



வ.உ.சி துறைமுக ஆணையம்
वी.ओ.सी पवन प्राधिकरण
V.O.C Port Authority

வ.உ.சிதம்பரனார் துறைமுக ஆணையம்
व.उ.चिदम्बरनार पत्तन प्राधिकरण
V.O.CHIDAMBARANAR PORT AUTHORITY
(MINISTRY OF SHIPPING, GOVERNMENT OF INDIA)
ADMINISTRATIVE OFFICE, HARBOUR E STATE, TUTICORIN 628 004, TAMIL NADU



TRA-COMM0SOR/2/2022-TrafficSrDTM(2)e.3460/D.472

Date :04.09.2024

TRADE NOTICE

Sub: Revision of Performance Linked upfront Tariff Schedule for Operating Harbour Mobile Crane at Port Operated Berths in VOCPA w.e.f 06.09.2024

The revised Performance Linked upfront Tariff Schedule for Operating Harbour Mobile Crane at Port Operated Berths in VOCPA has been published in Tamil Nadu Government Gazette, vide No. 32, dated 07.08.2024 (copy attached) and the same shall come in force with effect from 06.09.2024.

All Associations / stakeholders are requested to disseminate the revised tariff to members of trade fraternity.

Encl : As above.

TRAFFIC MANAGER

To:

- Tuticorin Stevedores' Association
- Tuticorin Ship Agents Association
- Tuticorin Customs Brokers Association
- All stakeholders of VOCPA

Copy to: All HODs / VOCPA



TAMIL NADU GOVERNMENT GAZETTE

PUBLISHED BY AUTHORITY

No. 32]

CHENNAI, WEDNESDAY, AUGUST 7, 2024
Aadi 22, Kurothi, Thiruvalluvar Aandu-2055

Part III—Section 2

Statutory Notifications and Orders issued by
Heads of Departments.

NOTIFICATIONS BY HEADS OF DEPARTMENTS, ETC.

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V.O. CHIDAMBARANAR PORT AUTHORITY, TUTICORIN

Performance Linked upfront Tariff Schedule for Operating Harbour Mobile Crane at Port Operated Berths in VOCPA:

No. SRO C-16/2024.

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**

<i>Dry bulk</i>				
<i>Average daily crane performance (in Metric Tonne)</i>	<i>Rate per ton in Rs.</i>		<i>Rate per ton in Rs.</i>	
	<i>Diesel</i>		<i>Electric</i>	
	<i>Foreign</i>	<i>Coastal</i>	<i>Foreign</i>	<i>Coastal</i>
12000-12999	57.90	34.74	54.15	32.49
13000-13999	61.31	36.78	57.33	34.40
14000-14999	64.71	38.83	60.52	36.31
15000	68.12	40.87	63.70	38.22
15001-16000	71.53	42.92	66.89	40.13
16001-17000	74.93	44.96	70.07	42.04
17001 – 18000	78.34	47.00	73.26	43.96

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

<i>Break bulk</i>				
<i>Average daily crane performance (in Metric Tonne)</i>	<i>ceiling rate per tone in Rs.</i>		<i>ceiling rate per tone in Rs.</i>	
	<i>Diesel</i>		<i>Electric</i>	
	<i>Foreign</i>	<i>Coastal</i>	<i>Foreign</i>	<i>Coastal</i>
5000-5999	158.23	94.94	149.91	89.94
6000	166.56	99.93	157.80	94.68
6001-7000	174.88	104.93	165.69	99.41

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.	373028.64	346432.24
Proposed rate per hour for ODC/ vessel repair in Rs.	46628.58	43304.03
Note: For Coastal ODCs 60% of the above rates will be applicable		

Tuticorin,
1st August 2024.

V. SURASH BABU,
Chief Mechanical Engineer,
Mee Department,
VOCPA.