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Par-excellence*

**चेन्नै पत्तन प्राधिकरण  
CHENNAI PORT AUTHORITY**

प्रशासनिक कार्यालय :  
ADMINISTRATIVE OFFICE :

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**B3/437/2021/T**

**08.11.2022**

**TRADE NOTICE**

Sub: Rules and Regulations – Implementation of Chennai Port Trust (Licensing of Stevedoring and Shore handling) Regulations, 2021 – Draft Upfront Tariff for the Stevedoring and Shore handling services at Chennai Port and Performance Standards – Reg.

Ref: This office Trade Notice of even number dt.04.03.2022, 16.04.2022, 31.05.2022 & 30.08.2022.

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In continuation to the Trade Notices cited, it is to inform that the Board has approved the draft Upfront Tariff for the Stevedoring and Shore handling services at Chennai Port and Performance Standards.

The Stakeholders/Users are directed to submit comments, if any, on the enclosed draft Upfront Tariff, to the undersigned within 15 days from the date of this notice hosted in the Chennai Port Authority's website.

  
**TRAFFIC MANAGER**

Encl.: Draft Upfront Tariff for the Stevedoring and Shore handling services at Chennai Port.

To

- (1) The Chennai Port Stevedores' Association
- (2) The Chennai Custom Brokers' Association
- (3) Stevedoring and Shore handling licensees operating at ChPA
- (4) The Chennai and Ennore Ports' Steamer Agents' Association

**CHENNAI PORT AUTHORITY**  
**UPFRONT TARIFF FOR STEVEDORING AND SHORE HANDLING SERVICES**

**Part I - Definitions and General conditions**

**(1). (a). Definitions:**

- (i). "Adjudicatory Board" shall mean the Board constituted under Sec.54 of the Major Port Authorities Act, 2021.
- (ii). "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 Directorate General of Shipping/ Competent Authority.
- (iii). "Day" shall mean the period of 24 hours starting from 6.00 a.m. of a day and ending at 6.00 a.m. on the following day.
- (iv). "Demurrage" shall mean charges payable for storage of cargo in transit area within port premises beyond free period, as specified in this SoR and shall not apply for cargo stored at areas licensed to port users for such purposes.
- (v). "Foreign-going vessel" shall mean any vessel other than coastal vessel.
- (vi). "Month" shall mean the calendar month.
- (vii). "Operator" shall mean the licensed Stevedoring and Shore handling Agents of Chennai Port Authority.
- (viii). "Port" shall mean Chennai Port Authority, unless the context otherwise specifies.
- (ix). "Port Limit" shall mean the limits of Port of Chennai notified by the Central Government in terms of Section 4 (2) of the Indian Ports Act, 1908.
- (x). "Shift" shall mean the duration of 8 hours constituting 3 shifts in a day.
- (xi). "Stevedoring" includes loading and unloading and stowage of cargo in any form on board the vessels in Port.
- (xii). "Shore handling" includes arranging and receiving the cargo to/from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/to wagons /trucks.
- (xiii). "Stevedore" is an authorized agent for loading and unloading and anchorage of cargo in any form on board the vessels in ports and to whom the licence has been given under regulations.
- (xiv). "Shore handling agent" is an authorized agent for arranging and receiving the cargo to/ from the hook point, intermodal transport from wharf to stock yard and vice-versa and also receiving and delivering of cargo from/ to wagons/ trucks.
- (xv). "Wharfage" shall mean the basic dues recoverable on all cargo/container imported or exported or transhipped within the Port limits or passing through the port, whether portage was provided by the Port or not.

**(1). (b). General conditions:**

- (i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii). System of classification of vessel for levy of Vessel Related Charges (VRC)
  - (a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
  - (b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping and a custom conversion order.
- (iii). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate
  - (a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
  - (b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
  - (c). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (iv). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
  - (a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
    - (i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
    - (ii). Not converted\* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

*\* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.*

  - (b). In case of a Foreign flag vessel converted to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

- (v). This tariff is not applicable for BOT/ BOOT operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2008, 2013 and 2019.
- (vi). This tariff is applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.
- (vii). (a). The tariff notified is ceiling level.
  - (b). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The authorized agent may, if he so desires, charge lower rates and/or allow higher rebates and discounts.
  - (c). The authorized agent may also, if he so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
  - (d). The authorized agent should, however, notify the public such lower rates and/ or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the Port.
- (viii). The authorized agent shall charge only for services provided by him. No notional booking of labour and other similar notional charges would be permitted.
- (ix). If any new cargo is to be handled which is not notified/ not included in the list, then the port may categorise that cargo under any one of the cargo categories based on the nature, physical characteristics and the method of handling that cargo.
- (x). Services for other miscellaneous activities and also the handling charges for specific cargoes when Port takes custody of cargo as per Section 26 of MPA Act, 2021 shall continue to be levied by Port as per notified SOR.
- (xi). Tariff caps are indexed to inflation but only to an extent of 60% of the variation in the Wholesale Price Index (WPI) occurring between 1st January and 31st December of the relevant year. Such automatic adjustment of the tariff cap will be made every year and the adjusted tariff cap will come into effect from 1st April of the relevant year till 31st March of the following year.
- (xii). All the operators shall furnish to the Port annual reports on cargo traffic, ship berth day output, per shift output within a month following the end of financial year in respect of stevedoring/ shore handling operations licensed by the port. Any other information which may be required by Port shall also be furnished.
- (xiii). Port shall publish on its website all such information received from operators. However, Port shall consider a request from any operator about not publishing certain data/ information furnished which may be commercially sensitive. Such requests should be accompanied by detailed justification regarding the commercial sensitiveness of the data/ information in question and the likely adverse impact on their revenue/ operation of upon publication. Port's decision in this regard would be final.

- (xiv). The performance norms prescribed for various commodities shall be the minimum that should be achieved by the operator. These performance norms shall be incorporated in the bid documents.
- (xv). The performance actually achieved by the operator shall be monitored by the Port on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port will initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port.
- (xvi). In the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as notified by the Port, he may prefer a representation to Adjudicatory Board which, thereafter, shall conduct an inquiry into the representation and give its finding to the concerned Major Port Authority. The Port will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.
- (xvii). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.50 shall be taken as 0.50 unit and fractions of 0.50 and above shall be treated as one unit, except where otherwise specified.
- (xviii). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.
- (xix). As per coastal policy direction issued by the MOS and notified by TAMP vide Order No.TAMP/4/2004-Genl. dated 7 January 2005 and 15 March 2005–
  - (a). The cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL (including crude oil), iron ore and iron ore pellets, should not exceed 60% of the corresponding charges for normal cargo/container 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 and transfer from/to quay to/from storage yard including wharfage.
  - (c). In case of container related charges, the concession is applicable on composite box rate. Where itemised charges are levied, the concession will be on all the relevant charges for ship shore transfer and transfer from/to quay to/from storage yard as well as wharfage on cargo and containers.

*(As and when there is a change in the policy direction issued by the MOS on the coastal concession policy, the same will be communicated by the port.)*

## 2. Performance Standards

### 2.1. Dry Bulk Cargo

Sl. No.	Commodity	Productivity norms per shift (MT)	
		Using Ship's Crane	Using Harbour Mobile Crane
	<b>IMPORT</b>		
1	Ammonium Sulphate, Ammonium Phosphate Sulphate	1800	3200
2	Muriate of Potash, Potash	2000	3200
3	Rock Phosphate, Laterite	1600	3200

4	Sulphur	1500	3200
5	Urea, Nitrogen Fertilizer, Di Ammonium Phosphate, Mono Ammonium Phosphate	1300	2200
6	Silica sand, Quartz, Sand, Soda Ash, Feldspar, Flourspar	1600	3200
7	Dolomite	3200	7000
8	Limestone, Blue Metal Sand	3200	7000
9	Iron Ore Pellet, Bauxite	3300	5100
10	Gypsum, Magnesite	3000	4700
11	Foodgrains	1400	3000
12	Shredded Scrap, Metal Scrap, Re-rollable scrap	2400	3200
13	Heavy Melting Scrap	700	3000
	<b>EXPORT</b>		
14	Foodgrains	700	1800
15	Barytes	2100	6200
16	Cobble Stones, Dressed marbles and slabs, Kerb stones, Stone Aggregates, Stones & Tiles	2200	5000
17	Mill Scale	3000	3900
18	Cement clinkers, Cement, Clay	1300	3000
19	Ferro slag	3500	5000

## 2.2. Break Bulk Cargo

Sl.No.	Commodity	Productivity norms per shift (MT)
	<b>IMPORT</b>	
1	Steel bar/tubes/pipes/Angles/Ingots	800
2	Steel CR Coil	1900
3	Steel Plate, Alloy Steel, Metal and Metal Products	1200
4	Steel Billet	850
5	HR Coil	3300
6	Excavator	800
7	Project cargo- Air Craft, Basic Caliber, Boards, Boat and Launches, Caterpillar, Locomotive, Rails, Railway coaches, Wagons, Ship spares (incl. machinery)	400
8	Logs	800
9	J.Bags - Calcium Carbonate, Calcium Nitrate, Limestone, Magnesite, Wood pulp	800
	<b>EXPORT</b>	
10	Steel Billet/bar/ tubes/pipes	1300
11	Steel CR Coil	800
12	Granite Block, <b>Stone Boulder</b>	700
13	HR Coil	3300
14	J.Bags- Barytes, Bauxite, Cement, Flourspar, Clay, Starch	800
15	Project cargo (including Machinery, Windmill & Excavator), Air Craft, Basic Caliber, Boards, Boat and Launches, Caterpillar, Locomotive, Rails, Railway coaches, Wagons, Ship spares	300

### 2.3. Automobile

Sl. No.	Commodity	Productivity norms for stevedoring per shift (MT)	Productivity norms for shore/yard handling per shift (MT)
1	Cars (four wheelers)	1000 cars	500 cars
2	Trucks/Buses (six wheelers)	140 trucks	60 trucks
3	Heavy vehicles (above six wheelers)	150 vehicles	30 vehicles
4	MAFI	30 numbers	10 numbers

### 2.4. Container (Inner harbour):

Sl.No.	Commodity	Productivity norm per shift (MT)
1	Container Empty (2.5 MT per TEU)	70
2	Container Laden (19.3 MT per TEU)	300

## 3. Tariff Schedule

### 3.1 Dry Bulk Cargo

#### 3.1.1. Using Ship Cranes:

##### A. Import Cargo:

(Rate per M.T. in Rs.)

Sl. No.	Commodity	Shore handling operations							
		Stevedoring operations		Method 1		Method 2		Method 3	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1	Ammonium Sulphate, Ammonium Phosphate Sulphate	153	92	93	56	139	83	47	28
2	Muriate of Potash, Potash	143	86	84	50	126	76	43	26
3	Rock Phosphate	166	100	105	63	155	93	52	31
4	Sulphur	197	118	128	77	181	109	55	33
5	Urea, Nitrogen Fertilizer, Di Ammonium Phosphate, Mono Ammonium Phosphate	185	111	98	59	141	85	44	26
6	Silica sand, Quartz, Sand, Soda Ash, Feldspar, Flourspar	163	98	120	72	170	102	52	31
7	Dolomite	107	64	61	37	89	53	30	18

8	Limestone, Blue Metal Sand	107	64	61	37	89	53	30	18
9	Iron Ore Pellet, Bauxite	138	83	76	46	104	62	30	18
10	Gypsum, Magnesite	111	67	57	34	87	52	32	19
11	Food grains	182	109	120	72	176	106	58	35
12	Shredded Scrap, Metal Scrap, Re-rollable scrap	157	94	90	54	206	124	97	58
13	Heavy Melting Scrap	436	262	203	122	309	185	107	64

### B. Export Cargo:

(Rate per M.T. in Rs.)

Sl. No.	Commodity	Stevedoring operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel		Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel	
Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal		
14	Food grains	278	167	Direct loading from Trucks to the vessels using Crane grab is not practically feasible		343	206	107	64
15	Barytes	141	85			132	79	42	25
16	Cobble Stones, Dressed marbles and slabs, Kerb stones, Stone Aggregates, Stones & Tiles	105	63			136	82	51	31
17	Mill Scale	114	68			95	57	32	19
18	Cement clinkers, Cement, Clay	197	118			207	124	62	37
19	Ferro slag	105	63			83	50	29	17

### 3.1.2. Using Harbour Mobile Cranes:

#### A. Import Cargo:

(Rate per M.T. in Rs.)

Sl. No.	Commodity	Stevedoring operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits, for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery	
Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal		



1	Ammonium Sulphate, Ammonium Phosphate Sulphate	121	73	Grab capacity is more than Truck capacity. Hence, this method of operation is not considered under HMC.	166	100	52	31
2	Muriate of Potash, Potash	121	73		166	100	52	31
3	Rock Phosphate	121	73		166	100	52	31
4	Sulphur	129	77		196	118	75	45
5	Urea, Nitrogen Fertilizer, Di Ammonium Phosphate, Mono Ammonium Phosphate	124	74		237	142	72	43
6	Silica sand, Quartz, Sand, Soda Ash, Feldspar, Flourspar	121	73		166	100	52	31
7	Dolomite	105	63		81	49	29	17
8	Limestone, Blue Metal Sand	105	63		81	49	29	17
9	Iron Ore Pellet, Bauxite	115	69		107	64	36	22
10	Gypsum, Magnesite	112	67		116	70	38	23
11	Food grains	123	74		176	106	55	33
12	Shredded Scrap, Metal Scrap, Re-rollable scrap	129	77		151	91	52	31
13	Heavy Melting Scrap	131	79		185	111	56	34

## B. Export Cargo:

(Rate per M.T. in Rs.)

Sl. No.	Commodity	Stevedoring operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel		Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
14	Food grains	139	83	Direct loading from Trucks to the vessels using Crane grab is not practically feasible	211	127	34	20	
15	Barytes	109	65		82	49	24	14	
16	Cobble Stones, Dressed marbles and slabs, Kerb stones, Stone Aggregates, Stones & Tiles	109	65		100	60	27	16	
17	Mill Scale	120	72		126	76	32	19	
18	Cement clinkers, Cement, Clay	128	77		161	97	40	24	
19	Ferro slag	114	68		100	60	27	16	

### 3.1.3. Additional charges

Sl. No.	Particulars	Rate per M.T. (in Rs.)
1	Use of hopper for unloading of cargo	55
2	Wagon Loading at Railway siding	52
3	Wagon Unloading at Railway siding	95

### 3.2. Break Bulk Cargo

#### A. Import Cargo:

(Rate per M.T. in Rs.)

Sl. No.	Commodity	Stevedoring operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo unloaded onto trucks and moved to the storage yard within the port limits for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved to storage yard within the port limits, for stacking and delivery		Cargo unloaded on wharf, loaded onto trucks and moved out of port limits for delivery	
Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal		
1	Steel bar/tubes/pipes/Angles/Ingots	275	165	121	73	144	86	42	25
2	Steel CR Coil	157	94	173	104	292	175	120	72
3	Steel Plate, Alloy Steel, Metal and Metal Products	249	149	148	89	155	93	54	32
4	Steel Billet	259	155	135	81	205	123	72	43
5	HR Coil	110	66	189	113	196	118	52	31
6	Excavator	300	180	115	69	122	73	21	13
7	Project cargo- Air Craft, Basic Caliber, Boards, Boat and Launches, Caterpillar, Locomotive, Rails, Railway coaches, Wagons, Ship spares (incl. machinery)	760	456	138	83	321	193	185	111
8	Logs	360	216	NA	NA	253	152	116	70
9	J.Bags - Calcium Carbonate, Calcium Nitrate, Limestone, Magnesite, Wood pulp	358	215	161	97	NA	NA	NA	NA
10	Cars/Buses (four wheelers)	297	178	152	91	NA	NA	NA	NA
11	Trucks / Buses (six wheelers)	953	572	766	460	NA	NA	NA	NA
12	Heavy vehicles (above six wheelers)	1218	731	1062	637	NA	NA	NA	NA
13	MAFI	2070	1242	1714	1028	NA	NA	NA	NA

14	Container Empty (2.5 MT per TEU)	1522	913	486	292	869	521	385	231
15	Container Laden (19.3 MT per TEU)	355	213	165	99	227	136	63	38

## B. Export Cargo:

(Rate per M.T. in Rs.)

Sl. No.	Commodity	Stevedoring operations		Shore handling operations					
				Method 1		Method 2		Method 3	
				Cargo loaded onto trucks from storage yard within the port limits, moved to wharf and loaded onto vessel directly from the trucks		Cargo loaded onto trucks from storage yard within the port limits, moved to wharf, unloaded at wharf and loaded onto vessel		Cargo directly brought from outside port, unloaded at wharf and loaded onto vessel	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
16	Steel Billet/bar/tubes/pipes	188	113	135	81	162	97	50	30
17	Steel CR Coil	374	224	279	167	286	172	185	111
18	Granite Block, Stone Boulder	331	199	432	259	NA	NA	NA	NA
19	HR Coil	110	66	189	113	196	118	52	31
20	J.Bags- Barytes, Bauxite, Cement, Flourspar, Clay, Starch	358	215	161	97	NA	NA	NA	NA
21	Project cargo (including Machinery, Windmill & Excavator), Air Craft, Basic Caliber, Boards, Boat and Launches, Caterpillar, Locomotive, Rails, Railway coaches, Wagons, Ship spares	1014	608	338	203	579	347	243	146
22	Cars/Buses (four wheelers)	297	178	152	91	NA	NA	NA	NA
23	Trucks / Buses (six wheelers)	953	572	766	460	NA	NA	NA	NA
24	Heavy vehicles (above six wheelers)	1218	731	1062	637	NA	NA	NA	NA
25	MAFI	2070	1242	1714	1028	NA	NA	NA	NA
26	Container Empty (2.5 MT per TEU)	1282	769	486	292	869	521	385	231
27	Container Laden (19.3 MT per TEU)	299	179	165	99	227	136	63	38

**Notes:**

- (i). Wharfage, storage charges and other miscellaneous charges shall continue to be levied by the port as per the prevailing scale of rates.
- (ii). The charges for shore handling operations include arranging and receiving the cargo to / from the hook point, inter modal transport from wharf to stack yard and vice-versa and does not include receiving and delivering of cargo from consignee's premises to port premises or vice versa. However, additional charges are payable for wagon loading / unloading of dry bulk cargo as prescribed in Schedule 3.1.3.
- (iii). The shore handling charges include Piece Rate Incentive and Special Levy payable to the Port as per the SoR of the Port. However, it does not include wharfage, demurrage, storage charges, license fee for plot and other miscellaneous charges payable to the Port.
- (iv). All taxes and duties, as may be applicable from time to time, including Service Tax / GST shall be paid extra.
- (v).
  - (a). From the date of Commercial Operation (CoD) till 31st March of the same financial year, the tariff would be limited to the indexed upfront tariff relevant to that year, which would be the ceiling. The aforesaid tariff shall be automatically revised every year based on an indexation as provided in notes (b) and (c) below.
  - (b). 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 1st January 2022 and 31 December of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into effect from 1st April of the relevant year to 31st March of the following year.
  - (c). The licenced agent would be entitled to 100% WPI indexation instead of 60% WPI indexation from the second year of operation on achievement of performance standards for each of the commodities notified along with the normative tariff. For this purpose, the Licensed Agent shall approach the Port within 30 days of completion of financial year of operation along with details of cargo wise average Performance standard achieved for each cargo for both stevedoring and shore handling operations.
  - (d). The Port shall ascertain the achievement of performance standards claimed to have been achieved by the operator by engaging Consultant if required in one month's time. The Licensed Agent can apply 100% indexation instead of 60% on written confirmation by the Port to the Licensed Agent that it has achieved the Performance Standards notified along with the upfront tariff.
  - (e). In the event the Port confirms that the operator has not achieved the Performance Standards as notified by Chennai Port Authority in previous 12 months, the Licensed Agent will not be entitled for 100% WPI indexation. The Licensed Agent will continue to levy the tariff with 60% indexation as prescribed at clause 2.10. of the normative tariff guidelines, 2016.
- (vi). If any new cargo other than mentioned in this tariff schedule is handled, the charges for the cargo with similar nature, handling method and productivity norms will be adopted.

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