

KANDLA PORT TRUST

ENGINEERING DEPARTMENT

GLOBAL INVITATION OF APPLICATIONS FOR SETTING UP OF BARGE JETTY AT TUNA ON CAPTIVE USE BASIS.

The Major Port of Kandla, Main Gateway to the vast hinterland of Northwestern India is serving the International Maritime Trade for over five decades with cost-effectiveness and efficiency as hallmarks. Since its inception, Kandla Port has shown a phenomenal growth, significantly contributing to India's EXIM trade. The vast rich hinterland at its reach and handling of kaleidoscopic variety of commodities ranging from crude to chemicals, dry bulk to break-bulk and containers to over-dimensional project cargo make this Port the 'Most Preferred Port of Call' in the region.

The accelerated growth and development of the Port in the last decade and potential of further growth of this sole Major Port on the Gujarat Coast is destined to transform this Port into an International Logistics Hub of the sub-continent.

The Port is having enough land for the opportunities to set up Port based industries. Further, Kandla Port has planned to develop various activities at Tuna area including Dry Bulk Terminal, SPM & Port Based SEZ .

Gujarat is an industrially developed state with excellent infrastructure, Rail & Road connectivity, forward and backward linkages and excellent industrial relations. Hence, Gujarat has increased potential for technology absorption and investment. The Kandla Port enjoys advantages of its natural and strategic location as well as huge growth potentials realize from Gujarat and Indian economy.

Kandla Port has received applications from various entrepreneurs for Setting up of Barge Jetty at Tuna on Captive use basis including Setting up Sugar Refineries.

Now, Expression of Interest is invited for Setting up of Barge Jetty for a sugar refinery engaged in import of raw sugar and export of refined sugar and/or transportation of raw material/finished products and its 100% (Hundred percent) dependence on Kandla Port Trust under captive use policy of the Government of India.

The followings are the salient features of the project:

- 1) Desirable location: At Tuna near existing Barge Jetty of KPT.
- 2) Quay length and width of Barge Jetty :100X12 m
- 3) Back up area : 30000 m²
- 4) Estimated Cost: Rs 22.00 crores
- 5) Throughput and type of cargo to be handled: 1.5 MMTPA of raw/finished sugar and coal as fuel for the refinery.
- 6) Minimum Guaranteed Throughput of captive cargo is as follows:
 - (i) 0.75 MMTPA first 10 years
 - (ii) 0.90 MMTPA from 11 year to 20 years.
 - (iii) 1.10 MMTPA from 21 year till end of concession period.
- 7) In order to optimize the utilization of the berth, it may be used by the Port or other users in terms of conditions in the Concession Agreement with KPT.
- 8) Following payments shall be made by the developer to KPT for handling captive cargo/cargo of other users, as per the scale of rates in vogue and as revised from time to time:
 - i) Captive cargo
 - a) 100% of wharfage charges and other cargo related charges, if any.
 - b) 25% of Berth Hire Charges (Berth Hire Charges shall be directly given to Kandla Port by Ship Owners and KPT shall reimburse 75% of the Berth Hire Charges to Developer).
 - c) 100% of other vessel related charges which shall be collected directly by KPT.
 - ii) Cargo of other users
 - a) 25% of the handling charges for unloading of cargo from vessel to wharf and vice versa, at the tariff to be approved by TAMP.
 - b) 100% of wharfage charges and other cargo related charges, if any.

- c) 50% of Berth Hire Charges (Berth Hire Charges shall be directly given to Kandla Port by Ship Owners and KPT shall reimburse 50% of the Berth Hire Charges to Developer)
- d) 100% of other vessel related charges which shall be collected directly by KPT.

9) Other Payments to KPT

- a) Water Front Charges of Rs. 67 lakhs/annum subject to escalation as per land policy.
- b) License fees for the land will be charged by the Port as per the rates applicable from time to time.
- c) Other charges as applicable will be charged by the Port.

10) Dredging: The entire Capital/Maintenance Dredging will be carried out by concessionaire at its own cost in front of jetty head as well as in approach channel to maintain the required draft as required by the concessionaire throughout the concession period. However, if some other Private party is allotted the waterfront in Tuna Creek, then capital as well as Maintenance Dredging of approach channel shall be carried out by them jointly i.e by concessionaires (captive/ BOT operator) and shall share capital as well as maintenance dredging charges proportionate to their water front allotted. The depth of channel to be achieved should be decided after mutual consent of both the concessionaires (Captive/BOT operator).KPT shall not be restricted for the movement of its barges/vessel etc. in the channel dredged by the party and KPT will not share any expenditure incurred by the private operator on capital & maintenance dredging.

11) The applicant shall submit recommendations of Administrative Ministry concerned along with the application.

12) The developer shall obtain necessary Environmental/CRZ Clearance from concerned statutory authority of Ministry of Environment & Forest and No Objection Certificate from Gujarat Pollution Control Board as applicable.

13) The successful investor shall be invited to sign Concession Agreement based on Model Concession Agreement for BOT Projects, issued by Ministry of Shipping.

The followings are the financial and technical eligibility criteria for submitting Expression of Interest.

FINANCIAL CRITERIA: Minimum Net Worth of Rs 550 lakhs at the closer of the preceding Financial Year.

TECHNICAL CRITERIA:

- a) The entity should have experience of owning Sugar Industries/ Plant for processing raw sugar.
- b) This industry should be fully depending on KPT for import/export of Raw/finished sugar.
- c) The average annual throughput during last 3 years should not be less than 1.0 MMTPA.

The amount of EMD shall be Rs. 22.00 lakhs(Rupees Twenty two lakhs only) and the application fees in the form of demand draft of Nationalized Bank/ Scheduled Bank(non-refundable) of Rs. 10,000(Rupees Ten thousand only) drawn in favour of "Financial Adviser and Chief Accounts officer, Kandla Port Trust" payable at Gandhidham branch shall also be enclosed along with the detailed proposal.

Interested Investors within and outside India fulfilling the prescribed technical & financial criteria may submit their detailed proposal to the Chief Engineer, Kandla Port Trust, Annexe Building, Gandhidham (Kutch), Gujarat – 370201 Phone No. (02836) 233192 Fax No. (02836) 220050.

The last date of application will be on 11/ 08/2011.

Changes if any will be hoisted on website only. Please see www.kandlaport.gov.in for more details including minimum qualification criteria.

Chief Engineer
KANDLA PORT TRUST
NIT NO.



EXISTING BARGE JETTY
80M + 160m OF KPT

EXISTING TUNA PORT

PROPOSED 500M TO BE
GIVEN TO BOT OPERATOR

PRPOSED WATER
FRONT 100M FOR
CATIVE BARGE JETTY

NAKTI CREEK

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22°58'13.06" N 70°06'04.50" E elev 3 m

Imagery Dates: Apr 7, 2006 - Jan 14, 2010

Eye alt 4.27 km