

TABLE OF CONTENTS

Sl. no.	Description	Pg. no.
1.	Section - 1.0 Information on Kamarajar Port	3
2.	Section - 2.0 Information on Present Project - Port based Logistic Park / FTWZ / Port Led Industries under Coastal Economic Zone	18
3.	Section - 3.0 Role of the Selected Firm	28
4.	Section - 4.0 Expression of Interest	29
5.	Section - 5.0 Letter of Transmittal	34
6.	Appendix – 1	35
7.	Appendix – 2	36
8.	Appendix – 3	37
9.	Form – A	38
10.	Form – B	39

EXPRESSION OF INTEREST (EOI)

REQUEST FOR EXPRESSION OF INTEREST (EOI) FROM APPLICANTS FOR PARTICIPATING IN DEVELOPMENT OF PORT BASED LOGISTIC PARK / FTWZ / PORT LED INDUSTRIES UNDER COASTAL ECONOMIC ZONE (CEZ) AT KAMARAJAR PORT IN INDIA

(This Notice is issued only to elicit Expression of Interest from the parties interested in the project and does not constitute any binding commitment on the Kamarajar Port Limited to proceed with the project or invite any or all the parties in the subsequent bidding process. RFQ will be issued subsequently. The details furnished in the Expression of Interest will not have any bearing on the tender evaluation and its finalization)

Section 1

INFORMATION ON KAMARAJAR PORT LIMITED

1.1. General

Kamarajar Port Limited (KPL) (erstwhile Ennore Port Limited), the 12th Major Port under Ministry of Shipping was commissioned in 2001 under the Ministry of Shipping, Government of India is situated in the east coast and 24km North of Chennai Port. The Port which was looked upon initially as a mono commodity coal port dedicated to handling Thermal Coal requirements of Tamil Nadu Generation and Distribution Corporation Limited (TANGEDCO) formerly Tamil Nadu Electricity Board (TNEB), has over the period developed as a multi cargo port. It has a distinction of being the only corporate port amongst the Major Ports administered by the Central Government.

1.2. Multi-purpose facilities available in the Port to enable the loading and/or unloading of cargoes

Kamarajar Port has 6 berths as of now capable of serving the varied needs of the maritime industry. The first phase of the Port development with an investment of Rs.1000 crores created a protected port basin, two coal wharves to accommodate two Panamax size vessels of 280M length each and a depth of (-) 15 m alongside with approach channel and port basin of (-) 16m and (-) 15.5 m respectively. Of late, the Port has expanded its capacity at an investment of Rs.1210 crores by developing a Liquid Cargo handling Terminal, Common User Coal Terminal and Iron Ore Terminal on BOT under PPP mode and developed with its own investment a General Cargo Berth for handling automobile exports and general merchandise and has created a depth of (-) 15 m alongside the berths of three BOT projects and (-) 12 m alongside the General Cargo Berth. The present capacity of the port is 38 Million Metric Tonnes per Annum (MTPA).

a. Two coal wharves dedicated to TNEB of 16 MTPA

The existing coal terminal at Kamarajar Port consists of two berths for accommodating each of 280m long two coal carriers of upto 77,000 DWT for the exclusive handling of coal required by Tamil Nadu Electricity Board for its thermal power plants at North Chennai, Ennore and Mettur. Coal is directly moved to the stockyard within NCTPS from where a part of it is moved further to Mettur and Ennore through rail. As per the Business model

adopted by KPL, TANGEDCO is investing, operating and maintaining all top side facilities like shore unloaders, conveyor system, etc. Synchronising with their demand for coal, TANGEDCO has installed facilities to handle 8 MTPA coal in CB-1 and up gradation of CB-2 from 4 MTPA to 8 MTPA was completed recently.



Figure - 1.1.Tangedco berth

b. Marine Liquid Terminal of 3 MTPA

In November 2004 a concession agreement was signed with Ennore Tank Terminals Private Ltd. (ETTPL) for a 30 year BOT of a marine liquid terminal. The operator has developed a terminal with a cargo handling capacity of 3 MTPA. Cargo being handled comprises of POL, LPG, CBFS, chemicals and others. The terminal was commissioned in January, 2009. Further to meet the demand in the Trade, the BOT operator developed an additional storage tanks, installation of LPG handling equipment as a second Phase at an investment of Rs.167 Crores.



Figure - 1.2. Tanker Ship

In order to mitigate the congestion problem of vessels at Marine Liquid Terminal- I, the Licensee M/s ETPL is proposing to lay additional dock lines (24” and 12”) and Marine unloading arms (3 Nos x 12”) thereby reducing the vessel waiting time.

c. **Common User Coal Terminal for Non-TNEB Customers (10 MTPA)**

KPL has signed a concession agreement for a second terminal for handling coal to the consumers other than TNEB, on a 30 year BOT basis, in September 2006 with the project company Chettinad International Coal Terminal Pvt. Ltd. The operator has developed a terminal with a cargo handling capacity of 8 MTPA and later enhanced to 10 MTPA. The terminal was commissioned by January 2011. Further to handle the capsized vessel, the BOT operator extended the berth length by 22.5 m.

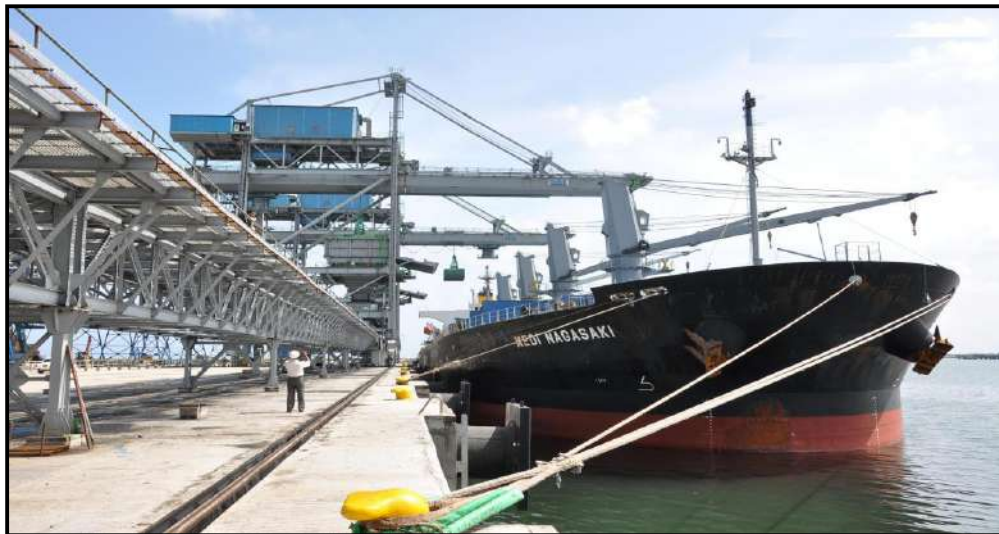


Figure - 1.3. Coal Ship

d. **Conversion of Iron Ore Terminal in to Coal Terminal**

An agreement was signed in 2006 with SICAL for development of Iron Ore Terminal with an approved project cost of Rs.480 Crores, in two phases of 6 million tonnes each. The licensee has developed the first phase facility of 6 MTPA capacity with an investment of Rs.360 Crores. In view of the ban on iron ore exports, the port has gone for fresh RFQ & RFP to convert the existing Iron ore terminal into coal terminal exploring. Port has entered into Concession Agreement with SICAL for modification of iron ore terminal to also handle coal on 11.07.2016. Work will be commenced during the 1st quarter of 2017-18 and expected date of commissioning will be during 2018-19.



Figure - 1.4. Iron Ore terminal

e. General Cargo Berth cum Automobile Export Terminal

Kamarajar Port has set up a berth for car exports and for other general cargo, at a cost of Rs. 140 crores. This berth will be able to accommodate the world's largest car carrier of capacity of 8,000 cars. Further it has a back-up area of about 141,000 Sq.m with an expansive car parking yard for 10000 cars which is the largest facility in any Indian Port apart from the transit parking area of 25000 sq.m behind the berth. Further based on the automobile exporters request, KPL initiated action and awarded the contract for developing additional back up area of 55000 Sq. m. for to accommodate additional 3500 cars. The construction of additional parking yard work was completed.

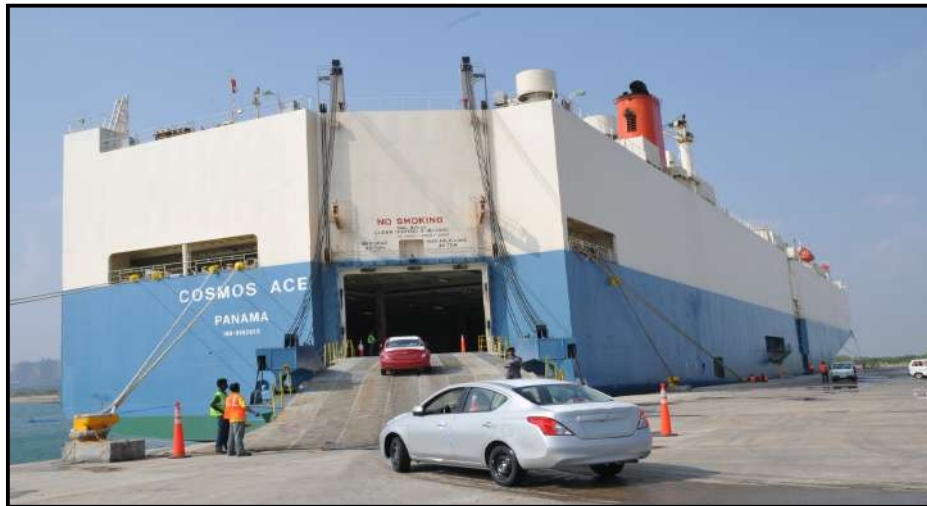




Figure - 1.5. RoRo vessel and Transit Parking yard

1.3. The physical performance of the Port during the previous six years is tabulated below.

Table 1.1 (In Million Tonnes)

Cargo handled	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17
Coal	13.11	14.93	22.49	24.35	25.61	23.10
POL	0.60	1.22	2.43	3.32	3.99	4.17
Iron Ore	-	-	-	-	-	-
Other cargo	1.25	1.74	2.42	2.58	2.61	2.75
Total	14.96	17.89	27.34	30.25	32.21	30.02

1.4. Further expansion of facilities in the Port to meet the demand in the hinterland and trade

1.4.1. In recent times, in order to meet the growing traffic demands, Kamarajar Port has initiated action for creating additional terminal facilities viz., construction of two more coal berths for TANGEDCO, Container Terminal, Multi cargo Terminal and LNG terminal for handling additional cargo of 41.80 MTPA with an investment of Rs.7050 Crores, once the ongoing schemes get completed, the port will commence the handling of containers, heavy project cargo and LNG.

1.4.2. Construction of two more dedicated berths for TANGEDCO

Considering the expansion of the existing thermal power plants and new TANGEDCO, TANGEDCO - NTPC JV projects, TANGEDCO had requested KPL to establish additional coal berths. KPL initiated action and awarded the contract for construction of additional two coal berths with an investment of Rs.480 Crore. The proposed coal berth to accommodate capsized vessel of 18 m draft and handling capacity of 9MTPA each.

As per the Business model adopted by KPL, TANGEDCO is investing, operating and maintaining all top side facilities like shore unloaders, conveyor system, etc. Schedule for completion of construction of the berth is in the year of 2017-18.

1.4.3. Container Terminal

KPL has signed Concession Agreement with the Concessionaire M/s. Adani Ennore Container Terminal Pvt Ltd on 15.03.2014 for the development of Container Terminal on DBFOT Basis with handling capacity of 1.4 Million TEUs with a total quay length of 730 m at a Cost of Rs.1270 Crores in two phases. Container Terminal Phase-I will have a quay length of 400 m. Construction work is completed and the terminal is expected to commence operations shortly.

1.4.4. Multi Cargo Terminal

Concession Agreement was signed with the Concessionaire M/s. Chettinad International Bulk Terminal Pvt Ltd on 28.03.2014 for development of Multi Cargo Terminal on DBFOT Basis with handling capacity of 2.0 MTPA with 270m quay length. Project Cost is Rs.151 Crores. Construction work is completed and the terminal is expected to commence operations shortly.

1.4.5. Coal Berths 3& 4 for TANGEDCO

Considering the expansion of existing and new Thermal Power Plants of TANGEDCO and their joint ventures, TANGEDCO requested KPL to establish additional Coal Berths. Conceding to their request, Kamarajar Port has awarded the Contract for construction of two Coal Berths of each 9 MTPA capacity at an own investment of Rs.500 crores. The proposed berths to accommodate capsized vessels of 18 meter draft as per the business model TANGEDCO is investing operating and maintaining all topside facilities like shore unloaders, conveyor

system, etc., Construction work is in progress and expected to be completed by end of December 2017.

1.4.6. LNG Terminal

IOCL has planned to set up an LNG Terminal Storage, Re-gasification Terminal Project. The capacity of LNG Terminal is 5 MTPA with provision to expand to 10 MTPA. Investment cost by Captive User (IOCL) – Rs.5151 crores. Cabinet has approved leasing of land to M/s. IOCL to an extent of 5,20,000 sq.mtr to the Joint Venture led by IOCL for a period of 30 years for setting up of LNG Re-gasification Terminal. Construction work is in progress and is expected to be completed by the end of 2018.

1.4.7. Construction of RoRo cum General Cargo berth 2

To meet the export demand of automobile exporters, KPL initiated actions for development of RoRo cum General Cargo Berth 2 consisting of berth and parking yard thorough Internal and Extra Budgetary Resources (IEBR). The capacity of the terminal is 3 MTPA with an estimated cost of Rs.320 Crores.

KPL issued the Letter of Intent on 29.03.2016 to the firm M/s. L&T Geostructure LLP, Chennai for Rs.115.03 Crores excluding parking yard. On receipt of Environmental Clearance from Ministry of Environment & Forest, KPL will issue the Work order for commencement of work.

1.4.8. Captive Oil Jetty by IOCL

To meet the growing demand of POL, LPG products and Lube Oil Base stock (LOBS) in bulk in Tamil Nadu and neighbouring states, IOCL is proposing to build a Captive jetty at KPL and the proposed jetty is expected to achieve a capacity of 3 MTPA of LPG, POL and LOBS.

KPL and IOCL signed the MoU for the Construction of Captive Oil Jetty by IOCL on 30.11.2015. Further, KPL signed the Concession Agreement with IOCL on 09.06.2016. The work will be commenced after fulfillment of conditions precedent by both KPL and IOCL and will be commissioned by 2019-20.

1.5. DREDGING

1.5.1. Capital Dredging Phase-III

Capital Dredging Phase-III work to provide 16mtr depth at Container Terminal Phase-I berth, Multi Cargo Berth, Coal Berth-3 & 4 at the cost of Rs.274.86 Crores was awarded on 17.07.2015 . The dredging work is in progress and expected to be completed by end of September 2017.

1.5.2. Capital Dredging Phase-IV

KPL has undertaken the Capital Dredging Phase-IV project which will provide 18mtr draft to the Port. This draft is sufficient to receive cape size vessels for bulk terminals and mother vessels. Container Terminal which is under construction is designed to receive mother ships. The project is expected to be completed during 2018-19.

1.5.3. Capital Dredging Phase-V

Capital Dredging Phase-V to provide 16mtr depth at the berth face of LNG Terminal, RoRo Berth cum GCB-2, IOCL Captive jetty, MLT-2 and Container Terminal Phase-1 (Stage-2) in synchronization with the berth construction.

1.6. Connectivity

1.6.1. General

For the efficient performance of a port, the effective internal network of road and rail as well as external connectivity to the national highway and trunk railway routes are essential to ensure faster receipt and evacuation of cargo. Accordingly, the existing situation at KPL and their proposals are described in the following sub sections. The internal road and rail network is presented below:



Figure - 1.6. Internal Rail Road Network of Kamarajar Port

1.6.2. Internal connectivity Network

1.6.2.1. Road Network

a. Existing Port Access road (VOC Road)

From the existing coal berth a road (developed during port construction), links the coal berth to the Port Access Road through the Port Main Gate. The Port Access Road joins the NCTPS road which in turn joins the TPP road. This is being widened to four lane and will continue to be the main link for the next few years.

b. Additional Internal Roads

i) Road along the compound wall (Security Road)

There is a security road along the compound wall inside the Port premises with total length of about 5 km.

ii) Principal Road (east-west) south of the Liquid Storage from the compound wall

This principal port road runs for a length of 1.6 km inside the Port area and the road is extended outside beyond the port premises.

iii) Connectivity Road for POL/Chemical tankage and LNG Regasification Plant

The road branches off from the principal road to provide access to MLT and LNG tank area.

iv) Road along the shore east of liquid storage area upto root of north breakwater

The road along the shore to the root of the north breakwater of length of about 1.8 km has been formed with black topping for access to the General Cargo Berth and North Breakwater.

v) North-South Road

This is the road about 2.6 km long connecting the container terminal and multi cargo terminal to the western and northern gates of the port. The contract for construction of two lane concrete road with paved shoulders on either side has been awarded and the work has been completed.

c. External roads in immediate vicinity

vi) Kattupalli Road

Kattupalli road with a length of about 3.8 km has been developed for evacuation of liquid cargo and car carriers with two lane bitumen road. Till the completion of Northern Port Access Road, the present Kattupalli road is being widened for handling the projected volume of traffic.

vii) Access Road to Iron Ore / Coal Stackyard

The existing BOT Operator of CICTPL under the CSR Activity developed a two lane concrete road from the Stackyard to the Port Access Road. The trucks carrying the coal from the Stackyard are being evacuated through this road.

viii) Road Connecting NCTPS Road to Iron ore/ Coal Stackyards

The road provides connectivity to coal and iron ore yards and recently KPL developed as a concrete road. The road stretch between NCTPS road and northern end of the coal yard is about 6 km long. This road crosses the existing railway track for which RUB has been planned and construction work is in progress.

1.6.2.2. Rail Network

a. Holding Yards I & II

Presently Kamarajar Port is connected by rail to the mainline at Attipattu and Attipattu Pudunagar Stations located in the Chennai – Gudur section of the Southern Railway on the Chennai – Delhi/Kolkata route. The southern connectivity takes off from Attipattu Pudunagar Railway Station. The northern connectivity takes off from Attipattu Railway Station. These two lines merge at the Apex Point and run as a single line to the NCTPS Yard.

The siding was developed and is being used by TNEB for dispatch of thermal coal by rail from NCTPS to their power plants located at Mettur and Ennore. KPL developed the railway facilities connecting the Stackyards of the coal and iron ore terminals to the existing NCTPS railway line. Subsequently, KPL has developed two more R&D lines on the Northern side of the existing NCTPS Yard.

b. Connectivity to the Container & Multi cargo Terminals

An independent railway line is proposed for the ongoing container terminal and multi cargo terminal. These lines take off from the one line branch of NCTPS line to KPL premises. The DPR has been approved by Railways in December 2014 and the work has been entrusted to RITES for construction on deposit basis. KPL has signed the MOU with RITES on 14.02.2015. Subsequently, RITES prepared the tenders for different packages such as embankment formation, procuring rails and sleepers, laying of railway track, OHE, etc. The contracts for the works of embankment formation and construction of culverts and the supply of pre-stressed concrete sleepers, slack gauge sleepers and turnout sleepers, etc., have been awarded. (Request for update)

c. Railway layout and operations at the coal and iron ore yards

The planning and rail operations are being executed by the respective BOT operators.

1.6.3. External Connectivity

The external road and rail connectivity to the National Highways and the railway trunk routes respectively are shown in the figure hereunder.



Figure - 1.7. External Rail Road Connectivity to Kamarajar Port

a. Proposed Northern Port Access Road

The Government of India conveyed in-principle approval for inclusion of New 4 lane road to provide direct connectivity to Kamarajar Port from NH-5 under NHDP Phase-VII in 2004. A new 4 lane road is proposed from Kamarajar Port to Thatchur on NH-5 with a length of 21.148Kmand a link to TPP Road with a length of 4.35 Km for providing seamless evacuation of cargo from Kamarajar Port.

As per the original proposal, this road is an exclusive access controlled road linking Kamarajar Port to NH-5. Accordingly, the Feasibility Report was prepared by NHAI at a total cost of Rs.271 crores. As on date, the Government of Tamil Nadu has taken over the project from NHAI during January 2012. Now state Government has finalized the alignment of road and DPR is in the approval stage from State Ministry. This is one of the components of Chennai Peripheral road alignment which is now in the planning stage of State Government. TNRDC is the implementing Agency for the Northern Port Access road.

b. Proposed Northern Rail Connectivity

KPL initiated action for development of Northern Rail Link connecting north of Minjur to KPL which is parallel to the proposed Northern Port Access Road. The DFR has been prepared and approval was obtained from Southern Railways during September, 2013. KPL appointed a Consultant for the preparation of DPR and obtaining approval from the Railways. The consultant has submitted the DPR and the same has been submitted to Railways for approval during November 2015. Totally 160.46 acres of land is required for the Rail Connectivity. KPL is pursuing with the Highways Department, Govt. Of Tamil Nadu for acquiring of land from the Private Owners and also give Right of Way permission for Govt. Land for construction of the proposed Northern Rail Connectivity. The project is identified as one of the critical projects for Ponneri node under CBIC.

1.7. Site Conditions

a. Wave Climate around Ennore Port

National Institute of Ocean Technology (NIOT) has deployed a wave rider buoy (Sea Watch Buoy) off Chennai Port in the water depth of 16.0 m as a part of measuring met-ocean parameters. The buoy could measure ocean waves and currents for a part of 1998 during which no cyclones crossed along the Chennai coast. After making interpolation for unavailable data and correction for calibration based on visual observations, wave climate for the year 1998 was generated. From this data, monthly mean values of wave parameters are estimated and these values are given below:

Table 1.2

Month (1998)	Significant wave Height (M)	Significant Period (s)	Wave Direction from True North (Degrees)
January	0.9	8.1	90
February	1.1	8.2	115
March	0.9	8.3	135
April	1.3	9.5	135
May	1.6	10.8	135
June	1.5	11.1	135
July	1.0	10.4	135
August	1.1	11.0	135
September	1.2	11.0	135
October	1.1	9.8	115
November	1.0	8.6	90
December	1.4	8.4	90
Notes:			
1. 90° from True North = Waves approach from East			
3 115° from True North = Waves approach from East of South East			
4 135° from True North = Waves approach from South East			

b. Tides

The tides at Ennore are semi-diurnal having two peaks and two lows in every day and in every duration between new and full moon days (Spring and Neap). Tide level changes continuously. Tide levels at Chennai Port are continuously measured. Ennore is only 20 Km. away along the coast from Chennai Port. In view of close proximity to Chennai, it can be assumed that there is no variation in tides and its predictions from Chennai Port. With this assumption, the different levels of tides at Ennore are given below:

Table 1.3

Description	Height (in m)
Highest High Water	+ 1.50
Mean High Water Springs	+ 1.10
Mean High Water Neaps	+ 0.80
Mean Sea Level	+ 0.65
Mean Low Water Neaps	+ 0.40
Mean Low Water Springs	+ 0.10
Lowest Low Water	- 0.10

c. Currents

The direction of the current during the North-East monsoon, (mid October to mid January) is directed southwards and in the southwest monsoon namely from (mid April to mid August) the current is directed northwards. The currents in the coastal zone are approximately 0.15m/sec to 0.25m/sec. NIOT has measured currents at Ennore Port for three seasons for a period of 30 days at a water depth of 10m. The flow is parallel to the coast and the direction changes from south to north at the end of Northeast monsoon.

Table 1.4

Season	Period of observation	Min. (m/sec)	Max. (m/sec)	Mean (m/sec)
1	18 -02-99 to 19-03-99	0.01	0.39	0.22
2	28-05-99 to 05-06-99	0.05	0.42	0.28
3	14-12- 99 to 21-2- 99	0.09	0.46	0.25

SECTION – 2

INFORMATION ON PRESENT PROJECT – PORT BASED LOGISTIC PARK / FTWZ / PORT LED INDUSTRIES UNDER COASTAL ECONOMIC ZONE (CEZ)

2.1. Background of the project

- 2.1.1. The Government of India announced in the Foreign Trade Policy 2004-09 to set up Logistic Park / FTWZ to create trade related infrastructure to bridge the gap in the existing facilities available for trading and storage activities relating to foreign trade with freedom to carry out trade transactions in free currency. The Logistic Park / FTWZ is governed by the provisions of the SEZ Act 2005 and SEZ Rules 2006. Logistic Park / FTWZs are envisaged to function as International Trading Hubs which serve as key links in global logistics and supply chains servicing both India and the world.
- 2.1.2. Logistic Park / FTWZ facility would provide importers a chance to procure goods at competitive rates including small and medium industries which do not have capability/capacity to import large quantities by themselves, while exporters would be able to utilize these warehouses to store goods for export.
- 2.1.3. KPL appointed M/s. Mahindra Consulting Engineers Ltd in association with M/s. Pricewater house Coopers Ltd, Chennai as Consultants for Preparation of Master Plan, DFR, Revenue Model & Cost Estimates for Development of FTWZ at Kamarajar Port. The consultants had prepared the DFR for the FTWZ project during 2016.
- 2.1.4. At Present, KPL has submitted necessary applications for obtaining Board of Approval (BOA) for setting up of FTWZ to Ministry of Commerce & Industry, Department of Commerce, New Delhi and Secretary, Industries Department, Govt. of Tamil Nadu, during May 2017. Approval is awaited.
- 2.1.5. As envisaged in Sagarmala Scheme, M/s. Kamarajar Port Limited (KPL) is now planning to develop Port based Logistic Park / FTWZ / Port led industries under Coastal Economic Zone (CEZ) for an approximate area of **315 acres**. The land earmarked for Port based Logistic Park / FTWZ / Port Led Industries facility is indicated in fig. 2.1.

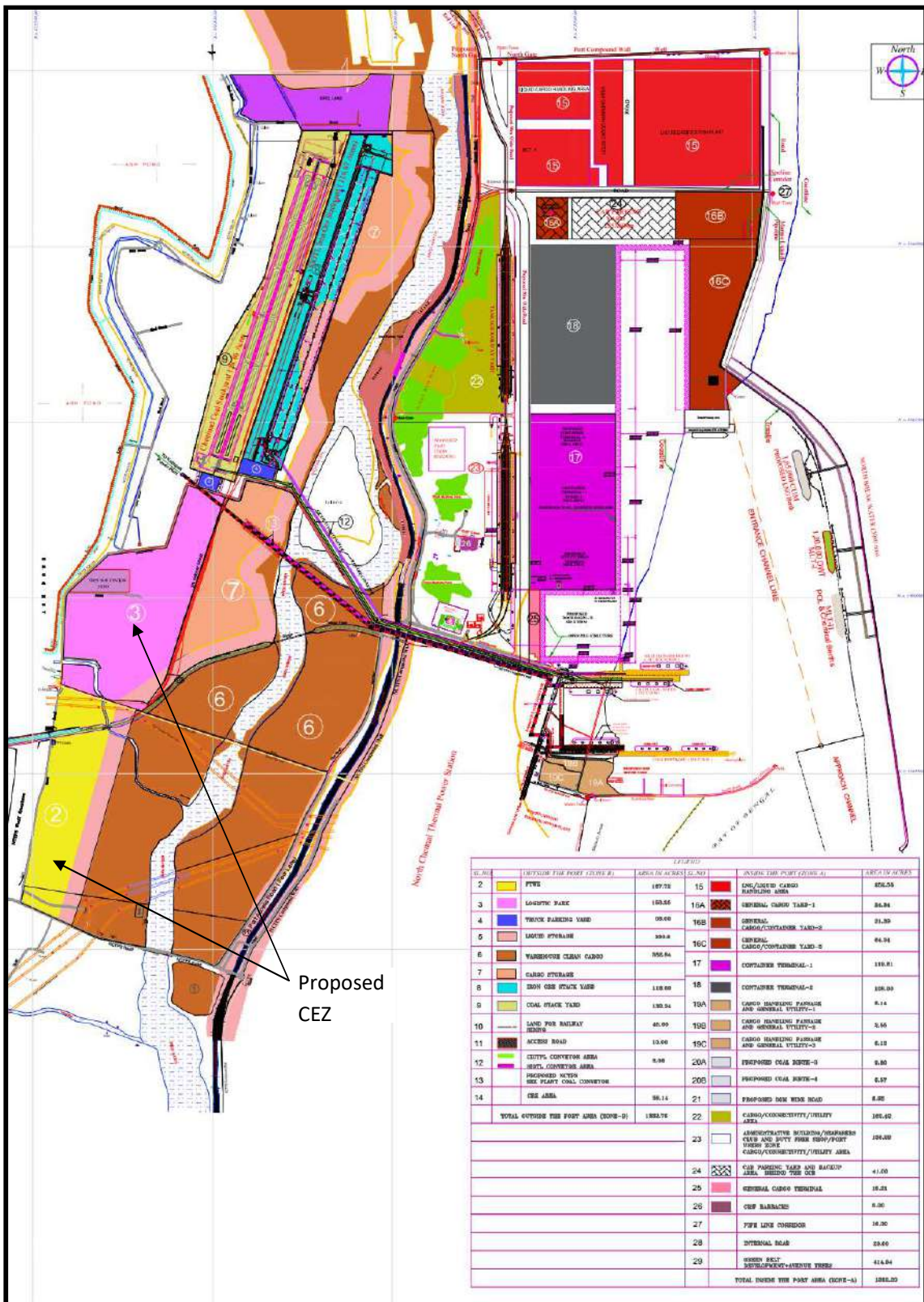


Figure 2.1 Master Plan

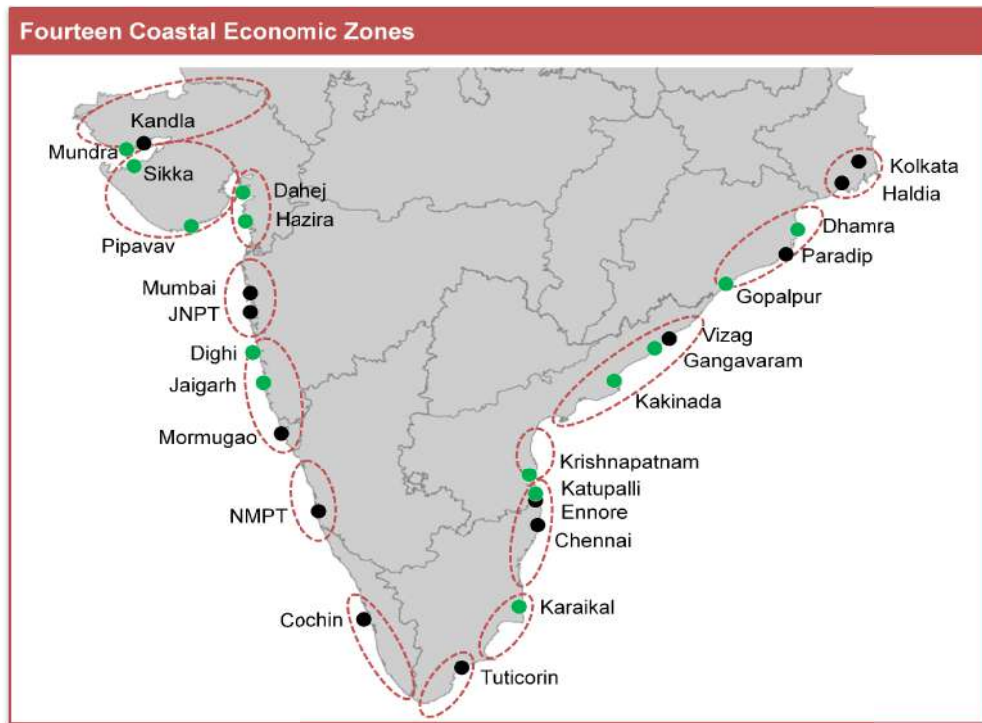
Note:
2 & 3 are the areas earmarked for Development of Port based Logistic Park / FTWZ / Port Led Industries under Coastal Economic Zone (CEZ)

2.2. Setting up of Coastal Economic Zones

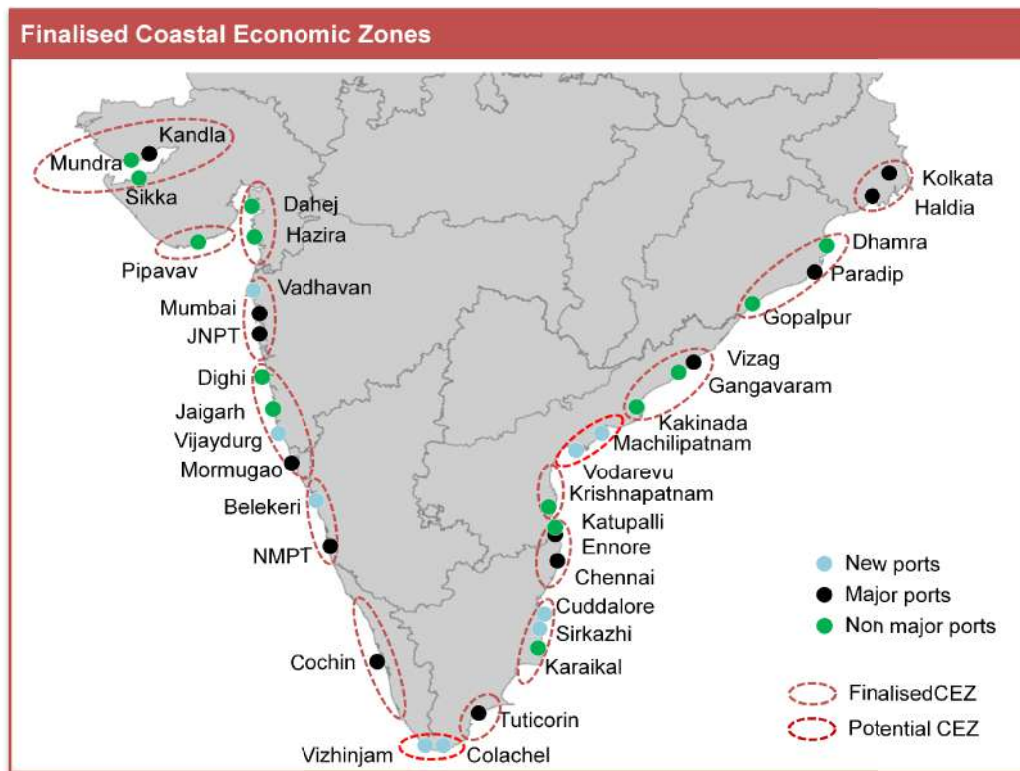
2.2.1. The National Perspective plan of the Sagarmala Programme has identified two maritime clusters for development, one in Tamil Nadu and other in Gujarat. Fourteen Coastal Economic Zones (CEZ) have been identified along the coastline of the country in the National Perspective Plan of the Sagarmala Programme. These CEZs are aimed at promoting development of port-proximate industrial clusters, encourage port-led development, reduction of logistics cost and time for movement of EXIM and domestic cargo and enhance the competitiveness of Indian manufacturing sector. The details of the CEZs identified under Sagarmala Programme as under:-

CEZ	State	Linkage Port	Potential Industries
CEZ-1	Gujarat	Kandla, Mundra	Petrochemicals, Cement, Furniture
CEZ-2		Pipavav, Sikka	Apparel, Automotive
CEZ-3		Dahej, Hazira	Marine clusters
CEZ-4	Maharashtra	JNPT, Mumbai	Power, Electronics, Apparel
CEZ-5	Goa	Dighi, Jaigarh, Mormugao	Refining, Steel, Food processing
CEZ-6	Karnataka	New Mangalore	Petrochemicals
CEZ-7	Kerala	Cochin	Furniture
CEZ-8	Tamil Nadu	VOCPT (Tuticorin)	Apparel, Refining
CEZ-9		Karaikal	Leather processing, Power
CEZ-10		Chennai, Kamarajar (Ennore) and Kattupalli	Steel, Petrochemicals, Electronics, Shipbuilding
CEZ-11	Andhra Pradesh	Krishnapatnam	Electronics
CEZ-12		Vizag, Kakinada	Food processing, Petrochemicals, Cement, Apparel
CEZ-13	Odisha	Paradip, Dhamra	Petrochemicals, Marine processing
CEZ-14	West Bengal	Kolkata, Haldia	Leather processing

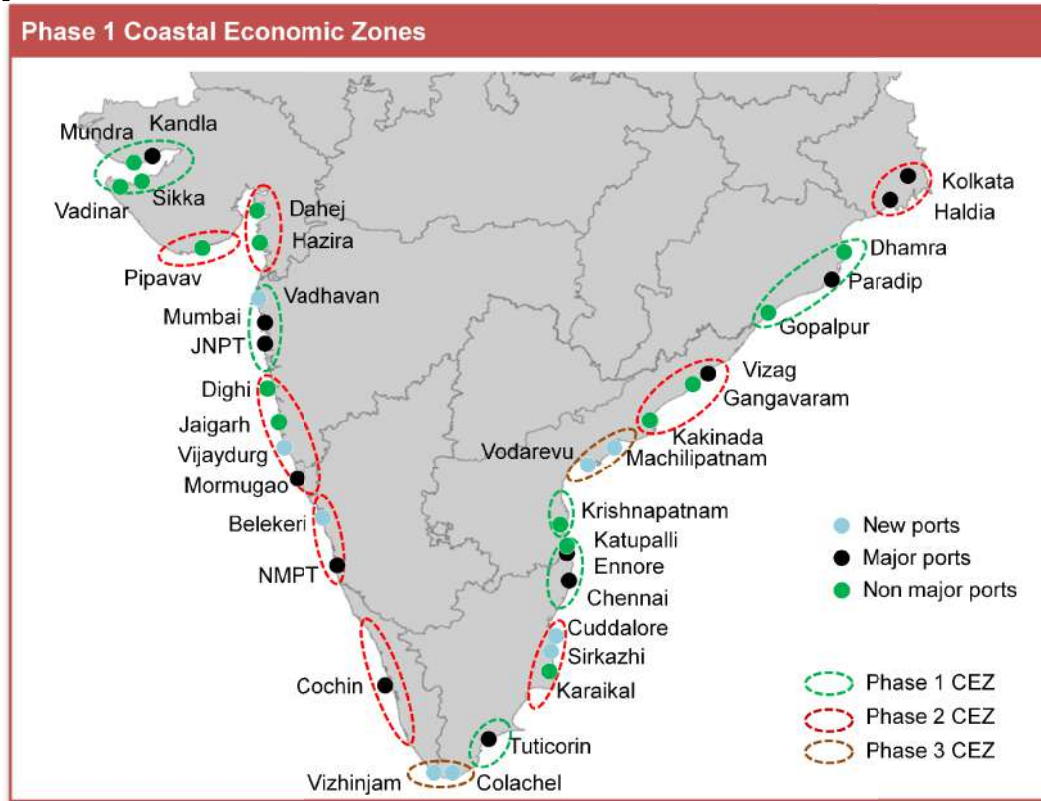
2.2.2. Fourteen coastal economic zones identified along the 7,500 km Indian coastline under the Sagarmala programme



2.2.3. Post consultation with states, CEZ boundaries have been redrawn; potential of 2 additional CEZs conditional on new port development



2.2.4. Out of 14 CEZ, 6 could be taken up for active and immediate development in phase 1



2.3. Proposed Project Structure

2.3.1. Kamarajar Port Limited shall lease around 315 Acres of land to develop Port based Logistic Park / FTWZ / Port Led Industries on a competitive bidding process to select Developer / Co-Developer for the project.

2.3.2. The Selected bidder shall be responsible for development, Operation and Maintenance of Common Area Infrastructure of the Port based Logistic park / FTWZ / Port Led Industries during the License period. The Common area Infrastructure shall include, but not limited to, Roads, Storm water drains, street lighting, common area greenery, potable and non-potable water infrastructure, sewerage infrastructure and rain water harvesting in common areas, Solid waste management with requisite tie-up with Authorised Agencies.

2.3.3. The Selected bidder shall obtain necessary connections for Power and water supply from Competent Authorities and obtain requisite approvals for development, operation and management of around 315 acres of the Port based Logistic park / FTWZ / Port Led Industries and common area infrastructure of the Logistic park during the entire License period.

2.3.4. At the end of the License period, the selected bidder shall handover the project assets on around 315 acres portion of the Port based Logistic Park / FTWZ / Port Led Industries and common area infrastructure of the Logistic park on “as-is-where-is” basis.

2.3.5. The Port based Logistic Park / FTWZ / Port Led Industries would provide integrated infrastructure encompassing all infrastructure relating to business, as well as recreation facilities so as to make the zone self-sufficient. It shall have world-class industrial, business and social infrastructure like development of ware houses, inland container depot, commercial buildings, entertainment, recreation facilities, exhibition and business centers. The Port based Logistic Park / FTWZ / Port Led Industries shall have all essential utilities such as power generation, transmission & distribution network, water treatment plant and supply network, sewage, water recycling plant, telecom network and multi-modal connectivity viz. roads, airport, seaport & rail.

2.3.6. The Applicant may also suggest appropriate model for the development of Port based Logistic Park / FTWZ / Port Led Industries i.e. BOT / PPP model or establishment of JV / SPV or any other model.

2.4. Site location and regional setting

The proposed Port based Logistic Park / FTWZ / Port Led Industries site falls under Attipattu Village, Ponneri Taluk, Thiruvallur district, Tamil Nadu State. The proposed Port based Logistic Park / FTWZ / Port Led Industries area is surrounded by Backwater on the eastern side, approach road on the western side, railway line on the northern side and approach road to Attipattu village from Kamarajar Port on southern side.

The Port based Logistic Park / FTWZ / Port Led Industries is located approximately 36 km from Chennai city and about 24 km North West of Chennai port. The site is well positioned in the hinterland of Chennai, Kamarajar and Kattupalli ports and near to the proposed Ennore Special Economic Zone. Close proximity to ports, it shall attract all the logistic requirements of the various industries in this region as well as other industries in the state.

2.5. Site analysis

The land proposed for the development of Port based Logistic Park / FTWZ / Port Led Industries under Coastal Economic Zone (CEZ) is mostly a flat terrain with grass and bushes. Most of the area is dry with water log during the monsoon. On Eastern side back water is flowing along the site and over flow during the peak monsoon.

The proposed land mainly constitutes low-lying areas, which were deployed for agriculture more than two decades ago. The land use pattern of the site comes under salt land as per FMB sketch for survey no.354/1. Consultant informed KPL during progress review meeting that the present land use need to be changed to industrial use.

2.6. Site Grading

The existing topography of the site is generally sloping with minor undulations, gently sloping west to east and there is a backwater channel is running along the eastern side of Port based Logistic Park / FTWZ / Port Led Industries. The over flow from the existing water body on the eastern side of Port based Logistic Park / FTWZ / Port Led Industries floods the proposed Port based Logistic Park / FTWZ / Port Led Industries area during monsoon and high periods. To match with the approach road level, the overall site area need to be filled with soil and cut off drain need to be constructed at the boundary to stream line the flow and also to avoid flooding at site. As per topography survey, 0.864 m level variation exists within the proposed area (+0.902 m to +1.766 m). Based on the topography of the site, it is planned to fill the site upto +2.3 m for avoiding flooding during monsoon season and also for tidal variation.

2.7. Demand estimation

The demand for the proposed Port based Logistic Park / FTWZ / Port Led Industries is derived from the growth in cargo / container traffic at the Port. The proximity of this proposed facility to the port is assumed to ensure that the For the purpose of ascertaining demand for the proposed Port based Logistic Park / FTWZ / Port Led Industries, two approaches were adopted. These are:

Derived demand based on container growth estimated by average of Top down and bottom up approaches

- There is sufficient space to accommodate the trade requirements given the spread between supply and demand.
- Derived demand based on the estimated growth in container traffic at the Container Terminal at the Port
- For the purpose of the proposed Port based Logistic Park / FTWZ / Port Led Industries demand under this scenario, it is assumed that due to the advantage of the proximity to the port and the superiority of infrastructure, at least 30% of the cargo requiring CFS might be attracted to the port. And this is progressively assumed to increase to 35% in five years and to 40% over the next five years.

2.8. Major SEZs setup in Andhra Pradesh & Tamil Nadu:

Major SEZs developed in Andhra Pradesh and Tamil Nadu as detailed below:

Developer	Year	Dominant Industry	Area (Acres)	Current Status	Competitive Advantage
APIIC Vizag district, AP	2006/2015	Multi Product – Chemicals, Biodiesel & Ferro Alloys	5,449	Developed	Proximity to Vizag port
Kakinada SEZ Private Limited-1, East Godavari district, AP	2007/2013	Multi-product – Petrochemicals, Power- Plant and Other Export- Oriented Industries	5,062	Developed	Strong connectivity – on VCIC, close to NH and rail (within 15kms), existing Kakinada deep water port
Sri City Chittoor, Nellore districts, AP	2007/2008/ 2010/2011	Multi Product – Consumer Goods, Transportation	2,862	Developed	Innovative pricing structure, world-class support infrastructure, onsite customs clearance, state- of-the-art warehousing facilities
APIIC Nellore district, AP	2009	Multi Product – Pharma & Energy	2,550	Developed	Close proximity with Chennai industrial belt
KrishnapatnamInfrat echPvt. Ltd. Nellore district, AP	2017	Multi Product – Auto Ancillary, Chemical and Cold Storage	2,527	Notified Multi Product SEZ	<ul style="list-style-type: none"> ▪ Adjacent to Krishnapatnam Port ▪ Multi-modal connectivity

Developer	Year	Dominant Industry	Area (Acres)	Current Status	Competitive Advantage
IFFCOKisanSEZ Limited. Nellore district, AP	2010/2013/ 2016	Multi Product – Chemicals, Biodiesel & Ferro Alloys	1,900	Notified Multi Product SEZ	In-house power generation Adjacent to NH-5
AnrakAluminium Ltd. Vizag district, AP	2009/2010	Alumina/Aluminium refining, smelting, associated processes, products and raw material industrial	1,866	Notified Multi Product SEZ	---
Brandix India Apparel City Private Limited Vizag district, AP	2007	Textile	1,000	Developed	Proximity to Visakhapatnam port 15 km from NH5
Beneficent Knowledge Parks and Properties Ltd. Ananthpur District AP	2009	Multi Services – Yarn and Textile Industries, Garment and Leather Industries, Heavy Industries etc.	905	Notified Multi Product SEZ	xxxx

Developer	Year	Dominant Industry	Area (Acres)	Current Status	Competitive Advantage
Ramky Pharma City (India) Pvt. Ltd Vizag district, AP	2007	Pharmaceuticals	611.1	Developed	---
Mas Fabric Park (India) Pvt. Ltd. Nellore district, AP	2007/2008	Textile and Apparel	583	Notified Multi Product SEZ	Near to Krishnapatnam Seaport and Chennai Airport
AMRL International Tech City Ltd. Tirunelveli district, TN	2008	Multi Product	2,530	Developed	---
L&T Shipbuilding Limited Thiruvallur district, TN	2009/2010	Heavy Engineering	785	Developed	Located near Ennore port and Chennai manufacturing belt

2.9. Master plan & facility configuration

The proposed Port based Logistic Park / FTWZ / Port Led Industries under Coastal Economic Zone (CEZ) shall have processing and non processing area with warehouses and container yard on the processing and commercial and community facilities in the non processing zone. The indicative layout of master plan for Port based Logistic Park / FTWZ / Port Led Industries is shown below:

SECTION - 3

ROLE OF THE SELECTED FIRM

- 3.1. The Selection of the firms for Development of Port based Logistic Park / FTWZ / Port led Industries under Coastal Economic Zone (CEZ) will be done through competitive bidding process in line with the Guidelines issued by Ministry of Shipping (MoS).
- 3.2. The selected firm has to Design, Engineer, Finance, Procure, Construct, Operate, Maintain, Market and Transfer the Port based Logistic Park / FTWZ / Port led Industries under Coastal Economic Zone (CEZ) to the Kamarajar Port Limited.
- 3.3. Interested Applicants of repute, having international exposure in Development of Port based Logistic Park / FTWZ / Port Led Industries are hereby invited to submit their “Expression of Interest” (EOI) for this Proposal.

SECTION - 4
INFORMATION AND INSTRUCTIONS FOR APPLICANTS

4.1. General

- 4.1.1. Parties interested in the project are required to submit their Expression of Interest in writing, indicating the following details in Appendix 1, 2& 3.
- 4.1.2. All information called for in the enclosed forms should be furnished against the relevant columns in the forms. If for any reason, information is furnished on a separate sheet, this fact should be mentioned against the relevant column. Even if no information is to be provided in a column, a 'nil' or 'no such case' entry should be made in that column. If any particulars/ query is not applicable in case of the applicant, it should be stated as 'not applicable'. The applicants are cautioned that not giving complete information called for in the application forms or not giving it in clear terms or making any change in the prescribed forms or deliberately suppressing the information shall result in the applicant being summarily disqualified. Applications made by telegram or telex and those received late will not be entertained
- 4.1.3. The application should be typewritten. The applicant should sign each page of the application
- 4.1.4. The applicant may furnish any additional information, which is deemed necessary to establish capability to successfully complete the envisaged project. Superfluous information need not be furnished and no information shall be entertained after submission of EOI document unless specifically called for
- 4.1.5. Any information furnished by the applicant found to be incorrect either immediately or at a later date, would render him liable to be debarred from taking up the project
- 4.1.6. The EOI document in prescribed form duly completed and signed should be submitted (hard copy) in a sealed cover. The sealed cover superscribed "Expression of Interest for Development of Port based Logistic Park / FTWZ / Port Led Industries under Coastal Economic Zone (CEZ) at Kamarajar Port" shall be delivered to the Port office of Kamarajar Port Limited at Vallur Post, Chennai – 600 120, INDIA **on or before 1500 Hrs IST on 16.08.2017**. A soft copy, MS-Word compatible, shall also be submitted in the same sealed cover. Documents submitted in connection with EOI will be property of KPL.

4.1.7. Prospective applicants can seek any clarification on or before 1700 Hrs IST on 07.08.2017 regarding the proposal and EOI document from the

General Manger (CS & BD),

Kamarajar Port Ltd.,

Vallur Post,

Chennai - 600 120,

INDIA.

Phone: 0091-44-2795 0029

Fax: 0091-44-2795 0002

4.1.8. Kamarajar Port Limited reserves its right not to respond to any question raised or provide clarification sought in its sole discretion

4.2. Assessment of the project

4.2.1. The particulars of the project given in Section-2 are indicative only – subject to change and may be considered only as advance information to assist the applicant.

4.2.2. Project detailing:

- Nature of the proposed facility including support facilities like buildings, sheds, operational buildings, Utilities, Yard equipment required for the Port based Logistic park / FTWZ / Port Led Industries of Kamarajar Port.
- Type and Quantum of Cargo / Containers to be handled.
- Capacity details of equipments, machinery, plants etc required
- Details of requirement of land offered.
- Details of manpower requirement
- Expected projections of various activities connected with the project for the next thirty years
- Details of fire fighting, safety, pollution control, medical aid and security requirements complying with international standards
- The power required and arrangements for backup power
- Time required for making the project fully operational.
- Estimated Capital cost of development of Port based Logistic park / FTWZ / Port Led Industries giving breakup of buildings, sheds, operational buildings, Utilities, Yard equipment etc.

- Estimated construction period.
- Revenue streams for the next thirty years
- Estimated Funding requirement and sources of funding
- FIRR
- Any other salient features related to the project.

4.2.3. The Applicant may also suggest appropriate model for the development of Port based Logistic Park / FTWZ / Port Led Industries i.e. BOT / PPP model or establishment of JV / SPV or any other model

4.2.4. Any suggestions to make the project more investor-friendly may also be submitted

4.3. Information to be given in the required formats:

4.3.1. Details of the Applicant

- Name, address, phone number and E-mail ID of the Authorised Representative.
- Letter of Authorization for signing the documents from the competent person of the applicant.
- Contact person[s] along with contact details, designation.
- Background, activities, relevant experience.
- copies of last three year audited annual reports and

After assessing the response from the parties, the process of RFQ will be initiated, this will be open for all eligible bidders.

4.3.2. List of Projects

List of similar assignments/projects successfully developed during the last five years shall be given (Appendix - 4).

4.3.3. Letter of Transmittal

The applicant should submit the letter of transmittal attached with the 'EOI' document

4.4. Disclaimer

The information in this document has been prepared to assist the applicants in preparing the non-binding EOI and it is clarified that:

- i. It does not constitute an invitation to offer or an offer in relation to the transaction.
- ii. This document does not constitute any contract or agreement of any kind whatsoever.
- iii. This document does not, and does not purport to contain all the information that interested firms and their advisors would desire or require in reaching decisions as to the transaction. Interested applicant should form their own view as to what information is relevant to such decisions and make their own independent investigations in relation to any additional information.
- iv. Neither the information in this document nor any other written or oral information in relation to the transaction or otherwise is intended to form the basis of or the inducement for any investment activity or any decision to enter into any contract or arrangement in relation to the transaction and should not be relied on as such. Kamarajar Port Ltd. nor their employees or advisors shall be liable to any interested party or any Entity under any law including the law of contract, tort, the principles of restitution or unjust enrichment or otherwise for any loss, expenses or damage which may arise, or be incurred, or suffered, in connection with this document, or any matter that may be deemed to form part of this document, or any other information supplied by or on behalf of /Kamarajar Port Ltd. or their employees or advisors or otherwise arising in any way from the selection process mentioned herein.
- v. Kamarajar Port Limited is not bound to accept any or all the EOIs. Kamarajar Port Limited reserves the right to reject any or all EOIs without assigning any reasons. No applicant shall have any cause of action or claim against Kamarajar Port Ltd. or its officers, employees, advisors, agents, successors or assignees for rejection of this EOI. Kamarajar Port Limited shall be entitled to invite offers from entities other than the Applicants who have submitted EOI.
- vi. Failure to provide information that is essential to evaluate the applicant's qualifications or substantiation of the information supplied, shall result in disqualification of the applicant.

vii. It shall not be assumed that there shall be no deviation or change in any of the herein mentioned information. While this document has been prepared in good faith, neither Kamarajar Port Ltd. nor any of their respective officers or employees or advisors or agents make any representation or warranty or shall have any responsibility or liability whatsoever in respect of any statements or omissions here from. Any liability is accordingly expressly disclaimed by Kamarajar Port Ltd. or any of their respective officers, employees, advisors or agents, whether negligent or otherwise

4.5. Submission of the Expression of Interest

Parties interested in the Project are required to submit their Expression of Interest in writing **on or before 1500 Hrs IST on 16.08.2017** at the following address:

**To
General Manager (CS & BD),
Kamarajar Port Limited,
Port Administrative Building,
Vallur, Chennai - 600 120,
Tamil Nadu, India.**

Tel: +91 44 27950029

Fax: 0091 44 27950002

4.6. After assessing the response from the firms, the process for selecting the potential Developer / Operator will be initiated.

4.7. SUGGESTIONS

The Firms may also submit their suggestions and views, if any, that can be considered for the Project, in a separate sheet.

Section 5

LETTER OF TRANSMITTAL

(to be typed in Firm's Letterhead)

From

Date:

To
General Manager (CS & BD),
Kamarajar Port Limited,
Port Administrative Building,
Vallur, Chennai - 600 120,
Tamil Nadu, India.

Sub: Submission of Expression of Interest (EOI) for Development of Port based Logistic Park / FTWZ / Port Led Industries under Coastal Economic Zone (CEZ) at Kamarajar Port

Sir,

Having examined the details given in EOI Notice and Expression of Interest (EOI) document for the above project, I/we hereby submit our Expression of Interest and the relevant information.

1. I/We hereby certify that all the statements made and information supplied in the enclosed form and accompanying statements are true and correct.
2. I/We have furnished all information and details necessary for EOI and have no further pertinent information to supply.
3. I/We also authorize Kamarajar Port Limited or their authorized representatives to approach individuals, employers and firms to verify our competence and general reputation.
4. I/We submit the following certificates in support of our suitability, technical know-how and capability for having successfully developed Port based Logistic Park / FTWZ along with prescribed format.
5. We understand that KPL will be at liberty to finalize project parameters and/or issue RFQ for the project.

**Signature(s) of Applicant(s) / Authorized Representative
Name
Designation
Address**

Seal of applicant

Appendix - 1

**Details pertaining to the Project to develop Port based Logistic Park / FTWZ /
Port Led Industries under Coastal Economic Zone (CEZ) at Kamarajar Port**

Sl. No.	Description	Details / Suggestions
1.	Name of firms /Applicants	
2.	Area Required (sq. m.)	
3.	Nature of Business / Industry	
4.	Estimated Cost of units /Business.	
5.	Type and Quantum of Cargo / Containers likely to be handled annually (Projected Traffic)	
6.	Details of further Connectivity if required	
7.	Period required for Construction and Development	
8.	License Period required	
9.	Details of Annual Maintenance cost with breakup to maintain the facility	
10.	Any other information considered necessary but not included above	

Signature(s) of Applicant(s) / Authorized Representative
Name
Designation
Seal of applicant

Appendix -2

**Details pertaining to the Applicant to develop Port based Logistic Park / FTWZ /
Port Led Industries under Coastal Economic Zone (CEZ) at Kamarajar Port**

1.	Name & Address of the applicant with Telephone No./Fax No.	
2.	a) Year of Establishment b) Date & Year of commencement	
3.	Legal status of the applicant (attach copies of original document defining the legal status)- a) A proprietary firm b) A firm in partnership c) A limited company or Corporation / Joint venture /Consortia d) State owned	
4.	No. of Directors / Partners of the Company / Firm	
5.	Nature of Business carried out by the Company / Firm	
6.	Any other information considered necessary but not included above	

Signature(s) of Applicant(s) / Authorized Representative

Name

Designation

Seal of applicant

Appendix – 3

**Details of Port Based Logistic Park / FTWZ / Port Led Industries under Coastal
Economic Zone (CEZ) developed and / or operated**

1.	Name of Facility	
2.	Location	
3.	Description of Facilities	
4.	Details of Cargo / Containers handled(Five years)	Form - A
5.	Annual Turnover giving breakup of category wise income earned during last three years	Form - B
6.	Profit before Tax earned by the company / firm during last three years	Form - B
7.	Net worth of the company / firm during last three years	Form - B
8.	Any other information considered necessary but not included above	

Signature(s) of Applicant(s) / Authorized Representative

Name

Designation

Seal of applicant

Form – A

(in Lakh Tonnes)

Cargo / Container handled	2012-13	2013-14	2014-15	2015-16	2016-17
Total					

Signature(s) of Applicant(s) / Authorized Representative

Name

Designation

Seal of applicant

Form – B

(Rs. in Lakhs)

Sl. no.	Description	Year wise		
		2014-15	2015-16	2016-17
1.	Annual Turnover giving breakup of category wise income earned			
2.	Profit before Tax			
3.	Networth			

Signature(s) of Applicant(s) / Authorized Representative

Name

Designation

Seal of applicant