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TRADE CIRCULAR

1. The Tariff Authority for Major Ports (TAMP) vide G. No. 189 dated 05.05.2017 notified the 'Performance Norms based Incentive and Penalty Scheme' for cargo operations at Cochin Port for POL Products except Furnace Oil, handled at COT, NTB & STB, and Cement handled through Pipelines, in accordance with the Berthing Policy issued by the Ministry of Shipping, Government of India in June, 2016. The Scheme was implemented with effect from 04.06.2017, as under.

Performance Norms based Incentive and Penalty Scheme

Performance Norms				
1	POL Products except Furnace Oil, handled at COT, NTB & STB		650 Tonnes/Hour	
2	Cement handled through Pipelines		190 Tonnes/Hour/Point	
Incentive & Penalty				
	Incentive (for Berth Hours saved)		Penalty (for Berth Hours exceeding Normative Hours)	
	Actual Berth Hours	Incentive	Actual Berth Hours	Penalty
1	Within 5% of the stipulated time	Nil	Within 5% of the stipulated time	Nil
2	Lower beyond 5% to 15% of the stipulated time	0.5 x Berth Hire	More than 5% to 15% of the stipulated time	1.0 x Berth Hire
3	Lower Beyond 15% of the stipulated time	1.0 x Berth Hire	More than 15% of the stipulated time	2.0 x Berth Hire

2. A time of 6 hours is allowed for pre-commencement and post completion formalities; for vessels carrying multiple POL products, additional 2 hours for each grade of cargo are allowed.

3. Any stoppage of operation on account of the following is excluded from the computation of performance of the ships for calculating penalty/ incentive.

- a. Any stay of ships waiting for tide, draft, etc. for safe sailing as certified by the Deputy Conservator.
 - b. Any delay in sailing of the ship due to the Port including late supply of pilot and unavailability of tug.
 - c. Weather related stoppages and delays.
 - d. Stoppages and delays due to shifting of vessels.
 - e. Any extended stay of the ship for bunkers, repair, etc. authorized by the Port.
 - f. Time consumed for draft surveys up to a maximum period of 30 minutes.
 - g. Break-down/ non-availability of port provided equipment at berth.
4. As per Clause 7.2 of 7. 'Guidelines for Rolling out Performance Norms' of the Berthing Policy, "It is expected that in the case of ideal norms, most of ships will be able to achieve the norms with some ships performing better than norms. As a guideline, if more than 60%-70% of ships are achieving the set-norms then the port should increase the norms".
5. In accordance with the aforesaid Guidelines of the Berthing Policy, norms were revised with effect from 12.02.2018; from 650 TPH to 800 TPH for POL Products except Furnace Oil, handled at COT, NTB & STB in consideration that 76.5% of ships of POL Products achieved the earlier norms in the period of review prior to revision of norms; and from 190 TPH to 210 TPH for Cement handled through Pipelines in consideration that 78.8% of ships of Cement achieved the earlier norms in the period of review.
6. In the three month period; 15.02.2018-15.05.2018, post implementation of revised norms, 24 ships of POL Products except Furnace Oil were handled at COT, NTB and STB of which 17 (70.8%) ships achieved the norm of 800 TPH. The average productivity of the 24 ships in the period was 984 TPH, which was achieved by 14 (58.3%) ships. Therefore, the norm for POL Products except Furnace Oil, handled at COT, NTB and STB is revised to 1000 TPH, which was achieved by 14 out of 24 (58.3%) ships in the said period.
7. Similarly, in the three month period; 15.02.2018-15.05.2018, post implementation of revised norms, 14 ships handled Cement through Pipelines of which 6 ships (42.8%) achieved the norm of 210 TPH. The average productivity of the 14 ships in the period was 196 TPH, which was achieved by 9 (64.3%) ships. Therefore, the norm for Cement handled through Pipelines is retained at 210 TPH itself, without revision.
8. In the light of the above, the revised norm of 1000 TPH for POL Products except Furnace Oil, handled at COT, NTB & STB is instituted with effect from 15.06.2018.

G. J.
TRAFFIC MANAGER

Copy to:- Oil Companies/Cement Firms
 The Dy. Conservator
 The FA & CAO

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11 JUN 2018
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TRAFFIC MANAGER'S OFFICE