

CHAPTER - VII

Charges for Supply of Cargo Handling Workers and Supervisory Staff

Scale 1 - Stevedoring Operations:

(1) The time rate wages of different categories of workers for the purpose of stevedoring operations are as follows:

S. No	Category	Wage rate per shift of 8 hours (in Rs.)
1.	On Board Supervisor	725.37
2.	Tally Clerk	626.02
3.	Tindal	513.13
4.	Maistry	517.48
5.	Winch Driver	491.71
6.	Signal Man	488.44
7.	Mazdoor	513.17

(2) The Stevedores shall pay charges comprising time rate wages and 192% levy on wages for stevedoring operations prior to the engagement of labour.

(3) (a). The levy structure mentioned at clause (2) shall not apply in case of agricultural produce such as wheat, rice, maize, pulses, etc., including sugar in bags or jumbo bags or pallaties.

(b). Such commodities will pay a charge of Rs.7.50 PMT for deployment of cargo handling workers and supervisory staff for stevedoring operations.

(4) The piece-rate incentive shall be paid at actuals separately.

(5) Time limit for payment of charges by users / refund of excess collection by port as well as levy of penal interest for delay will be governed by the provisions prescribed in Chapter - I of this Scale of Rates.

(6) Whenever any additional man power is required by stevedores, actual wages in respect of the category of the workers intended shall be payable by them in addition to the levy.

(7) While calculating the piece-rate, the datum will not be adjusted, according to effective hours of working, i.e., there will be no idle hour concept. The datum will be taken as full tonnage for the entire shift without any deduction.

(8) The tonnage of heavily lift cargoes will be taken as 7 tons/unit for calculation of piece rate and for other purposes hitherto adopted.

(9) The Mazdoor posted in the Gang will be distributed for on shore and on board work as per the operational convenience.

(10) In case of shortage of Maistry, the Tindal may be posted in his place. Whenever Tindal is in shortage, Maistries will be posted only to bulk vessels of Fertilizers and Ore, where shore crane is put into use (where there is no posting of Winch Drivers.)

(11) One reliever up to 3 Hooks and 2 reliever for 3 Hooks and above will be posted in the categories of Winch Drivers/Signallers/Tally Clerk per shift per vessel.

(12) One Supervisor will be posted upto 1 Hook and 2 Supervisors for 2 or more hooks per shift per vessel.

Scale 2 - Clearing & Forwarding Operations

Nature of Cargo	Levy per tonne (in Rs.)
Delivery / Receipt	
(a). General Cargo	40.00
(b). Bulk cargo, ore and timber / logs	3.75

Conditions:

1. The applicable C&F will be collected through Import applications and Export applications when there is actual deployment of labour for C&F operations and no separate wages will be collected for this work.
2. The above rates do not include piece rate incentive. The piece rate incentive shall be calculated by CHPT, after completion of delivery / receipt and this is payable by the users, in addition to the above C&F charges.
3. A sum of Rs.4/- per tonne will be collected in advance in addition to the above towards piece rate incentive for C&F operations which will be adjusted against the actual piece rate calculated by CHPT. Time limit for refund / payment and payment of penal interest in case of delay will apply as prescribed by TAMP in the General condition in Chapter - I of this Scale of Rates.
4. Whenever any additional man power is required by stevedores, actual wages in respect of the category of workers indented shall be payable by them in addition to the levy.
5. For inter-carting operations, the same rates as applicable for C&F operation will be collected.
6. For receipt delivery work of general cargo, gangs will be posted at various points and will work for different employers in the given shift. However, a separate gang of 4 mazdoors for bagged cargo will be deployed on request from the employer with prior intimation to the shift section.
7. Whenever CHPT has permitted Direct Delivery / Direct Shipment, no charges towards C&F operation is payable for such quantity, which is directly delivered from the hook point or directly shipped ~~without the use of CHPT labour~~ **any labour under the control of the port whose cost of deployment is recovered by any other charge specified in this Scale of Rates. (TAMP/63/2004-CHPT G/dt.09.02.2007)**
