



SOUTH WEST PORT LTD.

Regd. Off: Site Office Building ,
Berth 5A & 6A,
Mormugao Harbour,
Goa - 403 803, India

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28th January, 2025

To,
FA & CAO,
Mormugao Port Authority,
Mormugao Harbour,
Goa.

SAOC (file)
[Signature]
30/1/25

Dear Sir,

Subject: Increase in Tariff of South West Port Limited

Attached herewith is the proposal to increase our Tariff for South West Port Limited(SWPL).

All the necessary Form nos 1 to 8 are attached herewith as per the guidelines, duly certified. We have also attached the Proposed Scale of Rates for easy reference.

It may be noted that we are increasing the tariff of Coal only, as the increase in the tariff of any other product will reduce our competitiveness in the market.

SWPL Tariff Proposal attached herewith for your perusal and approval.

Thanking you in advance

Yours faithfully,
For **South West Port Limited**

[Signature]
Authorised Signatory



Encl.: a/a



Part of O. P. Jindal Group

Corp Office: JSW Centre, Bandra Kurla Complex, Bandra (E) Mumbai -51

UNDERTAKING (To be furnished as a part of the covering letter)

We have carefully gone through the Tariff Guidelines, 2019 issued by the Ministry of Shipping and notified by the Tariff Authority for Major Ports (TAMP) (bearing no.TAMP/61/2018-Misc vide Gazette Notification No.92 dated 7 March 2019) and the Working Guidelines, 2019 issued by TAMP in consultation with concerned BOT operators and Major Port Trusts and have prepared the proposal for fixation of tariff in accordance with the said Tariff Guidelines and Working Guidelines, in the formats and supporting documents as prescribed by the Tariff Authority for Major Ports. The proposed tariff will have a validity period of three years from **01st April 2025 to 31st March 2028** and we would submit a suitable proposal at least three months before the expiry of the validity period.

FOR SOUTH WEST PORT LIMITED



Authorised Signatory

Date : 28/01/2025

Place : Mormugao Harbour



Computation of Annual Revenue Requirement under Tariff Policy, 2019 for Determination of Tariff for BOT operators operating at Major Port Trusts.				Rs. in lakhs		
Sl. No.	Description		Y1 (2022-23)	Y2 (2023-24)	Y3 (2024-25)	
(1)	Total Expenditure (As per Audited Annual Accounts)	Note 1				
(i)	Operating expenses (including depreciation)		23,305.82	25,424.02	22,879.64	
(ii)	Finance and Miscellaneous expenses (FME)		3,900.53	3,860.53	1,163.84	
	Total Expenditure 1=(i)+(ii)		27,206.35	29,284.55	24,043.48	
(2)	Adjustments in respect of Items where there is variation in figures reported as per INDAS (as per Audited Accounts) and IGAAP	Form 6 A and Note 2				
(i)	Depreciation		(832.31)	(238.86)	(246.01)	
(ii)	Other expenditure items, if any, to be listed		-	-	-	
	Total of Adjustments 2=(i)+(ii)		(832.31)	(238.86)	(246.01)	
(3)	Less Adjustments:					
(i)	Actual Royalty / Revenue share paid to the port		(3,499.53)	(3,622.32)	(3,611.86)	
(ii)	Interest on loans		(3,900.53)	(3,860.53)	(1,163.84)	
(iii)	Provision for bad and doubtful debts		-	-	-	
(iv)	Provision for slow moving inventory		-	-	-	
(v)	Other provisions, if any		-	-	-	
	Total of 3 = 3(i)+3(ii)+3(iii)+3(iv)+3(v)+3(vi)		(7,400.06)	(7,682.85)	(4,775.70)	
(4)	Add: Admissible Royalty/ Revenue Share as per Clause 2.2. of the Tariff Guidelines, 2019	Form 2 and Note 3	2,546.88	2,781.80	2,628.63	
(5)	Total Expenditure after Total Adjustments (5 = 1+2+3+4)		21,520.86	24,144.64	21,650.40	
(6)	Average Expenses of Sl. No 5 = [Y1 + Y2 + Y3] / 3			22,438.64		
(7)	Capital Employed					
(i)	Gross Fixed Assets (Property, Plant & Equipment) as on 31st March Y3 or 31 December of Y3 followed by the BOT operator (As per IGAAP)			45,092.18		
(ii)	Add: Capital Work in Progress as on 31st March Y3 or 31 December of Y3 followed by the BOT operator (As per Audited Annual Accounts)			16,384.08		
(iii)	Add: Working Capital as per norms prescribed in clause 2.6 of the Tariff Guidelines, 2019:	As per Form 3 & Note 4				
(a)	Inventory			380.37		
(b)	Sundry Debtors			4,497.75		
(c)	Cash			1,833.30		
(d)	Sum of (a)+(b)+(c)			6,711.43		
(iv)	Total Capital Employed [(i)+(ii)-(iii)]			68,187.68		
(8)	Return on Capital Employed 16% on Sl. No.7(iv)			10,910.03		
(9)	Annual Revenue Requirement (ARR) as on 31 March Y3 or 31 December of Y3 as applicable [(6)+ (8)]			33,348.66		
(10)	Indexation in the ARR @ 100% of the WPI applicable for the year Y4 for example, if Y4 is 2025- 26, then the applicable WPI is 0% and the indexed ARR for the year Y4 will be (9) x 1)			33,348.66		
(11)	Ceiling Indexed Annual Revenue Requirement (ARR)			33,348.66		
(12)	Revenue Estimation at the Proposed indexed SOR within the Ceiling Indexed ARR estimated at Sl. No.11 above	As per Form 4 & Note 5		33,310.25		

CERTIFICATE

It is certified that the information furnished in the above statement for determination of the Annual Revenue Requirement has been verified with reference to the Audited Annual Accounts of FY 2022-23 and FY 2023-24 and estimation for FY 2024-25 and found to be in order.


Authorized Signatory of the BOT Terminal



PAWOOSKAR
DATTABAL

Chartered Accountant or Cost and Management Accountant in practice.

Memb. No. 044078

Date : 28/01/2025

Place : VASCO

UDIN : 25044078BMFXRA3166

Date 28/01/2025
Place Mormugao Harbour.

Notes

- Furnish reconciliation statement reconciling total expenses as per the Annual Accounts for the respective years with the total expenses considered in the above statement for each of the years as per the format prescribed in Form 5
- As stipulated in clause 2.3.2. of the Tariff Guidelines, 2019, in case there is variation in the expenditure reported under IND AS and IGAAP (like depreciation), then necessary adjustments to be done in ARR computation by excluding IND AS figure and considering figures as per IGAAP. This should be supported with detailed working & reconciliation statement.
- As stipulated in Clause 2.2. of the Tariff Guidelines, 2019, 'Royalty/Revenue share' payable to the landlord port by the BOT operator will not be allowed as an admissible cost for tariff computation as decided by the Ministry of Shipping vide its Order No PR-14019/5/2002-PG dated 29 July 2003. In those cases where bidding process was finalised before 29 July 2003, the tariff computation will take into account royalty/ revenue share as cost subject to maximum of the amount quoted by the next highest bidder for tariff fixation. The BOT operator shall furnish detailed working as per the Format given in Form 2.
- Furnish detailed working for each of the components of the working capital following the norms prescribed in clause 2.6. of the Tariff Guidelines, 2019 as per the format prescribed in Form 4.
- Based on the indexed ceiling ARR computed in the above statement at Sl. No 10 above, the BOT operators should draw the Scale of Rates (SOR) complying with clauses 2.10 to 2.11.3 of the Tariff Guidelines, 2019.

Form - 2

Working relating to admissible Royalty/ Revenue Share as pass through in ARR computation as per clause 2.2. of Tariff Guidelines, 2019

(Rs. in lakhs)

Sl. No.	Description	Y1 (2022-23)	Y2 (2023-24)	Y3 (2024-25)	Remarks, if any
(1).	Royalty/ Revenue share as reported in the Audited Annual Accounts	3,499.53	3,822.32	3,611.86	SWPL is paying royalty at 18% on revenue except berth hire charges whereas the second quote for royalty share was 13.1% which is 72.78% of royalty quoted by the Company.
(2).	Royalty / Revenue share admissible to the extent of the second quote in terms of % as considered in last Scale of Rates for Tariff Fixation (in %)	72.78%	72.78%	72.78%	
(3).	Royalty/ Revenue share Admissible to the extent of the second quote in terms of Rupees in lakhs (1*2)	2,546.88	2,781.80	2,628.63	

As stipulated in Clause 2.2. of the Tariff Guidelines, 2019, 'Royalty/Revenue share' payable to the landlord port by the BOT operator will not be allowed as an admissible cost for tariff computation as decided by the Ministry of Shipping vide its Order No.PR-14019/6/2002-PG dated 29 July 2003. In those cases where bidding process was finalised before 29 July 2003, the tariff computation will take into account royalty/ revenue share as cost subject to maximum of the amount quoted by the next highest bidder for tariff fixation.



Computation of Working Capital as per norms

Form - 3

Rs. in lakhs

Sl. No.	Working Capital Items as per norms	As reported in the Audited Annual Accounts as on Year Y3.	Norms as per clause 2.6 of the Tariff Guidelines, 2019	Considered in the Form 1
(i).	Allowable Inventory			
(a)	Capital spares	-	One year average consumption	-
(b)	Other Inventory excluding fuel and customized spares	760.74	Six months average requirements of consumption	380.37
	Sub-total (i) = (a)+(b)			380.37
(ii).	Allowable Sundry Debtors *			
(a)	Receivables	4,009.16		4,009.16
(b)	Advance paid for license fees	488.60	paid in May 24	488.60
	Sub-total (ii) = (a)+(b)			4,497.76
(iii).	Allowable Cash balance			
	Cash Expenses	1,833.30	One months Cash Expenses	1,833.30
	Sub-total (iii)			1,833.30
(iv).	Total Working Capital as per norms (i+ii+iii)			6,711.43
Notes				
1	Advance payment of Revenue Share / royalty to the landlord port flowing from the contractual obligations will be recognised as a part of sundry debtors.			
2	Advance payment of lease rental / license fee to landlord port flowing from the contractual obligations will be recognised as part of sundry debtors. If lease rent is payable annually in advance, then recognising that the advance payment will get adjusted against the rent payable for the respective month and at the end of the year entire advance is adjusted, the average of the pre-payment at 50% of the lease rentals to be considered as Sundry Debtors for computation of working capital.			



Revenue Estimation at the proposed Scale of Rates

(A). Traffic details

Sl. No.	Description	Actual Traffic			Total	Average
		Y1 (2022-23)	Y2 (2023-24)	Y3 (2024-25)		
(1)	Total Actual Traffic handled (in Metric Tonnes)	70,69,768	71,70,236	66,10,004	2,08,50,008	69,50,003
(2)	Actual Vessel Traffic					
(i)	Number of vessels handled	115	129	120	364	121
(ii)	Total Gross Registered Tonnage (GRT)	60,96,728	63,42,401	55,43,508	1,79,82,636	59,94,212

(B). Revenue Estimation

Sl. No.	Description	Existing tariff	Reference to the schedule and Sl. No. in existing SOR	Proposed Tariff	Unit of levy	Reference to the schedule and Sl. No. in proposed SOR	Average of the actual traffic handled by the BOT operator during the years Y1, Y2 and Y3	Revenue estimation at the proposed tariff (Rs. in lakhs)	% increase over the existing tariff
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9) = 5*8	(10) = (5-3)/3
A	Tariff items								
	Berth hire charges at Berth 5								
	Foreign vessels	0.0180		0.0180	USD/GT/Hour		6,61,882	795	0%
	Coastal vessels	0.4900		0.4900	INR/GT/Hour		-	-	0%
	At Berth 6								
	Foreign vessels		Section C of Part - I of Vessel Related Charges	0.0395	USD/GT/Hour	Section C of Part - I of Vessel Related Charges	-	-	0%
	Upto 30,000 G	0.0467		0.0586	USD/GT/Hour		52,64,601	10,110	25.50%
	Coastal vessels								
	Upto 30,000 G	1.0700		1.0700	INR/GT/Hour		-	-	0%
	30,001 GT and above	1.2500		1.5700	INR/GT/Hour		10,23,521	611	25.50%



Sl. No.	Description	Existing tariff	Reference to the schedule and Sl. No. in existing SOR	Proposed Tariff	Unit of levy	Reference to the schedule and Sl. No. in proposed SOR	Average of the actual traffic handled by the BOT operator during the years Y1, Y2 and Y3	Revenue estimation at the proposed tariff (Rs. in lakhs)	% increase over the existing tariff
	Wharfrage								
	Coal	55.62	Section A of Part	71.75	INR/MT	Section A of Part	48,61,722	3,488	29%
	Coal (coastal)	33.38	- II of Wharfrage	43.06	INR/MT	- II of Wharfrage	2,55,880	110	29%
	Coke	82.27	Charges	82.27	INR/MT	Charges	1,01,029	63	0%
	Limestone	18.54		18.54	INR/MT		10,69,489	198	0%
	Steel products	55.62		55.62	INR/MT		6,61,882	368	0%
	Any other product not	55.62		55.62	INR/MT				
	Cargo handling charges								
	Coal	185.41	Section B of Part	239.18	INR/MT	Section B of Part	48,61,722	11,628	29%
	Coal (coastal)	111.23	- II of Cargo	143.48	INR/MT	- II of Cargo	2,55,880	367	29%
	Coke	263.04	Related Charges	263.04	INR/MT	Related Charges	1,01,029	266	0%
	Limestone	243.32		243.32	INR/MT		10,69,489	2,602	0%
	Steel products/ Pellets	292.00		292.00	INR/MT		6,61,882	1,933	0%
	Any other product not	275.77		275.77	INR/MT				
	Storage income								
	(First 5 days after free period)								
	Coal	13.91	Section C of Part	13.91	INR/MT	Section C of Part	10,23,521	142	0%
	Coke	22.02	- II of Ground	22.02	INR/MT	- II of Ground	20,206	4	0%
	Limestone	13.91	Rent Charges	13.91	INR/MT	Rent Charges	2,13,898	30	0%
	Any other dry bulk	22.02		22.02	INR/MT				0%
	(Rate for sixth day to tenth day)								
	Coal	35.92	Section C of Part	35.92	INR/MT	Section C of Part	5,11,760	184	0%
	Coke	57.94	- II of Ground	57.94	INR/MT	- II of Ground	10,103	6	0%
	Limestone	35.92	Rent Charges	35.92	INR/MT	Rent Charges	1,06,949	38	0%
	Any other dry bulk	57.94		57.94	INR/MT				
	(Rate for eleventh day to twentieth day)								
	Coal	71.84	Section C of Part	71.84	INR/MT	Section C of Part			0%
	Coke	107.76	- II of Ground	107.76	INR/MT	- II of Ground			0%
	Limestone	71.84	Rent Charges	71.84	INR/MT	Rent Charges			0%
	Any other dry bulk	107.76		107.76	INR/MT				0%



Sl. No.	Description	Existing tariff	Reference to the schedule and Sl. No. in existing SOR	Proposed Tariff	Unit of levy	Reference to the schedule and Sl. No. in proposed SOR	Average of the actual traffic handled by the BOT operator during the years Y1, Y2 and Y3	Revenue estimation at the proposed tariff (Rs. in lakhs)	% increase over the existing tariff
	(Rate for twenty first day onwards)								
	Coal	143.68	Section C of Part - II of Ground Rent Charges	143.68	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	Coke	215.52	Section C of Part - II of Ground Rent Charges	215.52	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	Limestone	143.68	Section C of Part - II of Ground Rent Charges	143.68	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	Any other dry bulk	215.52	Section C of Part - II of Ground Rent Charges	215.52	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	(First 5 days after free period)								
	Iron pellets	13.91	Section C of Part - II of Ground Rent Charges	13.91	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	Metal products, Steel Coils, Slabs and other general bulk cargo	6.95	Section C of Part - II of Ground Rent Charges	6.95	INR/MT	Section C of Part - II of Ground Rent Charges	3,30,941	23	0%
	(Rate for sixth day to tenth day)								
	Iron pellets	35.92	Section C of Part - II of Ground Rent Charges	35.92	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	Metal products, Steel Coils, Slabs and other general bulk cargo	13.90	Section C of Part - II of Ground Rent Charges	13.90	INR/MT	Section C of Part - II of Ground Rent Charges	1,98,564	28	0%
	(Rate for eleventh day to twentieth day)								
	Iron pellets	71.84	Section C of Part - II of Ground Rent Charges	71.84	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	Metal products, Steel Coils, Slabs and other general bulk cargo	35.92	Section C of Part - II of Ground Rent Charges	35.92	INR/MT	Section C of Part - II of Ground Rent Charges	1,32,376	48	0%
	(Rate for twenty first day onwards)								
	Iron pellets	143.68	Section C of Part - II of Ground Rent Charges	143.68	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%
	Metal products, Steel Coils, Slabs and other general bulk cargo	71.84	Section C of Part - II of Ground Rent Charges	71.84	INR/MT	Section C of Part - II of Ground Rent Charges	-	-	0%



Sl. No.	Description	Existing tariff	Reference to the schedule and Sl. No. in existing SOR	Proposed Tariff	Unit of levy	Reference to the schedule and Sl. No. in proposed SOR	Average of the actual traffic handled by the BOT operator during the years Y1, Y2 and Y3	Revenue estimation at the proposed tariff (Rs. in lakhs)	% increase over the existing tariff
	Dust Suppression								
	Coal	3.94	Section D of Part - II of Dust Suppression	3.94	INR/MT	Section D of Part - II of Dust Suppression	51,17,803	202	0%
	Coke	3.94		3.94	INR/MT		1,01,029	4	0%
	Limestone	3.94		3.94	INR/MT		10,68,489	42	0%
	Total estimated Revenue at the proposed tariff							33,310	

CERTIFICATE

It is hereby certified that the Revenue estimation furnished in the above statement has been verified and found to be in Order.


 Authorised Signatory of the BOT Terminal
 Date 28/01/2025
 Place Mormugao Harbour



PAWOOSKAR
 DATTARAJ
 Chartered Accountant/ Cost and Management Accountant in practice
 MEMBERSHIP NO. 044078
 Date : 28/01/2025
 Place : VASCO-DA-GAMA
 FRN : 107870W
 UDIN : 25044078BMMFXRA3166

Digitally signed by PAWOOSKAR
 DATTARAJ
 Date: 2025.01.28 16:34:11 +05'30'

Note : 1. The BOT operator shall give workings separately in support of the above revenue estimation.
 2. For miscellaneous items, if detailed computation is not possible, Operator may estimate based on the previous year's actuals.
Disclaimer : Proposed Tariff Rates escalation considered is as per the requisitionary requirement.

Comparison of existing SOR and conditionalities vis-à-vis proposed tariff and conditionalities:

Sr. No.	Existing SOR	Schedule No.	Proposed SOR	Reasons/ Justification for amendments in conditionalities, if any.
1	1 BERTH HIRE CHARGES Foreign going vessels (in US\$) Coastal vessels (in Rs) All vessels 0.0395 1.07 0.0467 1.25	1	1 BERTH HIRE CHARGES Foreign going vessels (in US\$) Coastal vessels (in Rs) All vessels 0.0395 1.0700 0.0598 1.5700	
	BERTH 6A Upto 30000 GRT 30001 GRT and above		BERTH 6A Upto 30000 GRT 30001 GRT and above	
	Notes: 1. Berth Hire charges includes charges for services rendered and facilities provided at the Berth, such as occupation of berth, overtime at berth, removal of rubbish collected on board by the vessel and delivered on the wharf, cleaning of Berths, fire watch, etc. 2. The above charges are leviable against Masters, Owners or Agents of vessels and other floating craft approaching or lying at or alongside berths per GRT per hour or part thereof. 3. The Berth hire charges leviable per vessel is subject to a minimum of US\$ 767.07 in case of foreign going vessel and in case of coastal vessel it will be collected in Indian rupees upto 60% (or the rate juxtaposed) for foreign going vessel calculated by taking into account the exchange rate fluctuations. 4. The period of berth hire shall be calculated from the time the vessel occupies the berth. 5. No berth hire charges shall be payable for the period when loading / unloading operations cannot be carried out due to non-availability of the shore cranes / mechanical handling system of SWPL, due to breakdown or any other reason attributable to SWPL. 6. i) Berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail. ii) The time limit of 4 hours prescribed for the cessation of berth hire shall exclude the ship's waiting time for want of favorable tide conditions, inclement weather, and due to lack of night navigation. iii) The master / agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions. iv) The Penul Berth hire shall be equated to one-day's (24 hours) berth hire charge for a false signal. 7. The de-ballasting time allowed at berth numbers 5A and 6A shall be 3 hours and beyond that penal berth hire charges shall be levied at five times the normal berth hire charges, the incidence being reduced to per hour or part thereof, that may be applicable to the vessel. This will be in addition to the normal berth hire charges applicable for the entire duration of the vessel's stay at the berth. 8. Vessels bunked on outside of another vessel at these berths, berth hire charges shall be 50% of normal charges payable by such vessels. 9. The provisions of the License Agreement shall govern priority Berthing and charges on it, if any. Whenever the priority berthing is granted to a vessel, a fee equivalent to Berth Hire charges for a single day (24 hours) or @ 75% of the Berth Hire charges calculated for the total period of actual stay at the Berth, whichever is higher, shall be levied. 10. i) For providing quating priority to a vessel, a fee equivalent to berth hire charges for a single day (24 hours) or @100% of the berth hire charges calculated for the total period of actual stay of the vessels at berth, whichever is higher, shall be levied. ii) In addition, jacking out / in charges of the vessels shall be levied on the vessels, which are provided quating priority.		Notes: 1. Berth Hire charges includes charges for services rendered and facilities provided at the Berth, such as occupation of berth, overtime at berth, removal of rubbish collected on board by the vessel and delivered on the wharf, cleaning of Berths, fire watch, etc. 2. The above charges are leviable against Masters, Owners or Agents of vessels and other floating craft approaching or lying at or alongside berths per GRT per hour or part thereof. 3. The Berth hire charges leviable per vessel is subject to a minimum of US\$ 767.07 in case of foreign going vessel and in case of coastal vessel it will be collected in Indian rupees upto 60% (or the rate juxtaposed) for foreign going vessel calculated by taking into account the exchange rate fluctuations. 4. The period of berth hire shall be calculated from the time the vessel occupies the berth. 5. No berth hire charges shall be payable for the period when loading / unloading operations cannot be carried out due to non-availability of the shore cranes / mechanical handling system of SWPL, due to breakdown or any other reason attributable to SWPL. 6. i) Berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail. ii) The time limit of 4 hours prescribed for the cessation of berth hire shall exclude the ship's waiting time for want of favorable tide conditions, inclement weather, and due to lack of night navigation. iii) The master / agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions. iv) The Penul Berth hire shall be equated to one-day's (24 hours) berth hire charge for a false signal. 7. The de-ballasting time allowed at berth numbers 5A and 6A shall be 3 hours and beyond that penal berth hire charges shall be levied at five times the normal berth hire charges, the incidence being reduced to per hour or part thereof, that may be applicable to the vessel. This will be in addition to the normal berth hire charges applicable for the entire duration of the vessel's stay at the berth. 8. Vessels bunked on outside of another vessel at these berths, berth hire charges shall be 50% of normal charges payable by such vessels. 9. The provisions of the License Agreement shall govern priority Berthing and charges on it, if any. Whenever the priority berthing is granted to a vessel, a fee equivalent to Berth Hire charges for a single day (24 hours) or @ 75% of the Berth Hire charges calculated for the total period of actual stay at the Berth, whichever is higher, shall be levied. 10. i) For providing quating priority to a vessel, a fee equivalent to berth hire charges for a single day (24 hours) or @100% of the berth hire charges calculated for the total period of actual stay of the vessels at berth, whichever is higher, shall be levied. ii) In addition, jacking out / in charges of the vessels shall be levied on the vessels, which are provided quating priority.	
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE
				TRUE



Reconciliation statement of expenses reported in Audited Annual Accounts under IND AS and expenditure considered in the cost statement as per IGAAP for each of the years under consideration.

NOTE: If the Audited Annual Accounts is reported in IND AS, this statement should reflect the expenditure reported in the Audited Accounts under IND AS and expenditure as per IGAAP (like depreciation). Wherever, there is variation, like depreciation figure and the difference should be adjusted in ARR computation at Sl. No.2 in Form 1

Sr. No.	Particulars	Y1 (2022-23)			Y2 (2023-24)			Y3 (2024-25)			Remark for variation, if any
		As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 Sl. No.(2)	As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 Sl. No.(2)	As per IGAAP	As per IND AS	Difference, if any, to be captured in Form 1 Sl. No.(2)	
(1)	Depreciation & Amortization										
(a)	Plant and Machinery	1,742.43	2,408.85	(666.42)	2,004.14	2,243.00	(238.86)	1,450.04	1,696.05	(246.01)	
(b)	Civil Structures	875.00	1,040.89	(165.89)	1,110.43	1,110.43	-	832.72	832.72	-	
(c)	Office equipments	24.15	24.15	-	16.81	16.81	-	11.27	11.27	-	
(d)	Computers	6.81	6.81	-	9.72	9.72	-	5.96	5.96	-	
(e)	Vehicles	3.35	3.35	-	3.05	3.05	-	2.69	2.69	-	
(f)	Furnitures	4.82	4.82	-	6.01	6.01	-	3.67	3.67	-	
	Total	2,656.56	3,488.86	(832.31)	3,150.16	3,389.02	(238.86)	2,306.35	2,552.36	(246.01)	
(2)	Other Expenses										
(a)	Gratuity expense	24.68	24.68	-	32.59	32.59	-	30.08	30.08	-	
(b)	Business Support	921.46	921.46	-	994.20	994.20	-	1,002.24	1,002.24	-	
	Total	946.14	946.14	-	1,026.79	1,026.79	-	1,032.32	1,032.32	-	
	Total Expenses	3,602.70	4,435.00	(832.31)	4,176.95	4,415.81	(238.86)	3,338.67	3,584.68	(246.01)	

Here, Y1 = Year 2022-23, Y2 = Year 2023-24 and Y3 = Year 2024-25

CERTIFICATE

It is certified that the information furnished in the above reconciliation statement has been verified and found to be in order.

<p>  Authorised Signatory of the BOT Terminal Date: 28/01/2025 Place: Mormugao Harbour </p>	<p>  Chartered Accountant/ Cost and Management Accountant in practice Date: 28/01/2025 Place: VASCO-DA-GAMA </p>
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Note: The above is a broad format. The BOT operator may suitably include any items if not covered in the format.

Form - 6B
Reconciliation statement of Total expenses considered in the cost statement and total expenses reflected in the Audited Annual Accounts for each of the years under consideration

Sr. No.	Particulars	Y1 (2022-23)	Y2 (2023-24)	Y3 (2024-25)	Remarks for variation, if any
		As per IND AS	As per IND AS	As per IND AS	
(1)	Total Expenditure as per Audited Annual Accounts	23,306	25,424	22,880	
(2)	Less: Expenditure excluded in the ARR computation				
	Royalty/ Revenue share	3,500	3,822	3,612	
	Depreciation as per INDAS	4,155	4,055	4,069	
	Total Adjustments	7,654	7,877	7,681	
(3)	ADD: Expenditure added in the ARR Computaton				
	Royalty/ Revenue share	2,547	2,782	2,629	
	Depreciation as per IGAAP	2,657	3,150	2,306	
	Total	5,203	5,932	4,935	
(4)	Total Expenditure considered in Form 1 as Sr. No.5 (1-2+3)	20,855	23,479	20,134	

This should also cover variation in the expenditure reported under IND AS and IGAAP (like depreciation), with necessary adjustments done in ARR computation by excluding IND AS figure and considering figures as per IGAAP which needs to be supported with detailed working.

CERTIFICATE

It is certified that the information furnished in the above reconciliation statement has been verified and found to be in order.

Authorized Signatory of the BOT Terminal

Chartered Accountant/ Cost and Management Accountant in practice

Date 28/01/2025

Place Mormugao Harbour



Digitally signed by
 PAWOOSSKAR DATTA BAI
 Date: 2025.01.28 16:35:26
 705230

Note: The above is a broad format for reconciliation. The BOT operator may suitably incorporate the requisite items and reconcile the figures reported in the Audited Annual Accounts and the expenditure considered in the ARR computation.

Fixed assets statement as per IGAAP considered in the ARR computation giving details of the adjustment

S.No.	Year	Asset									Capital work-in-progress	Total
		Plant and Machinery	Furniture and Fixtures	Office equipments	Computers	Hardware Network	Vehicles	Any other Fixed Assets	Total			
A.	Year 1 (2022-23)											
1	Gross Fixed Assets											
(i)	Opening balance as at year - Y1	31,553.00	58.76	238.39	174.25	-	31.57	17,256.86	49,312.84	424.53	49,737.37	
(ii)	Additions during the year	-	11.79	22.55	23.40	-	-	767.02	824.75	482.73	1,307.49	
(iii)	Disposal during the year	5,177.45	0.43	(3.17)	8.74	-	(0.01)	(95.64)	5,087.82	863.95	5,951.77	
(iv)	Closing balance as at year - Y1	26,375.56	70.11	264.10	188.91	-	31.58	18,119.52	45,049.77	43.31	45,093.08	
2	Depreciation											
(i)	Opening balance as at year - Y1	18,995.18	45.05	179.71	172.77	-	23.76	10,648.82	30,065.29		30,065.29	
(ii)	Depreciation during the year	1,742.43	4.82	24.15	6.81	-	3.35	875.00	2,656.56		2,656.56	
(iii)	Disposal during the year	4,056.41	0.44	(3.17)	8.75	-	-	152.86	4,215.29		4,215.29	
(iv)	Closing balance as at year - Y1	16,681.20	49.43	207.03	170.83	-	27.11	11,370.96	28,506.56		28,506.56	
3	Net Fixed Assets											
(i)	Opening balance as at year - Y1	12,557.82	13.71	58.68	1.48	-	7.81	6,608.04	19,247.55	424.53	19,672.08	
(ii)	Closing balance as at year - Y1	9,694.35	20.69	57.07	18.08	-	4.47	6,748.56	16,543.22	43.31	16,586.53	
B.	Year 2 (2023-24)											
1	Gross Fixed Assets											
(i)	Opening balance as at year - Y2	26,375.56	70.11	264.10	188.91	-	31.58	18,119.52	45,049.77	43.31	45,093.08	
(ii)	Additions during the year	289.99	-	5.33	-	-	-	25.95	321.27	2,123.85	2,445.11	
(iii)	Disposal during the year	393.74	-	-	-	-	-	-	393.74	19.56	413.29	
(iv)	Closing balance as at year - Y2	26,271.82	70.11	269.42	188.91	-	31.58	18,145.46	44,977.30	2,147.60	47,124.90	
2	Depreciation											
(i)	Opening balance as at year - Y2	16,681.20	49.43	207.03	170.83	-	27.11	11,370.96	28,506.56		28,506.56	
(ii)	Depreciation during the year	2,004.14	6.01	16.81	9.72	-	3.05	1,110.43	3,150.16		3,150.16	
(iii)	Disposal during the year	298.14	-	-	-	-	-	-	298.14		298.14	
(iv)	Closing balance as at year - Y2	18,387.20	55.44	223.83	180.55	-	30.16	12,481.39	31,358.58		31,358.58	
3	Net Fixed Assets											
(i)	Opening balance as at year - Y2	9,694.35	20.69	57.07	18.08	-	4.47	6,748.56	16,543.22	43.31	16,586.53	
(ii)	Closing balance as at year - Y2	7,884.61	14.68	45.59	8.36	-	1.41	5,664.07	13,618.73	2,147.60	15,766.33	
C.	Year 3 (2024-25)											
1	Gross Fixed Assets											
(i)	Opening balance as at year - Y3	26,271.82	70.11	269.42	188.91	-	31.58	18,145.46	44,977.30	2,147.60	47,124.90	
(ii)	Additions during the year	184.85	-	-	4.55	-	44.00	-	233.40	14,236.48	14,469.87	
(iii)	Disposal during the year	114.55	-	-	-	-	3.98	-	118.53	-	118.53	
(iv)	Closing balance as at year - Y3	26,342.12	70.11	269.42	193.46	-	71.60	18,145.46	45,092.18	16,384.08	61,476.25	
2	Depreciation											
(i)	Opening balance as at year - Y3	18,387.20	55.44	223.83	180.55	-	30.16	12,481.39	31,358.58		31,358.58	
(ii)	Depreciation during the year	1,450.04	3.67	11.27	5.96	-	2.69	832.72	2,306.35		2,306.35	
(iii)	Disposal during the year	95.57	-	-	-	-	3.78	-	99.35		99.35	
(iv)	Closing balance as at year - Y3	19,741.67	59.11	235.10	186.52	-	29.07	13,314.11	33,565.58		33,565.58	
3	Net Fixed Assets											
(i)	Opening balance as at year - Y3	7,884.61	14.68	45.59	8.36	-	1.41	5,664.07	13,618.73	2,147.60	15,766.33	
(ii)	Closing balance as at year - Y3	6,600.45	11.01	34.32	6.94	-	42.52	4,831.36	11,526.60	16,384.08	27,910.67	

CERTIFICATE

It is certified that the information furnished in the above fixed asset statement has been verified and found to be in order.

Amythyal
 Authorised Signatory of the BOT Terminal Operator

Date *28/01/2025*
 Place *Mormugao Harbour*



PAWOOSKAR
 DATTARAJ

Digitally signed by PAWOOSKAR
 DATTARAJ
 Date: 2025.01.28 16:42:40 +05:30

Chartered Accountant/ Cost and Management Accountant in practice

* The above is a broad format for arriving Gross Fixed Assets and Depreciation as per IGAAP. The BOT operator may incorporate the additional item of Asset Blocks as per Audited Annual Accounts.

∨ Here, Y1 = Year 2021-22, Y2 = Year 2022-23 and Y3 = Year 2023-24. (For the subsequent cycle, the figures of Y1, Y2, Y3 shown herein, shall become Y-1, Y-2 and Y-3 and Y1, Y2, Y3 of next cycle shall be reflected.)

Analysis of Past Period Performance

(A). Review of Past Period Performance

Sl. No. (1)	Particulars (2)	Actual average-traffic of Y1, Y2 and Y3 considered in last tariff revision Order	Actuals (4)					Variation (5)		Reasons for variation (6)
			Y1 (a)	Y2 (b)	Y3 (c)	Total (d) [(a)+(b)+(c)]	Average (e) [(d)/3]	In absolute numbers (a) [4(e) - 3]	In % [5(a)/3]	
1.	Traffic cargo/ container (in tonnes/ TEUs)	√	√	√	√	√	√	√	√	√
2.	Annual Revenue Requirement	√	--	--	--	--	--	--	--	--
3.	Total Revenue	√ (As estimated in Form 4 of the last Order)	√	√	√	√	√	√	√	√

Notes:

- This Form is to be filed along with other Forms in the general revision of Scale of Rates subsequent to the first tariff revision done under Tariff Guidelines, 2019.
- As stipulated in clause 3.2.1. of the Tariff Guidelines, 2019, the actual physical and financial performance will be reviewed at the end of the prescribed tariff validity period with reference to the actual traffic and ARR considered at time of fixing the prevailing tariff. If variation in both physical and financial performance is more than + or - 20% is observed as compared to the ARR and traffic considered, tariff will be adjusted prospectively. While doing so 50% of the benefit/ loss already accrued will be set off while revising the tariff.
- During the review of past period performance, the actual income earned by the operator based on their audited accounts will be considered and not any notional income. Any non-operating income will not be considered for review of past period analysis.
- If variation in terms of % in respect of both physical (i.e. traffic) and financial (i.e. total revenue) at Sl. No.1 and 3 above are more than +/- 20%, then 20% of actual surplus/ deficit over and above admissible costs and permissible return will be allowed to be retained by the BOT operators and balance surplus/ deficit shall be shared equally between the operator and users i.e. 50% thereof shall be adjusted in the ARR estimated in Form 1 for determination of tariff for the tariff cycle under consideration.

(B). Adjustment in ARR in Form 1 to be done only if variation in both physical and financial parameters is more than +/- 20% as in Form 8(A) above

Sl. No.	Particulars	Y1 (2022-23)	Y2 (2023-24)	Y3 (2024-25)	Total
1.	Actual income (other than non-operating income) as reported in Audited Annual Accounts				
	(a). Cargo related income	19,559.04	21,347.33	20,086.10	60,992.47
	(b). Vessel related income	8,380.71	8,516.09	8,712.58	25,589.38
2.	Average of income				28,860.62
3.	Average expenses after adjustment as in Sr. No.6 of Form 1				22,438.64
4.	Total Capital employed as in Sr. No.7(iv) of Form 1				68,187.68
5.	16% ROCE as in Sr. No.8 of Form 1				10,910.03
6.	Net Surplus/ Deficit (2-3-5)				(4,488.05)
7.	20% of Net Surplus/ Deficit allowed to be retained (20% x "6")				(897.61)
8.	Remaining additional Surplus/ Deficit (6-7)				(3,590.44)
9.	50% of the remaining additional Surplus/ Deficit to be adjusted in ARR estimated in Form 1 after Sr. No.11				(1,795.22)



Reconciliation statement of Fixed Assets as per IGAAP and IND AS
As on 31st March 2025

Particulars	Asset										Total
	Freehold Land	Plant and Machinery	Furniture and fixtures	Office equipments	Computers	Hardware Network	Vehicles	Any other Fixed Assets	Total	Capital work-in-progress	
Closing balance as at year - Y3 IGAAP	2.14	26,342.12	70.11	269.42	193.46	-	71.60	18,145.46	45,094.32	16,384.08	61,478.39
Due to Revaluation / Ind AS adjustment	11.88	1,432.52	(17.43)	(71.68)	(10.25)	-	(2.93)	(3,156.26)	(1,814.16)	-	(1,814.16)
Total	14.02	27,774.64	52.69	197.74	183.21	-	68.67	14,989.20	43,280.16	16,384.08	59,664.24
Closing balance as at year - Y3 Ind AS	14.02	27,774.64	52.69	197.74	183.21	-	68.67	14,989.20	43,280.16	16,384.08	59,664.24
Net difference	-	-	-	-	-	-	-	-	-	-	-

It is certified that the information furnished in the above fixed asset statement has been verified and found to be in order.

[Signature]
Authorised Signatory of the BOT Terminal Operator

Date 28/01/2025
Place Mormugao Harbour



CERTIFICATE

PAWOOSKAR
DAITARAJ
Digitally signed by PAWOOSKAR DAITARAJ
Date: 2025.01.28 16:44:03
Chartered Accountant/ Cost and Management Accountant in practice

SOUTH WEST PORT LIMITED

SCALE OF RATES

1. DEFINITIONS - GENERAL

In this Scale of Rates unless the context otherwise requires, the following definitions shall apply:

- (i). "**Per Day**" means per calendar day unless otherwise stated.
- (ii). "**SWPL**" means South West Port Limited a company incorporated in India, its successors and assigns.
- (iii). "**Port**" means the Mormugao Port Authority (MPA) whereas "**Terminal**" means South West Port Limited (SWPL), now or hereafter operated by South West Port Limited.
- (iv). "**Coastal Vessel**" means 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.
- (v). "**Coastal Cargo**" means any cargo, which the vessel discharges at one Indian port after shipment from another Indian port or vice versa irrespective of its actual origin or destination.
- (vi). "**Foreign Cargo**" means any cargo other than coastal cargo.
- (vii). "**Foreign-going Vessel**" means any vessel other than a coastal vessel.
- (viii). "**Tonne**" or "**MT**" means one Metric Tonne of 1,000 kilograms or one cubic metre.

2. GENERAL TERMS AND CONDITIONS

- (i). The Status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, is the relevant factor to decide whether vessel is '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 License 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 License 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 from any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
- (v). Wherever rates of vessel related charges have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the market-buying rate notified by the Reserve Bank of India, State Bank of India or its Associates or any other Public Sector Banks as may be specified from time to time. The date of entry of the vessel into the port shall be reckoned with as the day for such conversion.
- (vi). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the port for more than thirty days. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of the review.
- (vii)
- (a). The cargo related charges for all coastal cargo, other than thermal coal, POL including crude oil, iron ore and iron pellets, should not exceed 60% of the 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). Cargo from a foreign port, which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be, levied the concessional charges relevant for its coastal voyage. In other words, cargo from / to Indian ports carried by vessel 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".
- (viii) For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1000 litres.



- (ix) In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (x) Interest on delayed payments / refunds:
- (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the SWPL shall pay penal interest on delayed refunds.
- (b). The rate of penal interest will be 15%. The penal interest rate will apply to both the SWPL and the port users ally.
- (c). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the SWPL. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and / or where payment of charges in advance is prescribed in this Scale of Rates.
- (d). The delay in refunds will be counted only 20 days after the date of completion of services or on production of all the documents required from the users, whichever is later.
- (xi) All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (xii) (a). The rates prescribed in the Scale of Rates are ceiling levels, likewise, rebates and discounts are floor levels. The SWPL may, if it so desires, charge lower rates and / or allow higher rebates and discounts.
- (b). The SWPL may also, if they so desire, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- (c). The SWPL should 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 TAMP.
- (xiii) Users will not be required to pay charges for delays beyond reasonable level attributable to the SWPL.
- (xiv) Costal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Custom (N.T) dated 11 May 2018 of central Board of Indirect Tax and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (xv) Costal goods transported between an Indian port on east coast and river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T) dated 11 May 2018 of central Board of Indirect Tax and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (xvi) The SOR is subject to automatic annual indexation to the extent of 60% of the variation in Wholesale Price Index (WPI) announced by the Authority occurring between 1st January to 31st December of the relevant year. The next annual indexation will be from 1st April 2026. The indexed SOR by the SWPL to be intimated by the SWPL to the MPA, concerned users to the Authority.



PART I - VESSEL RELATED CHARGES

SECTION – A – PORT DUES and SECTION – B – PILOTAGE FEES

These services will be rendered to the vessels entering the SWPL's berth numbers 5A and 6A by the Mormugao Port Authority as per their approved Scale of Rates. The charges shall be payable directly to the Mormugao Port Authority by masters / owners / agents of the vessel.

SECTION - C - BERTH HIRE CHARGES

Berth Hire Charges at Berth numbers 5A and 6A shall be payable to SWPL by masters / owners / agents of the vessel at the following rates.

BERTH NO.5A

(Maximum LOA of Vessel 190 mtrs. in conjunction with another vessel of LOA 225 mtrs. at Berth No.6A)

Sl. No.	Class of Vessel	Rate per GRT per hour or part thereof	
		Foreign going Vessel (in US \$)	Coastal Vessels (in ₹)
1.	All Vessels	0.018	0.49

BERTH NO.6A

(Under Mechanised Operation system)

Sl. No.	Class of Vessel	Rate per GRT per hour or part thereof	
		Foreign going Vessel (in US \$)	Coastal Vessels (in ₹)
1.	Upto 30,000 GRT	0.0395	1.07
2.	30,001 GRT and above	0.0586	1.57

Notes:

- (1). Berth Hire charges includes charges for services rendered and facilities provided at the Berth, such as occupation of berth, overtime at berth, removal of rubbish collected on board by the vessel and delivered on the wharf, cleaning of Berths, fire watch, etc.
- (2). The above charges are leviable against Masters, Owners or Agents of vessels and other floating craft approaching or lying at or alongside berths per GRT per hour or part thereof.
- (3). The Berth hire charges leviable per vessel is subject to a minimum of US\$ 767.07 in case of foreign going vessel and ₹ 20,529 in case of coastal vessel.
- (4). The period of berth hire shall be calculated from the time the vessel occupies the berth.
- (5). No berth hire charges shall be payable for the period when loading / unloading operations cannot be carried out due to non-availability of the shore cranes / mechanical handling system of SWPL, due to breakdown or any other reason attributable to SWPL.
- (6).
 - (i). Berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail.
 - (ii). The time limit of 4 hours prescribed for the cessation of berth hire shall exclude the ship's waiting time for want of favorable tide conditions, inclement weather, and due to lack of night navigation.
 - (iii). The master / agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions.



- (iv). The Penal Berth hire shall be equaled to one-day's (24 hours) berth hire charge for a false signal.

"False signal" would be when the vessel signals readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessels. This excludes the signaling readiness when a vessel is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions."

- (7). The de-ballasting time allowed at berth numbers 5A and 6A shall be 3 hours and beyond that penal berth hire charges shall be levied at five times the normal berth hire charges, the incidence being reduced to per hour or part thereof, that may be applicable to the vessel. This will be in addition to the normal berth hire charges applicable for the entire duration of the vessel's stay at the berth.
- (8). Vessels banked on offside of another vessel at these berths, berth hire charges shall be 50% of normal charges payable by such vessels, subject to the minimum of ₹ 20,529.
- (9). The provisions of the License Agreement shall govern priority Berthing and charges on it, if any. Whenever the priority berthing is granted to a vessel, a fee equivalent to Berth Hire charges for a single day (24 hours) or @ 75% of the Berth Hire charges calculated for the total period of actual stay at the Berth, whichever is higher, shall be levied.
- (10). (i). For providing ousting priority to a vessel, a fee equivalent to berth hire charges for a single day (24 hours) or @100% of the berth hire charges calculated for the total period of actual stay of the vessels at berth, whichever is higher, shall be levied.
- (ii). In addition, shifting out / in charges of the vessels shall be levied on the vessels, which are provided ousting priority.
- (iii). Ousting priority at berth no.6A will be accorded only when a discharge / load rate of 25,000 MT of cargo per weather working day cannot be achieved due to restrictions placed by the vessels.

PART - II CARGO RELATED CHARGES

SECTION - A WHARFAGE CHARGES AT BERTH NOS. 5A AND 6A

Wharfage on the cargo handled at berths numbers 5A and 6A shall be payable directly to SWPL, at the rates specified below, by importer or exporter of cargo, on the manifested quantity of cargo, which is declared in the Bill of entry filed with the Customs:

Sl. No.	Particulars of Commodity	Unit	Rate for Import / Export (in ₹)	
			Foreign Cargo	Coastal Cargo
1.	Coal	MT	71.75	43.05
2.	Metallurgical Coke / Coke / Charcoal	MT	82.27	49.35
3.	Limestone	MT	18.54	11.12
4.	Iron Ore Pellets	MT	55.62	33.37
5.	Metal products, Steel Coils, Slabs	MT	55.62	33.37
6.	Any other bulk cargo not specified above	MT	55.62	33.37



Before classifying any cargo under "Unspecified" category the wharfage schedule, the relevant custom classification should be referred to find out whether the cargo could be classified under any of the specified categories mentioned in the wharfage schedule.

**SECTION - B
CARGO HANDLING CHARGES**

Cargo Handling Charges at Berth numbers 5A and 6A shall be payable on the manifested cargo directly to SWPL by importer or exporter of cargo at the rates specified below:

At Berth No.5A

Sl. No.	Particulars of Commodity	Unit	Rate for Import / Export (in ₹)	
			Foreign Cargo	Coastal Cargo
1.	Iron Ore Pellets	MT	292.00	175.20
2.	Metal products, Steel Coils, Slabs	MT	292.00	175.20
3.	Any other bulk cargo not specified above	MT	279.25	167.55

At Berth No.6A

Sl. No.	Particulars of Commodity	Unit	Rate for Import / Export (in ₹)	
			Foreign Cargo	Coastal Cargo
1.	Coal	MT	239.20	143.50
2.	Metallurgical Coke / Coke / Charcoal	MT	263.00	157.80
3.	Limestone	MT	243.30	146.00
4.	Iron Ore Pellets	MT	292.00	175.20
5.	Metal products, Steel Coils, Slabs	MT	292.00	175.20
6.	Any other bulk cargo not specified above	MT	275.80	165.50

Notes:

- (1). At the berth number 5A, Cargo Handling Charges shall cover the following services:
 - Unloading of cargo from ship to the berth or vice versa,
 - Movement of cargo from the berth to SWPL stackyard or vice versa,
 - Movement within the SWPL stackyard,
 - Unloading from railway wagons or vice versa.
- (2). At the berth number 6A Cargo Handling Charges shall cover the following services:
 - Unloading of cargo from ship to the berth or vice versa,
 - Movement of cargo from the berth to SWPL stackyard or vice versa,
 - Movement within the SWPL stackyard,
 - Loading on railway wagons for rail delivery or vice versa.
- (3). Covering of Wagons by tarpaulin / plastic cover is not included in above handling charges prescribed in the schedule.
- (4). The dunnaging and lashing (inclusive suitable labour & material) will have to be arranged by the users at their costs to the satisfaction of the Master of the vessel.
- (5). 50% of the Cargo Handling Charges shall be payable before the cargo is received for handling. Balance 50% of the Cargo Handling charges shall be payable before the clearance / shipment of the cargo.



SECTION – C
GROUND RENT / STORAGE CHARGES

The storage charges for cargo stored in the stackyard of SWPL shall be as follows:

I. Ground rent / storage charge for import / inward cargo

(₹ per MT per day for the balance cargo in SWPL)

Sl. No.	Particulars of Commodity	Rate for first Five days remaining after the free period	Rate for Sixth day to Tenth day	Rate for Eleventh day to Twentieth day	Rate for Twenty-first day onwards
1.	Coal (all types)	13.91	35.91	71.84	143.68
2.	Metallurgical Coke / Coke (all types) / Charcoal	21.83	57.51	106.95	213.89
3.	Limestone	13.91	35.91	71.84	143.68
4.	Any Other dry bulk cargo not specified above	21.83	57.51	106.95	213.89

Notes:

- (1). SEVEN Free Days shall be allowed, after complete discharge of vessel's cargo or when the last package is discharged. For the purpose of calculation of free period, Sundays, Customs notified holidays and Terminal's non-working days shall be excluded.
- (2). Ground rent / storage charges shall be payable for all days including Sundays and Customs notified holidays for stay of cargo beyond the prescribed free days.
- (3). After 21 days beyond Free Days, the balance cargo shall be liable to be shifted to other place out of SWPL area at the sole cost and consequences to the importer / exporter.
- (4). For levy of ground rent / storage 'Day' shall be reckoned as from 7.00 a.m. to 7.00 a.m. of the following day.

II. Ground rent / Storage charges for Export / Outward cargo

(₹ per MT per day for the balance cargo in SWPL)

Sl. No.	Particulars of Commodity	Rate for first Five days remaining after the Free Period	Rate for Sixth day to Tenth day	Rate for Eleventh day to Twentieth day	Rate for Twenty-first day onwards
1.	Iron Pellets	13.91	35.91	71.84	143.68
2.	Metal products, Steel Coils, Slabs and other general bulk cargo	6.9	13.81	35.64	71.3

Notes:

- (1). In case of export cargo, Seven Free Days shall be allowed from the day the first lot of cargo / consignment has been received. For the purpose of calculation of free period Sundays, Customs notified holidays and Terminal's non-working days will be excluded.
- (2). After the prescribed free days, ground rent / storage charges shall be payable for all days including Sundays and Customs notified holidays as stated above.
- (3). After 21st day beyond free days, the balance cargo shall be liable to be shifted to other place out of SWPL area at the sole cost and consequences to the exporter.
- (4). For levy of ground rent / storage 'Day' shall be reckoned as from 7.00 a.m. to 7.00 a.m. of the following day.



- (5). If the entire cargo accumulated is not within the free period and the balance cargo is earmarked / linked to the next ship, further free period will be allowed from the date of production of documentation in support of this claim. Otherwise, penal ground rent at the appropriate rate applicable as per the rates prescribed in the above schedule shall be payable.

General Note to Section C:

- (1). Storage charges / ground rent on cargo shall not accrue for the period when the SWPL is not in a position to deliver / ship the cargo when requested by the user due to reasons attributable to SWPL.

**SECTION – D
DUST SUPPRESSION CHARGES**

The Dust Suppression Charges for water sprayed for suppression of dust for effective pollution control shall be levied on manifested quantity on Coal, Coke and Limestone at the following rates:

For Coal, Limestone and Coke: ₹ 4.00 per MT

This shall be levied from the stage of unloading from the vessel till the cargo is loaded onto railway wagons including storage at SWPL stackyard.

Part- III

OTHER SERVICES

1. VISITOR ENTRY PASS

	Yearly	Monthly	Daily
(a). Per Application	₹ 255.60	₹ 63.90	₹ 25.56
(b). Per Replacement	₹ 63.90	₹ 63.90	₹ 25.56

2. VEHICLE ENTRY PASS

Per Entry ₹ 95.85

Note: The vehicle entry fee will not be levied on vehicles entering / leaving the SWPL berths for delivery / dispatch of cargo.

3. PHOTOGRAPHY

(a). Film Shooting and Photography	₹ 10863.00 per day
(b). Taking Photographs of Goods handled	₹ 639.00 per day
(c). Taking Photographs of Crews and Others	₹ 319.50 per day
(d). Videography (related to operational activities)	₹ 3195.00 per day

4. CRANE HIRE CHARGES

The hire charges for the SWPL's cranes installed at berth nos.5A and 6A shall be payable directly to SWPL for use for the purposes other than for cargo handling as per following rates:

(₹ per hour)

(a). For 104/70 MT capacity mobile harbour cranes	₹ 37021.00
(b). For others cranes	₹ 22213.00

