.9,43,500+Rs.10.49 per GRT over 60,000 GRT
4.	Above 75,000 GRT	US\$44,736 + US \$0.3552 Per GRT over 75,000 GRT	Rs.11,00,850 + Rs.8.74 per GRT over 75,000 GRT

Notes:

(1)The above rate shall be levied on incremental basis on the capacity of the vessel.

(2)Above rates are for one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for port convenience.

(3)For cold movement of vessel, Pilotage and towage charges will be 25% extra of the rates shown in the above schedule.

(4)When a vessel is shifted or removed for her own convenience, or for the convenience of another vessel, the vessel for whose convenience the shifting takes place shall pay Pilotage and towage fee as per 50% of the above schedule.

(5)Pilot's Cancellation/detention fee:

(i)In case a vessel is not ready for sailing as per time fixed in the DTR meeting/Marine signal sent to the vessel, she must inform the Port Signal Station over VHF at least 2 hours before the schedule time for cancellation of pilot. A vessel not able to cancel pilot booking at least 2 hours before the schedule time shall be liable to pay 146.57 US \$ (for coastal vessels ₹ 3604.72) as cancellation charge.

(ii) If the vessel is not able to move within 30 minutes of the Pilot boarding it for the purpose of Pilotage, it shall be liable to pay an extra charge @146.57 US \$ (for coastal vessel ₹ 3604.72) per hour or part thereof beyond 30 minutes till it moves.

(iii) If the movement of the vessel is cancelled after the Pilot has boarded it, a cancellation charge of 293.18 US \$ (for coastal vessels ₹ 7209.45) shall be levied.

(iv) If an outward bound vessel carried away a Pilot outside the Port limits due to bad weather, a compensation at the rate of 439.77 US \$ (for coastal vessels ₹ 10814.18) per day or part shall be payable by the Master of the vessel till the Pilot reports back for duty at

the Port. In addition the boarding and lodging expenses of the Pilot on board the ship and cost of sending him back to the port shall also be payable by the Master of the vessel.

(v) If a Pilot is detained in the pilot launch for more than half an hour before boarding the vessel an extra charge @146.57 US \$ [for coastal vessels ₹ 3604.72] per hour or part thereof beyond 30 minutes till the pilot boards the vessel will be charged.

(6)A charge of 732.93 US \$ (for coastal vessels ₹ 18023.65) shall be levied for warping of vessels for their convenience, if the warping is required for convenience of another vessel, the charges shall be payable by the vessel for whose convenience the warping is done. No charge will be levied if warping is done for Port convenience.

6.1 (i) Movement of vessel upto 30 mtrs without Pilot and Tug boat is considered as Warping.

(ii) If Tugs are used for warping, Tug charges will be levied in addition to warping.

(iii) Movement of vessel with Pilot (with/without Tug boat) is considered as Shifting.

(iv) Engagement of Pilot is compulsory for movement of vessel more than 30 mtrs, hence the same will be considered as Shifting.

(7) In case a request is made for Fixing/Removal of Yokohama Fender from any berth, a charge of 439.77 US \$ (for coastal vessel ₹10814.18) will be recovered from the respective vessels or importers/exporters i.e. whosoever makes the request. This charge will also be applicable for providing Yokohama Fenders for double banking operations.

(8) A charge of 586.36 USD (for coastal vessels ₹ 14418.92) shall be levied on the vessel whose movement was planned for a Sunday/Holiday, but did not take place, due to various reasons attributed to the vessel like non-arrival/late arrival of the vessel, non-completion of cargo/work etc.

3.5 Charges for Single Buoy Mooring (SBM)

Sl.No.	Description	Rate per G.R.T	
		Foreign \$	Coastal ₹.
A	Berth Hire (per hour)	0.00083	0.28
B	Pilotage (per entry subject to minimum of 7278.55 US \$/ Rs.3,15,089.59)	0..363	11.17
C	Tug Hire Charges (per hour)	2094.16	34029.90
D	Port dues per entry	0.338	10.96
E	Pilot Attendance per hour	55.80	1884.73

CHAPTER-IV
MISCELLANEOUS CHARGES

4.1 Charges for water supply to shipping:

Item	Rate per M.T. or part thereof	
	Foreign US \$	Coastal ₹
1. Direct water supply at Berth	5.57 US \$ subject to a minimum of 83.76 USD	₹137.30 subject to a minimum of ₹2059.24
2. Supply by barges (i) At mooring wharf/jetty (ii) At anchorage (Roads)	11.17 US \$ subject to a minimum of 446.75 USD 26.37 US \$ Subject to a minimum of 2198.87 US \$	₹274.62 subject to a minimum of ₹10984.51 ₹648.78 subject to a minimum of ₹ 54065.34

- 1) A cancellation fee of 29.31 US \$ (for coastal vessels ₹720.45) shall be charged when a water barge is ordered but cancelled prior to placement of barge. After placement of barge, cancellation fee of 439.77 US \$ (for coastal vessels ₹10814.18) shall be charged.

(2) The entire quantity of water supplied per call per requisition to individual vessels shall be treated as one supply for the purpose of levy of minimum charges if applicable. In the event of failure of Port Authority to supply or suspend supply on account of breakdown, etc. the actual quantity supplied shall be taken into account for recovery of the charges.

Note: The user concerned shall supply attendant labour.

4.2 Weighment charges for use of weigh bridge/weigh scales

Sl.No.	Description	Rate
1.	Weighbridge charges for iron-ore/chrome ore/other ores	₹ 2.79 per ton subject to a minimum of ₹ 28.33 per consignment
2.	Weighbridge charges for other commodities	₹4.17 per ton subject to a minimum of ₹41.89 per consignment

4.3 Weighment charges for Cargo weighed at private Weighbridge inside the prohibited area.

The private weigh bridge operators shall collect the weighment charges as per the rates prescribed at clause 4.2 above and share the following with PPA.

Sl.No.	Description	Rate
1.	Weighbridge of installers' own cargo	₹ 0.42 per MT
2.	Weighment of cargo of other users.	₹1.39 per MT

Notes: Consignment means the total quantity to be weighed for shipment/dispatch in relation to a vessel.

- (1) A fraction of a tonne shall be rounded off to next higher tonnage.

4.4 Fees for supply of certificate/certified copies of documents/ledger a/c copies/statistics:

₹27.93 per page universal size.

4.5 Supply of skilled personnel for marine operations:

A fee of 2.79 US \$ (for coastal vessel ₹68.66) per person per hour or part thereof subject to a minimum of 2 hours will be charged for supply of skilled person for any type of mooring and unmooring or any marine operation.

4.7 Landing Charges for Helicopters:

₹5584.39 per one landing and take off. The rate is livable in respect of use of helipad for landing of helicopters belonging to State Government, Public Sector Undertakings and private users. However, helicopters carrying passengers declared as Port guests may be exempted from such charges.

4.09 Fee on the Cargo transloaded at the Transloading point

A fee of ₹2.03 per tonne to be levied on the cargo transloaded from/to the mother vessel at the Transloading point under the limits of PPA.

Note:

(i) An area notified under the limits of Paradip Port Authority comprising radius of 2 nautical miles around a position earmarked by Lat 20 08 12" N Long 087 1400" E to be used exclusively for transloading operations will be called as 'Transloading Point'.

(ii) No other charge would be levied on the cargo transloaded from/to the mother vessel at the transloading point.

(iii) The said fee will be valid for a period of five years and enhanced by Rs.2.28 per ton after every 5 years. The current fee will be applicable from 07.10.2019 to 06.10.2024. The fee will be enhanced by Rs.2.28 per ton from 07.10.2024.

4.10 In case of Automobiles to be landed or shipped through Ro-Ro operation, charge will be levied @ ₹1396.11 per unit.

4.11 For any cargo/container operation, if a vessel has to unload/reload any hatch cover/pontoon; wharfage will be levied for each operation @ ₹279.23 per unit.

4.12 Levy charges towards activities of water sprinkling, spillage cleaning and berth face dredging : - A consolidated rate of Rs. 2.85 per MT.

4.13 Rs. 189.00 per Container excluding GST for all EXIM/Coastal loaded containers. Container scanning charges for coastal containers is exempted up to 27.09.2023.

4.14 Railway charges:

Siding Charges: - For warehousing Zone Rs. 4.85 per MT.

For other sidings :Rs. 4.56 per MT.

The siding charges shall include the additional shunting charges for shifting of the rakes to a maximum of two parts. An amount of Rs. 2281.42/- will be charged for each additional placement.

4.15 Charges of handling through IOHP-MCHP Connectivity System

Activity for unloading Dry Bulk Cargo	Rate per MT or part thereof (Rs.)	
	Foreign Rate Rate	Coastal
Unloading of dry bulk cargo from Wagon at wagon Tippler of iron Ore Handling Plant and stacking at Stockyard of Mechanized Coal Handling Plant using IOHP and MCHP connectivity system	Rs. 72.17	Rs. 72.17

4.16

Collection amount fixed as Rs. 3,790.69- only per tonne of disposal of waste oil/sludge etc. (any such waste under MARPOL Annex-1) by the vessels to the Port Reception Facilities through the licensed vendors at Paradip Port .

1. The charges for disposal of waste oil/ sludge etc any such waste under MARPOL Annex-1) will be billed separately to the vessel's agent giving the requisition.
2. Concerned agent should submit the "Waste Disposal Receipt showing quantity of waste oil/ sludge etc disposed in MT, signed by the cargo surveyor".

OR

"Initial and final cargo survey report showing the initial quantity (in MT) and the final quantity (in MT) of the waste oil/ sludge etc." respectively.

4.17

The charge of handling through IOHP-MCHP Connectivity System for ECL/CCL cargo.:

Sl. No.	Mode of Handling	Existing Rate (Rs./MT) (cargo related charges)			Discount Offered (Rs./MT)		Total Discount offered (Rs./MT)	Final Rate after Discount (cargo related charges) (Rs./MT)		
		Unloading	Shipment	Total	Unloading	Shipment		Unloading	Shipment	Total
(a)	From tipping in IOHP by N-Box wagon, then shifting through IOHP &	91.29	108.20	199.49	63.14	74.83	137.97	28.15	33.37	61.52

	MCHP connectivity and loading through MCHP Berth									
(b)	From unloading in RRS by BOBR Wagon then loading through MCHP Berth.	72.17	108.20	180.36	32.70	49.03	81.73	39.46	59.17	98.64
(c)	Manual unloading of N-Box wagon, then shifting manually to MCHP and loading through MCHP Berth.	0	108.20	108.20	0	60.86	60.86	0	47.34	47.34

4.18

Payment of royalty by the stevedoring and shore handling agents:- @ Rs. 5.79 (being 60 % of the indexation) per MT (w.e.f 1-4-25).

4.19

Hire charges for Fire Fighting Tender :2698.92.

4.20

To charge Rs. 2.03 per Tonne as Facilitation fee for loading of barge at IFFCO Pantoon jetty.

4.21

The following rates for STS operation and floaters:

- 1) Floaters- Not to levy any charges
- 2) STS Operation

<u>No. of operation (Per Annum)</u>	<u>Per STS at notified water spread area</u> USD	<u>Per STS at NOJ</u> USD	<u>Per STS at notified water spread area</u> Rs.	<u>Per STS at NOJ</u> Rs.
0-4	10,174	12,209	8,47,392	10,16,871
5-9	8,139	9,767	6,77,914	8,13,497
10 & above	6,104	7,325	5,08,435	6,10,123

N.B.:a) The charges includes Tug charges for 1 mooring and 1 un-mooring operation, Port dues, Pilotage, Wharfage and all other applicable charges.

b) The count of STS includes both STS operation at Anchorage and STS at NOJ.

c) Anchorage charges as applicable will be levied.

4.22 A consolidated fees of Rs. 12.64 per tonne will be charged towards VRC and Wharfage for movement of cargo Inland/vessel/River Sea vessel from Inter-land Industries Port through Inland Waterways.

OFFICE ORDER

In accordance with the decision of the Board of Trustees contained in Resolution No.78/2020-21 Dt.29.01.2021 and Agenda Item No.06(04)/2020-21, the rate of water charges, security deposit and reconnection charges in respect of PPT Officers/Employees/CHD Trainees / Apprentices & other than PPT employees occupying the Port Trust quarters, using plots/camp and having housing complexes /units are revised w.e.f. 29.01.2021 for a period of three years as per the tariff table as follows:

This has also been concurred in by Finance Deptt on dt.11.11.2020

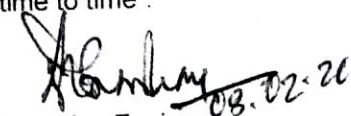
I Tariff Table on Water Charges					
SI.No	PPT Officer/Employees/CHD Trainees/Apprentices occupy residential Qrs	Govt/Semi Govt/Public Sector Undertaking/Private parties occupying PPT Qtrs			
	Qtrs	Present Rate (INR)	Enhanced Rate (INR)	Present Rate (INR)	Enhanced Rate (INR)
A	Type VI Qrs	148.00	296.00	292.00	584.00
(i)	Type V Sr. Officers Qrs Modified Type 'C'.	117.00	234.00	265.00	530.00
(ii)	C type PIV, NIV, MC, S.O Flat, T-V, T-IV	90.00	180.00	265.00	530.00
(iii)	B type M-III, M-II, P-II Project AC, Sector-21 AC	72.00	144.00	189.00	378.00
(iv)	Type MA, BA, NA, PIR, FHC, MMTC, TIR, TIIR, GHC, CAA, TIIR, Twin	63.00	126.00	175.00	350.00
(v)	Bachelor, Dormitory, Chummier, Temp, IR, Labour colony room, Cargo Handling Workers Qtrs	45.00	90.00	140.00	280.00
(vi)	GJAI, CHA(A type)	63.00	126.00	175.00	350.00
(vii)	BHC, Temp, GJAI (Formitory)	45.00	90.00	140.00	280.00
(viii)	Water supply other than PPT Qrs to Govt/Semi Govt/PSU & other Port users				
(B)	Water supply through the Ferrule 1/2" dia per month each connection			10530.00	21060.00
(i)	Metered basis per M.T			72.00	144.00
(ii)	Temporary water supply for other use on tap basis			270.00	540.00
(iii)	Trade & Parties other than stated (B)				
(C)	Own premises through ferrule 1/2" dia pipe per month each connection			10530.00	21060.00
(i)	Own premises through meter basis per MT			72.00	144.00
(ii)	Kitchen garden tap directly from main			180.00	360.00
(iii)	Commercial use				
(D)	Ferrule 1/2" dia per month			10530.00	21060.00
(i)	Meter basis			72.00	144.00
(ii)					

(E)	Revision of security deposit for water connection & re-connection charges in case of defaulter consumer				
1)	All residential qtrs consumer excluding PPT employees shall deposit a refundable security deposit			2250.00	4500.00
2)	Commercial consumer shall deposit security three months average monthly demand subject to minimum for water connection in their site premises			27000.00	54000.00
3)	Reconnection charges for disconnected line in case of defaulting consumer non-payment of water dues			2250.00	4500.00

II TARIFF TABLE On WATER CHARGES FOR OTHER THAN PPT EMPLOYEES			
Sl.No	Qtrs	Present Rate (INR)	Enhanced Rate(INR)
A)	Collection of water charges on meter basis per KL		
	Govt/Semi Govt/Public sector undertaking /Pvt parties/ Plot owners/Contractors camps/other Port users etc (other than residential qtrs)	72.00	144.00
B)	Collection of water charges per Qtr basis		
	Pvt parties residing in PPT Qtrs such as Type V. Sr. Officers Qtrs Modified Type 'C', type PIV, NIV, MC, S.O Flat T-V, T-IV	300.00	600.00
i)	B type M-III, M-II P-II Project AC, Sector-21 AC, Type MA, BA, NA, PIR, FHC, MMTC, TIR, TIIR, GHC, CAA, TIIR, Twin, GJAI, CHA (A type)	200.00	400.00
ii)	Bachelor, Dormitory, Chummary, Temp, IR, Cargo Handling Workers Qtrs, BHC, Temp, GJAI (Formitory)	150.00	300.00
C)	Collection of water charges from parties having own housing complex/Units		
i)	C type or equivalent Qtr inside own premises	300.00	600.00
ii)	A type / B type or equivalent Qtr own premises	200.00	400.00
iii)	Bachelor or equivalent quarter inside own premises	150.00	300.00
D)	Collection of water charges per Tap basis		
	Water supply to all educational institutions/all Trusts/Satsang Units/Temples/Charch/Mosque/labour colony/Hospital/Mutt/PPT ECS/Whole sale Co-operatives/Union offices/OMFED etc	270.00	540.00

RULES FOR WATER SUPPLY

1. A consumer has to state its average demand per month for a period of 12 months in case of permanent /semi permanent connections and the period of contract in case of temporary connections. The monthly deviation shall not exceed 20% of the above average.
2. In case the rule (1) is violated, the excess consumption shall be billed at double the rate prescribed.
3. All commercial consumers including others as per the Tariff Table II (A) shall be billed by **meters only**. In case meter goes out of order for more than one month, the bill shall be on average basis. If the meter is not replaced/repaired within three months otherwise the average demand bill shall carry 100% penalty or disconnection at the discretion of the Authority.
4. Consumer receiving water in their own ground sump shall only be charged as per Sl.No.A of Tariff Table II
5. All residential consumers other than PPT Officers/Employees/CHD Trainees /Apprentices occupy residential quarters shall provide a refundable security deposit equal to 12 months demand rounded to next higher ten subject to minimum of Rs.4500/- before taking over the possession of the quarter/supply. The same can be refunded after the vacation without any damage of quarters and disconnection of water supply by PPT without attachment to other dues.
6. All commercial consumer shall deposit three times the average monthly demand subject to minimum of Rs.54000/- and shall deposit the water charges directly through online /through debit card/ credit card.
7. Reconnection charge of Rs.4500/- for disconnected line shall be paid by the defaulting consumer on fresh application for connection.
8. The water charges shall be collected from existing consumer having ferrule connection upto 03 months from date of enforcement of fresh order. Within this three months period, the consumer have to install individual water meter failing which the average demand bill shall be made or dis-connection at the discretion of the Authority.
9. The mode of payment shall be done through online / through debit card/credit card within 10th of every month failing which interest @ SoR of PPT as applicable from time to time.
10. The water charges from parties other than Port Employees in their official colony, the payment shall be recovered for all the quarters as per Tariff irrespective of vacancy position.
11. Water charges of PPT quarters shall be monthly and rates stated in Tariff Table I (SL.No.A) shall be per month or part thereof.
12. In case of penal rent imposed by Estate Wing for PPT premises, the water charges shall be charged at the rates for private parties.
13. All tenders shall modify the clause for water supply "As per tariff charged from time to time".


Executive Engineer
Public Health Division (M)
Paradip Port Trust
08.02.20
2/2/20

CC to:

- 1) All Heads of Deptt, PPT for kind information
- 2) All Heads of Offices
- 3) P.S. to Chairman for kind information of Chairman, PPT
- 4) P.A to Dy. Chairman for kind information of Dy. Chairman, PPT
- 5) The Chief Vigilance Officer, PPT / Commandant, CISF, PPT for kind information
- 6) Dy.CE / Dy.CME/Dy.CEE, PPT/Sr.Dy.CMO, PPT for kind information
- 7) S.E(TS), PPT / SE(H), PPT for kind information.
- 8) The General Secretary, All Trade Unions, Paradip Port
- 9) Harbour Master, Marine Deptt, PPT for kind information
- 10) Sr. Asst. Estate Manager, PPT for information. It is requested to collect the monthly charges from private parties as per Tariff Table.
- 11) P.R.O, PPT for information with a request to publish this office order in the Port Gazette for wide circulation
- 12) Dy. Director, (EDP Cell), PPT for information and necessary action
- 13) All Port users, Paradip for information
- 14) D.T.M(O), PPT for information
- 15) All Banks/ Executive Officer, Paradip Municipality /Customs for information
- 16) EE, E&CM /Asst. Executive Engineer, ECM for information
- 17) Supdt/Cashier /Sr. Asst/ OO guard file for record.

PARADIP PORT AUTHORITY
PORT ELECTRICAL DIVISION

No. EM/PED/ESTG-21/2021/370

Date: 22/06/2022

CIRCULAR

The revised Electricity Tariff for the electricity Consumers of Paradip Port Authority, as Annexed, has been approved by the competent authority and shall be effective from 01/04/2021.

Further to the above, it has also been approved by the competent authority to collect the arrear energy charges from the electricity Consumers of PPA.

The arrear energy charges will be collected in four (4) equal monthly installments along with the current monthly energy charges.

Encl: As above.

AS/ECM
22/06/2022

Executive Engineer,
Port Electrical Division-I,
Paradip Port Authority.

Copy to:

- 1) The P.S. to Chairman, PPA for kind information of Chairman, PPA.
- 2) The P.A. to Dy. Chairman, PPA for kind information of Dy. Chairman, PPA.
- 3) All Heads of Departments, PPA - for kind information.
- 4) Dy.CME / Dy. CEE / Dy. Chief Engineer / Sr.Dy.TM, PPA- for kind information
- 5) All Heads of Offices /Sr. Asst. Estate Manager, PPA - for kind information.
- 6) All AEE (El.)/AE (El.), PED, PPA for information & necessary action please.
- 7) The PRO, PPA for publication in Port Gazette dt.01/07/2022.
- 8) The Hindi Officer, PPA - with a request to arrange translation of the above circular in Hindi & circulate.
- 9) Sr. Dy. Director, EDP - with a request to publish in the Port Website replacing the existing content (Tariff).

The above mentioned rationalization of Electricity Tariff of the electricity Consumers of Paradip Port Authority has been approved by Chairman, PPA, dt.21/06/2022.

ANNEXURE

ELECTRICITY TARIFF BY PARADIP PORT AUTHORITY


Category	Tariff	Metering Type
CATEGORY - PORT EMPLOYEES:		
Port Employees.	1-170 Units: Free 171-400 Units: Rs.2.37 per unit in KWH. 401-800 Units: Rs.2.84 per unit in KWH. Above 800 units: Rs.4.75 per unit in KWH.	As per Meter reading.
CATEGORY - I:		
(A) Retired PPA Employees with permissible limit of 4 months after retirement OR for family of PPA Employee till 01 year after death of the employee while in service.	1-150 Units: Free 151-400 Units: Rs.2.37 per unit in KWH. 401-800 Units: Rs.2.84 per unit in KWH. Above 800 units: Rs.4.75 per unit in KWH.	As per Meter reading.
(B) Contractual appointees with provision of energy charges as applicable to PPA employee (viz, Site Engineer / Site Supervisor / Manager / Pilot / Doctors / Contractual engagement of Port employee after retirement, etc).		
(C) CFH workers.		
(D) Employees of CISF.		
(E) Employees of Kendriya Vidyalaya, Resident Audit Officer and Staff, Hindi Teaching Cell, MMD (Mercantile Marine Deptt.)		
(F) Office of the Port Employees Pensioner's Association / Quarters and Offices of Trade Unions, Journalist.		
(G) Contract Workers / Working Women Cell Members / Employees of Police Department.	1-400 Units: Rs.2.37 per unit in KWH. 401-800 Units: Rs.2.84 per unit in KWH. Above 800 units: Rs.4.75 per unit in KWH.	As per Meter reading

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22/06/2022

Category	Tariff	Metering
<p><u>CATEGORY - II (NON-COMMERCIAL)</u></p> <p>A) Employees of the following:</p> <p>(i) Central / State Govt. Organizations, Educational Institutions.</p> <p>(ii) Public Institutions, Societies & Clubs.</p> <p>(iii) PSU's, Banks, Semi Govt. & Private Organizations.</p> <p>B) Educational Institutions, Student Hostels, Govt. Hospitals, Public Dispensary, PHC, Religious Institutions, Dharmasala, Societies, Electric Crematorium and Non-commercial Sports Organization.</p> <p>C) Private Individuals (Domestic).</p>	<p>(i) Rs.6.84 per unit in KWH for all consumers except in sub-categories [A (iii)] & (C)].</p> <p>(ii) The consumers under sub-categories [A (iii)] & (C) shall have to pay:</p> <p>(a) Rs.6.84 per unit in KWH if the Connected Load is up to 10 kVA, and</p> <p>(b) Rs.6.27 per unit in KWH plus Demand Charges @ Rs.250/- per KVA per month if the connected load exceeds 10 kVA.</p>	As per Meter Reading.
<p><u>CATEGORY - III (COMMERCIAL)</u></p> <p>A) Central and State Govt. Offices.</p> <p>B) All permanent and temporary commercial consumers such as Shops, Workshops, Restaurants, Hotels, Guest Houses, Private Offices, Printing Press, Clinics, Flour Mills, X-ray Plant, Hatchery, Poultry Farms, Cinema Halls, Telephone Booth, Xerox Shops, etc.</p>	<p>(i) <u>For Connected Load up to 10 kVA:</u> Rs.6.84 per unit in KWH plus Overhead cost towards internal supply and distribution calculated by PPA from time to time on "No-profit-no-loss basis" (at present, the overhead cost is Rs.2.19 per unit) i.e. Rs.9.03 per unit.</p> <p>(ii) <u>For Connected Load more than 10 kVA:</u> Rs.6.27 per unit in KWH plus Overhead cost towards internal supply and distribution calculated by PPA from time to time on "No-profit-no-loss basis" (at present, the overhead cost is Rs.2.19 per unit) i.e. Rs.8.46 per unit plus Demand Charges @ Rs.250/- per kVA per month.</p>	As per Meter Reading.
<p><u>CATEGORY - IV (HT CONSUMERS)</u></p> <p>100 kW/110 kVA & above drawing power at 11 kV.</p>	Rs.6.27 per unit in KWH plus a Demand Charge of Rs.250/- per KVA per month.	As per Meter Reading.
<p><u>CATEGORY - V</u></p> <p>All temporary power supply up to a maximum of 90 KW connected load and for a period of maximum 6 months.</p>	Tariff as applicable to Category - III (Commercial) shall apply.	To be paid in advance @ 10 units/day/KW for single-phase as well as 3-phase power supply.

ABEEM
22/06/2022

Consumer Category	Proposed Tariff	Metering Type
<p><u>CATEGORY - VI</u> <u>BOT / PPP OPERATORS</u></p> <p>a) M/S. JSW Paradip Terminal Pvt. Ltd. (JSWPTPL).</p> <p>b) M/s. Paradip International Cargo Terminal Pvt. Ltd. (PICTPL);</p> <p>c) M/s. Kalinga International Coal Terminal Paradip Pvt. Ltd. (KICTPPL).</p> <p>d) M/s. Paradip East Quay Coal Terminal Pvt. Ltd. (PEQCTPL).</p>	<p>(i) To charge monthly Demand charges @ Rs.250/KVA calculated on the basis 80% of Contract Demand (CD) as declared by PPP operators or on actual maximum Demand (MD), whichever is higher.</p> <p>(ii) To charge overdrawal penalty @ 250 / KVA on the excess drawal of load over CD which will be in addition to the Demand Charges calculated for the recorded MD in case MD exceeds CD.</p> <p>In additions to the above the BOT operators shall have to pay the following energy charges :</p> <p>a) For M/S. JSW Paradip Terminal Pvt. Ltd. (JSWPTPL): Rs.6.47 per unit in KWH.</p> <p>b) M/s. Paradip International Cargo Terminal Pvt. Ltd. (PICTPL): Rs.6.56 per unit in KWH.</p> <p>c) M/s. Kalinga International Coal Terminal Paradip Pvt. Ltd. (KICTPPL): Rs.6.47 per unit in KWH.</p> <p>d) M/s. Paradip East Quay Coal Terminal Pvt. Ltd. (PEQCTPL): Rs.6.45 per unit in KWH.</p>	<p>Billing will be made as per Meter Reading.</p>


 Executive Engineer (EI),
 Port Electrical Division - I,
Paradip Port Authority.

SUMMARY OF HEALTH CONDITION OF THE MULTIPURPOSE BERTH

The Condition Assessment of concrete of the RC Diaphragm walls of the Multi-Purpose Berth was carried out above water level through the investigations including visual inspection, rebound hammer, ultrasonic pulse velocity, half-cell potential test, carbonation test, core test, concrete powder sampling for chlorides and pH to find the existing condition of the structure depending on the accessibility.

Based on the results of the Non-Destructive Tests carried out on the RC Diaphragm wall of Multi-Purpose Berth at Paradip Port, Odisha, the following conclusions are drawn:

- The average Rebound hammer values in the RC Diaphragm wall vary from 40 to 47, indicating that the quality of concrete in the near surface is “Very Good”.
- The average UPV values in a majority of the locations of the RC Diaphragm wall in Multi- Purpose Berth are above 3.5 km/s and the integrity of concrete can be considered as ‘Good’ as per the guidelines of IS: 13311 (Part I)- 1992.
- It is to be noted that the UPV tests were conducted in the locations of the RC Diaphragm wall which appeared good on visual inspection and it is found that the core/interior of the concrete is also in a good condition.
- The concrete core samples extracted from the RC Diaphragm wall did not exhibit carbonation.
- The average equivalent cube compressive strength of the core samples extracted from the RC Diaphragm wall is 41.1 MPa. This value is higher than M30 grade concrete which is the minimum grade for design mix for RCC member as per IS 456-2000 for severe environmental condition. However, IS code 4651 (part-4) for port and harbour structures prescribes concrete grade not less than M35 for RCC which was not in force at the time of construction.
- The half-cell potentials in the visually good and moderate locations of the RC Diaphragm wall are between -200 mV to -350 mV indicating that the corrosion activity of the reinforcing steel in the area is uncertain at the time of measurement as per the reference guidelines of ASTM C- 876. Hence, the RC Diaphragm wall may be frequently inspected to check for possible distress/corrosion of the steel rebar.

- The half-cell potentials in which showed signs of visual distress of the RC Diaphragm wall are above -350 mV indicating that there is a greater than 90% probability that reinforcing steel corrosion is occurring in that area at the time of measurement as per the reference guidelines of ASTM C-876.
- The chloride contents drawn from the selected locations of the RC Diaphragm wall of the Multi-Purpose Berth are between 1.45 kg/m³ and 2.47 kg/m³ compared to a permissible value of 0.6 kg/m³ at the time of placing as specified in IS: 456-2000. In view of the prevailing Marine environment, the chloride levels are on the higher side. However, in view of the very high chloride contents, the Multi-Purpose Berth may be frequently inspected to check for possible distress/corrosion of the steel rebar.
- The pH of the concrete samples in the RC Diaphragm wall varies from 11.50 and 11.89, which indicates availability of alkalinity. Though is lower than the pH value of 13 for fresh concrete, corrosion of steel will be significant only if pH value falls below 7 and hence this parameter values indicate the concrete is in good condition.
- It recommended that the distresses noticed in the RC Diaphragm wall on the berthing face above water level may be rehabilitated using Polymer modified mortar.