

(Published in Part - III Section 4 of the Gazette of India, Extraordinary)  
**Tariff Authority for Major Ports**

G.No. 203

New Delhi,

7 June 2019

**NOTIFICATION**

In exercise of the powers conferred by Section 48 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby disposes of the proposal received Kolkata Port Trust (KOPT) for fixation of rate for Pre-gate cum Parking Facility at Coal Dock Road and other similar facilities at Kolkata Dock System at KOPT, as in the Order appended hereto.

**(T.S. Balasubramanian)**  
Member (Finance)

# Tariff Authority for Major Ports

Case No. TAMP/74/2018-KOPT

Kolkata Port Trust

Applicant

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QUORUM:

- (i). Shri. T.S. Balasubramanian, Member (Finance)
- (ii). Shri. Rajat Sachar, Member (Economic)

## O R D E R

(Passed on this 29<sup>th</sup> day of March 2019)

This case relates to the proposal received from Kolkata Port Trust (KOPT) for fixation of rate for Pre-gate cum Parking Facility at Coal Dock Road and other similar facilities at Kolkata Dock System at KOPT.

2.1. The main submissions made by KOPT in its proposal dated 12 November 2018 are as follows:

- (i). The traffic congestion created by Trucks and Trailers coming to/ from the Dock area is resulting in traffic snarls thereby causing inconvenience to general public. The local Administration and Police Authorities have repeatedly pointed out this problem to KOPT and have demanded a proper truck parking facility in order to de-congest the roads around the Port area. Therefore, there is a requirement for creation of a proper truck parking facility in KDS area.
- (ii). Accordingly, the KOPT has developed civil infrastructure facilities for Pre Gate cum Parking at 3 locations viz. M & Q Block (Sonai), Coal Dock Road and Bhut Ghat having capacity of 145 trailers and 100 trucks, 64 trailers and 42 trucks and 55 trailers and 40 trucks respectively.
- (iii). The civil works at these 3 locations are almost completed and facility can be put into use now. In future some more facilities are also contemplated to be created by KOPT.
- (iv). Now, there is urgent need to operate these 3 parking facilities to ease the congestion. The Chairman of KOPT has approved to operate 1 of the above 3 parking locations to start with at Coal Dock Road as "Pre-Gate cum Parking Facility" through hired manpower.
- (v). However, in the existing Scale of Rates (SOR) of KOPT, no specific tariff is available for such facility, as providing such type of facility/service is a new concept for KOPT. The availability of such facility and tariff for the same at other Ports is also not known to KOPT.
- (vi). Therefore, in order to fix the tariff for such facility, Annual revenue Requirement has been assessed for the Coal Dock Road and the Pre-gate cum Parking charges for Truck/ Lorry and Trailer has been arrived by KOPT for the period of 12 Hours and 24 Hours. The working in this regard is furnished by KOPT.

2.3. Based on the above, the KOPT has sought approval for the following:

- (i). The rates applicable to all the "Pre-gate cum Parking Facilities of KOPT, KDS are as follows:

1.	Lorry	Upto 12 Hrs	₹. 162/-
		Above 12 Hrs upto 24 Hrs	₹. 324/-
		Beyond 24 Hrs the above would be applicable up to a maximum of 5 days, in slots of 12 hours each.	
2.	Trailer	Upto 12 Hrs	₹. 324/-
		Above 12 Hrs upto 24 Hrs	₹. 648/-
		Beyond 24 Hrs the above would be applicable up to a maximum of 5 days, in slots of 12 hours each.	

The rates will be same for loaded / empty Trucks / Trailers.

- (ii). To discourage the use of parking lots as long term storage of trucks / trailers, the rates would be escalated at 50% of the previous day's rates, after the initial 5 days.
- (iii). Qualitative performance parameters for the parking lots are:
  - (a). Parking cum pre-gate facility to be kept clean
  - (b). The vehicles will be parked in an orderly manner
  - (c). Washrooms and drinking water will be available
  - (d). Adequate illumination will be maintained during the night

2.4. The working to arrive at the cost for Pre-gate cum parking facility as furnished by KOPT is as follows:

<b>Cost Statement for fixation of Tariff for Pre-gate cum parking facility at Coal Dock Yard.</b>		
<b>A.</b>	<b>Optimal Capacity of Pre-gate cum Parking facility</b>	
	Parking capacity of Coal Dock Road	
	Trucks (for 12 hourly period)	42.00
	Trailers (for 12 hourly period)	64.00
	Basis	
	One truck can carry one TEU (Twenty Equivalent Unit)	
	One trailer can carry two TEUs	
	Capacity utilisation factor is considered to be	0.70
	No. of trucks that can be parked based on utilisation factor per month	
	(42 no of trucks) *(30 days)*2 (for 24 hrly period)*0.7	1,764.00
	(64 no of trailers)*(30 days)*2(for 24 hrly period)*2 (since one trailer can accommodate twice of truck)*0.7	5,376.00
	Trucks capacity per month	7,140.00
	Trucks that can be accommodated for the year (7140 trucks x 12 months)	85,680.00
<b>B.</b>	<b>Capital Cost</b>	₹.
	Civil Infrastructure Cost	211,00,000.00
	Toilet Block and water connective investment	25,00,000.00
	Electrical installation	14,06,357.00
	Investment by comvission for system installation	18,21,240.00
	Miscellaneous Cost @5%	13,41,380.00
	Total	268,27,597.00
<b>C.</b>	<b>Operating Cost</b>	₹
	Electrical Power Consumption	6,24,000.00
	Manpower Cost	29,40,000.00
	Depreciation (5years life of capital assets)	53,65,519.40
	Miscellaneous Expenditure @ 2.5%	6,70,689.93
		96,00,209.33
		₹.
<b>D.</b>	<b>Return on Capital Employed @ 16%</b>	42,92,415.52
<b>E.</b>	<b>Annual Revenue Requirement (ARR)</b>	₹.
	Operating Cost	96,00,209.33
	Return on Capital Employed	42,92,415.52
	Annual Revenue Requirement (ARR)	138,92,624.85
		₹.

<b>Cost Statement for fixation of Tariff for Pre-gate cum parking facility at Coal Dock Yard.</b>		
<b>F</b>	<b>Pre gate cum parking charges for 12 hrs for Truck</b>	162.15
	<b>Pre gate cum parking charges for 24 hrs for Truck</b>	324.29
	<b>Pre gate cum parking charges for 12 hrs for Trailer</b>	324.00
	<b>Pre gate cum parking charges for 24 hrs for Trailer</b>	648.00

2.5 The KOPT has furnished the copy of the Board Resolution approving the proposal in reference vide its resolution no. R/139/KDS/TFC/3/09/2018 dated 18.09.2018 applicable for all the Pre-gate cum Parking facilities at KDS of KOPT.

2.6. It is seen from the Minutes of the Meeting held on 10 September 2018 by KOPT with the users, that the users were not in favour of fixing rates on per hour basis. They also felt that the proposed rates should be moderated. It is also seen from the Minutes that in the meeting convened by the Hon'ble Speaker, West Bengal State Assembly, it was decided that the parking fees would not exceed the following:

- (a). ₹ 20/- per hour per Lorry.
- (b). ₹ 30/- per hour for Trailer.

3.1. After our request vide our letter dated 15 November 2018 followed by reminders, the KOPT vide its email dated 12 February 2019 has furnished the list of users/ user associations to be consulted and also the additional information/ clarification sought by us. The information sought by us and the reply of KOPT thereon are tabulated below:

<b>Sr. No.</b>	<b>Information/ clarification sought by us</b>	<b>Reply of KOPT</b>
(i).	To furnish the draft Scale of Rates along with conditionalities governing the proposed levy and certain information / clarification on the proposal.	Draft Scale of Rates along with conditionalities is furnished by KOPT. This has been bought out subsequently
(ii).	While considering total Capital Cost, the KOPT has considered Miscellaneous cost @ 5% as one of the capital cost elements. However, it appears that the KOPT has erroneously omitted while arriving the Total Capital Cost of the project. Thereby, elements of Operating Cost like Depreciation and Miscellaneous expenditure @ 2.5%, Return on Capital Employed @ 16% and rate per truck/ trailer are incorrectly reflected in the Cost Statement.	It was observed that the cell reference w.r.t. Miscellaneous cost got omitted that led to incorrect reflection. It was observed that the revised rates would be for Truck ₹ 168/- per 12 hours and ₹. 336/- per 24 hours and for Trailer ₹ 336/- per 12 hours and ₹.672/- per 24 hours. The revised computation of ARR is furnished by KOPT.
(iii).	The KOPT to furnish the basis for arrive 42 no of trucks and 64 no of trailers with reference to land area of parking facility for arriving the Optimum Capacity.	Area considered for parking a Truck and trailer is taken as 30 sq. mtr. and 60 sq. mtr. respectively depending on their length and width. 30% area of the parking yard is considered for intra-yard movement and thus 70% of the parking yard is considered for parking of Trucks and Trailers in the ratio of 75:25.[The capacity of the yard and backup calculation is furnished by KOPT.]
(iv).	The KOPT to furnish the documentary evidence/ basis for arriving the various elements of Capital Cost like Civil Infrastructure Cost, Toilet Block and water connective investment, Electrical installation and Investment by com-vision for system instalment and elements of Operating Cost like Electrical Power Consumption and Manpower Cost.	(a). Civil infrastructure cost ₹. 2.11 Cr. (b). Tower Block and Water connection – Rs. 25 Lakhs. (c). Electrical Installation cost- ₹. 14,06,357/-(₹. 20,237/- + ₹ 13,86,120/-) (d). Investment by Com-vision – ₹ 18,21,240/-.

		(e). Power Consumption per annum- ₹. 6,24,000 (12 months x ₹. 52,000/- per month). (f). Cost towards Manpower per annum- ₹. 29.40 Lakhs. [The documentary evidence is furnished by KOPT.]
(v).	The KOPT has arrived the Depreciation considering the life of the Capital assets as 5 years. It appears that the norm is neither as per Companies Act. 2013 nor as per the norms being followed by the Major Ports. The rationale for considering 5 years life for Civil and electrical installations has not been furnished.	Life of the parking yard with nominal maintenance is 5-7 years. However, for the purpose of calculation, life of the parking yard has been considered to be 5 years.

3.3. The revised working to arrive at the cost for Pre-gate cum parking facility as furnished by KOPT in February 2019 is as follows:

<b>Cost Statement for fixation of Tariff for Pre-gate cum parking facility at Coal Dock Yard.</b>		
<b>A.</b>	<b>Optimal Capacity of Pre-gate cum Parking facility</b>	
	Parking capacity of Coal Dock Road	
	Trucks (for 12 hourly period)	42.00
	Trailers (for 12 hourly period)	64.00
	Basis	
	One truck can carry one TEU (Twenty Equivalent Unit)	
	One trailer can carry two TEUs	
	Capacity utilisation factor.	0.70
	No. of trucks that can be parked based on utilisation factor per month (42 no of trucks) *(30 days)*2 (for 24 hrly period)*0.7	1,764.00
	(64 no of trailers)*(30 days)*2(for 24 hrly period)*2 (since one trailers can accommodate twice of truck)*0.7	5,376.00
	Trucks capacity per month	7,140.00
	Trucks that can be accommodated for the year (7140 trucks x 12 months)	85,680.00
<b>B.</b>	<b>Capital Cost</b>	<b>₹.</b>
	Civil Infrastructure Cost	211,00,000.00
	Toilet Block and water connective investment	25,00,000.00
	Electrical installation	14,06,357.00
	Investment by comvion for system installation	18,21,240.00
	Miscellaneous Cost @5%	13,41,380.00
	Total	281,68,977.00
<b>C.</b>	<b>Operating Cost</b>	<b>₹</b>
	Electrical Power Consumption (₹ 52000*12)	6,24,000.00
	Manpower Cost	29,40,000.00
	Depreciation (5years life of capital assets)	56,33,795.00
	Miscellaneous Expenditure @ 2.5% of Capital Cost	7,04,224.43
	Total	99,02,019.43
		<b>₹.</b>
<b>D.</b>	<b>Return on Capital Employed @ 16%</b>	<b>45,07,036.00</b>
<b>E.</b>	<b>Annual Revenue Requirement</b>	<b>₹.</b>
	Operating Cost	99,02,019.43
	Return on Capital Employed	45,07,036.00
		144,09,055.43

<b>Cost Statement for fixation of Tariff for Pre-gate cum parking facility at Coal Dock Yard.</b>		
		₹.
<b>F.</b>	Pre gate cum parking charges for 12 hrs for Truck	168.00
	Pre gate cum parking charges for 24 hrs for Truck	336.00
	Pre gate cum parking charges for 12 hrs for Trailer	336.00
	Pre gate cum parking charges for 24 hrs for Trailer	672.00

3.4. Accordingly, the revised SOR with conditionalities for Pre-gate cum Parking facility at Coal Dock Road and all other similar facilities at KDC, KOPT is as follows:

**“Rate for “Pre-gate cum Parking facility at Coal Dock Road and all other similar facilities at KDC, KOPT**

SI. No.	Description	Rate (₹)
1.	For Truck/ Lorry	
	a. Upto 12 Hrs.	168.00
	b. Above 12 Hrs. upto 24 Hrs.	336.00
2.	For Trailer	
	a. Upto 12 Hrs.	336.00
	b. Above 12 Hrs. upto 24 Hrs.	672.00

**Note:**

1. The rate shall be same for Loaded/ Empty vehicle.
2. Beyond 24 Hrs. the above rate would be applicable upto maximum of 5 (five) days (including initial 24 hours), in slots of 12 hours
3. After initial 5 (five) days, the rates would be escalated at 50% of the previous day's rates.
4. Definition:
  - a. Truck/ Lorry : any vehicle capable of carrying maximum 1 (one) Twenty feet container or equivalent.
  - b. Trailer “ Any vehicle capable of carrying 2 (two) Twenty feet container or more. Though not normally expected because the parking is meant to cater to port related goods vehicles, passenger buses will also be charged at the same rates as Trailers, if using the parking facility.
5. Any other large transport unit meant for movement of specialized cargo like Heavy packages, OD (over dimensional) cargo, Project materials etc. will be charged at multiples of 1(a) considering the ratio of area occupied by 1 TEU (i.e. 160 sq. feet) & subject vehicle.”

4. In accordance with the consultative procedure prescribed, a copy each of the KOPT proposal dated 7 November 2018 and dated 11 February 2019 was forwarded to the concerned users/ user organizations as suggested by KOPT, vide our letter dated 14 February 2019, seeking their comments. However, no comments have been received from any of the users/ user organisations till the case was finalized.

5. A joint hearing on the case in reference was held on 19 February 2019 at the KOPT premises. At the joint hearing, the KOPT made a brief Power Point presentation of the proposal. The users present at the joint hearing have not made any submissions. The KOPT has made its submissions during the joint hearing.

6. The proceedings relating to consultation in this case are available on records at the office of this Authority. An excerpt of the comments received and arguments made by the concerned parties will be sent separately to the relevant parties. These details will also be made available at our website <http://tariffauthority.gov.in>

7. With reference to the totality of the information collected during the processing of the case, the following position emerges:

- (i). The KOPT has reported that the Trucks and Trailers coming to/ from the Dock area are congesting the roads around the Port area and the local Administration and Police Authorities have repeatedly pointed out this issue to KOPT and have demanded for a truck parking facility, so as to de-congest the port roads. Accordingly, the KOPT has developed civil infrastructure facilities for Pre Gate cum Parking at 3 locations viz. M & Q Block (Sonai), Coal Dock Road and Bhut Ghat and has thus come up with a proposal for fixation of a common tariff to be levied at all similar Pre-gate facilities at Kolkata Dock System of KOPT.
- (ii). Clause 5.7.1 of the working guidelines issued to operationalise the Tariff Policy 2018, (Working Guidelines 2018) read with the Clause 7.6.1. of the Tariff Policy 2018, stipulates that, whenever a specific tariff for a service/ cargo is not available in the SOR, of that particular port, the concerned Major Port Trust can approach TAMP for notification of tariff for the said new cargo/ equipment/ service by adopting the tariff and performance standards if any, fixed for comparable cargo/ equipment/ service in any other Major Port Trust. If no rate is available in any other Major Port Trust or if the rate available is not representative enough of the proposed new cargo/ service/ facility, then the port may file the proposal for notification of tariff for the said new cargo/ equipment/ service with reference to optimal capacity assessed following the principles of 2008 guidelines or based on rated capacity or technical specification of service/ facility/ equipment. If determination of tariff based on the above prescribed options is not possible, then the Major Port Trusts after giving sufficient reasons may propose rates based on Cost plus 16% return formula.
- (iii). The existing Scale of rates of KOPT approved by this Authority vide Order No. TAMP/23/2016-KOPT dated 17.11.2016 does not prescribe charges for Pre-gate cum Parking Facility at Coal Dock Road and other similar facilities at KOPT. The KOPT has reported to be not aware of any tariff prevailing in this regard in other Major Port Trusts. Accordingly, KOPT has formulated its proposal by following cost plus 16% return formula, in accordance with Clause 5.7.1 of the Working Guidelines 2018. The proposal of the KOPT has the approval of its Board of Trustees.
- (iv). Capacity of the Facility :

The parking yard at Coal Dock Road at KDS of KOPT is reported to be of 7410 sq.m. A truck requires an area of 30 sq.m and a trailer requires an area of 60 sq.m for parking depending on their length and width. Further, the ratio of Trucks and Trailers is considered at 75: 25. Also, 70% of the parking yard has been considered for parking and balance 30% has been considered for intra-yard movement. Accordingly, the KOPT has determined that 64 trailers and 42 trucks can be accommodated in the parking yard in a day.

Thereafter, considering 30 days in a month and parking for 2 intervals during the period of 24 hours per day (i.e. interval of 12 hours) and based on a utilization factor of 70%, the KOPT has arrived at the monthly capacity of trucks at 1764 i.e. (42 trucks x 30 days x 2 intervals x 70% utilization), and monthly capacity of trailers equated to trucks at 5376 i.e. (64 trailers x 30 days x 2 intervals x 2) (i.e. 1 trailer is equivalent to 2 trucks) x 70%. Thus, the no. of Trucks that can be parked in a year has been worked out to 85680 trucks i.e. [(1764 + 5376)] x 12 months]. This, has been considered to be the optimal capacity of parking yard. The judgment of the port in this regard is relied upon.

- (v). Each of the cost component considered by the KOPT to arrive at the proposed rate is discussed in the following paragraphs:

**(a). Capital Cost**

- (i). The Capital Cost development of civil infrastructure facilities for Pre Gate cum Parking development is ₹. 281.69 lakhs, which includes cost towards the civil infrastructure, toilet block and water connectivity, electric installation, RFID based System installation and Miscellaneous Cost @ 5% thereon.

- (ii). The KOPT has furnished certain copies of intra-port communications as documentary evidence in support of cost of civil infrastructure, toilet block and water connectivity, electric installation. The KOPT has furnished documentary evidence in support of the electrical installation and RFID system installation. The estimation of Civil infrastructure cost and cost of toilet block is seen to be based on the internal estimation made at the Port level. The civil cost as estimated by the port in this regard is relied upon.

**(b). Operation Cost**

- (i). Based on internal estimation, the KOPT has considered an amount of ₹. 0.52 lakhs per month towards power cost. Considering 12 months of operation in a year, the cost of power consumption works out to ₹. 6.24 lakhs. ( ₹.0.52 per month x 12 months). The judgment of the port in this regard is relied upon.
- (ii). The Man power cost has been estimated at ₹. 29.40 lakhs per annum towards nine contractual staff (Class IV) to be deployed at the Truck parking terminal.
- (iii). Depreciation cost has been considered at ₹. 56.33 lakhs per annum, considering the life of the parking yard to be 5 years. The judgment of the port in this regard is relied upon.
- (iv). As amount of ₹.7.04 lakhs per annum calculated at 2.5% of the capital cost has been considered towards miscellaneous operating cost. In this regard, it is to mention that, in 2008 upfront tariff guidelines a certain percentage of capital cost has been stipulated for estimating miscellaneous cost under the operating cost. On the same analogy and since there is no specific guidelines for arriving the tariff for truck terminal, the judgment of the port in this regard is relied upon.

**(c). Return of Investment**

16% of the Return of Capital Employed is considered as per the stipulation contained at clause 2.6 of the Working guidelines, 2015/ 2018.

- (vi). Based on the various cost components and Return on Capital Employed as discussed above, the annual revenue requirement for the facility as furnished by the KOPT works out to ₹.144.09 lakhs per annum. Considering that capacity of the parking yard is 85680 trucks per annum, as discussed earlier, the KOPT has arrived at the average cost of ₹. 168.17/- per Truck/ Lorry for pre gate parking charges for 12 hours period, which has been rounded off by KOPT to ₹. 168/- per Truck/Lorry. A charge of ₹. 336/- per Truck/Lorry is proposed for parking for a period from 12 hours to 24 hours.

For trailers, the KOPT has proposed double the charge of Truck/lorry i.e. ₹. 336 per trailer for 12 hours period ( ₹.168 per Truck/ Lorry x 2) and ₹. 672 per trailer for 12 hours to 24 hours period ( ₹.336 per Truck/ Lorry x 2), since the capacity of Trailers in terms of occupation of space is reported to be twice of trucks.

- (vii). The users have objected to the proposed rates. It is, however, seen that the proposed rates for initial 12 hr period are lower than the rates recommended by West Bengal State Authorities. The proposed charges have the approval of the Board of Trustees of KOPT and the proposal is for recovery of cost with permissible return, this Authority is inclined to approve the rate of ₹.168/- per truck/lorry for 12 hours period and ₹. 336 per truck/lorry per 12 hours to 24 hours towards of parking of trucks/lorries and ₹. 336 per trailer for upto 12 hours period and ₹. 672/- per trailer for 12 hours to 24 hours at pre-gate cum parking facility of KOPT, as proposed by the Port.



- (viii). The KOPT has proposed a note (1) to the effect that the rate shall be same for loaded/ Empty vehicle. Since, the parking space occupied by loaded/empty vehicle will be same whether it is loaded/ empty, the prescription of the above note, is approved.
- (ix). The Note no. 2 and 3 as proposed by the Port are to enable the port levy parking charges at a rate escalated at 50% of previous days rates, after initial 5 days at the parking yard. The notes are reported to have been proposed to discourage the vehicle to use the Pre-gate cum Parking facility for long periods. Since the Pre-gate cum Parking facility is developed as a transit facility for the vehicles, to avoid congestion at the Dock area and inconvenience to public and in the absence of any objection from users, prescription of Notes (2) and (3) are found to be reasonable, and hence approved.
- (x). Note (5) proposed by the port is to the effect that “any other large transport unit meant for movement of specialized cargo like Heavy packages, OD (over dimensional) cargo, project material etc., will be charged at the multiples of parking charge for truck/lorry upto 12 hours considering the ratio of area of occupied by 1 TEU (i.e. 160 Sq.feet) and the subject vehicle. The proposed note being rational is approved.
- (xi). Orders of this Authority generally come into effect prospectively after expiry of 30 days from the date of Gazette Notification unless otherwise different arrangement is specifically mentioned in the respective tariff Orders. In the case in reference, during the joint hearing, the KOPT has submitted that though it has already been levying some lower rates on adhoc basis due to pressure from local administration it has accepted approval for prospective application. Accordingly, this Authority grants approval for levy of pre-gate cum parking charges at Coal Dock Road and all other similar facilities at KDS of KOPT prospectively after the expiry of 30 days from the date of Gazette Notification of the Order passed in the Gazette of India.

7.1. In the result, and for the reasons given above, and based on collective application of mind, this Authority approves incorporation of the following new section as Part X – Charges for Pre-gate cum parking facility at Coal Dock Road and all other similar facilities at Kolkata Dock System (KDS) of Kolkata Port Trust (KOPT) in the existing Scale of Rates of KOPT.

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### **PART – X**

#### **Charges for Pre-gate cum parking facility at Coal Dock Road and all other similar facilities at Kolkata Dock System (KDS) of Kolkata Port Trust (KOPT)**

Sl.No.	Description	Rate (₹)
1.	For Truck/ Lorry	
	a. Upto 12 Hrs.	168.00
	b. Above 12 Hrs. upto 24 Hrs.	336.00
2.	For Trailer	
	a. Upto 12 Hrs.	336.00
	b. Above 12 Hrs. upto 24 Hrs.	672.00

**Note:**

1. The rate shall be same for Loaded/ Empty vehicle.
2. Beyond 24 Hrs. the above rate would be applicable upto maximum of 5 (five) days (including initial 24 hours), in slots of 12 hours.
3. After initial 5 (five) days, the rates would be escalated at 50% of the previous day's rates.
4. Definition:

- a. Truck/ Lorry : any vehicle capable of carrying maximum 1 (one) Twenty feet container or equivalent.
  - b. Trailer “ Any vehicle capable of carrying 2 (two) Twenty fee container or more. Though not normally expected because the parking is meant to cater to port related goods vehicles, passenger buses will also be charged at the same rates as Trailers, if using the parking facility.
5. Any other large transport unit meant for movement of specialized cargo like Heavy packages, OD (over dimensional) cargo, Project materials etc. will be charged at multiples of 1(a) considering the ratio of area occupied by 1 TEU (i.e. 160 sq. feet) & subject vehicle.

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7.2 The KOPT is directed to suitably incorporate the above provision in its Scale of Rates.

7.3. The said charges shall come into effect after the expiry of 30 days from the date of Notification of the Order passed in the Gazette of India and its validity shall remain co-terminus to the validity of the existing Scale of Rates of KOPT.

**(T.S. Balasubramanian)**  
Member (Finance)

**SUMMARY OF THE ARGUMENTS MADE IN THIS CASE DURING THE JOINT HEARING BEFORE  
THE AUTHORITY.**

<b>F. No. TAMP/74/2018-KOPT</b>	<b>Proposal received from Kolkata Port Trust (KOPT) for fixation of rate for Pre-gate cum Parking Facility at Coal Dock Road and other similar facilities at Kolkata Dock System at KOPT.</b>
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A joint hearing on the case in reference was held on 19 February 2019 at the KOPT premises. At the joint hearing, the KOPT made a brief Power Point presentation of the proposal. The users present at the joint hearing have not made any submissions. The KOPT has made the following submissions during the joint hearing:

**Kolkata Port Trust**

- (i). The Trucks and Trailers coming to/ from the Dock area are congesting the roads around the Port area. The local Administration and Police Authorities have repeatedly pointed out this issue to KOPT and have demanded for a truck parking facility to de-congest the port roads.
- (ii). The KOPT has developed civil infrastructure facilities for Pre Gate cum Parking at 3 locations viz. M & Q Block (Sonai), Coal Dock Road and Bhut Ghat. Some more facilities are contemplated to be created by KOPT In future. For the time being, it has been decided to operate “Pre-Gate cum Parking Facility” through hired manpower at Coal Dock Road.
- (iii). However, the KOPT SOR does not have tariff for the “Pre-Gate cum Parking Facility”. We do not know whether any such facility and tariff is available at other Ports. Hence, it has been decided to approach TAMP for fixation of tariff.
- (iv). Our proposal lists down the various cost elements considered to arrive at the proposed parking charges. Life of the facility has been considered as 5 years.
- (v). We had two level meetings with the stakeholders. They proposed lower rates. We could not agree. Our proposal is cost based. The parking rates are proposed on '12 hourly' basis. The 'hourly rates' would be difficult to monitor.
- (vi). It has also been proposed that after initial 5 days of parking, the rates would increase by 50% of the previous day rate. This has been proposed to avoid and discourage the use of parking areas for long periods.
- (vii). We have started charging lower rates on adhoc basis due to pressure from Local Administration. We accept approval for proposed rates prospectively.
- (viii). We request TAMP to approve our proposal at the earliest, to enable us levy the proposed rates.

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