

NAME OF WORK: DEVELOPMENT OF OIL JETTY NUMBER 9 TO HANDLE ALL KINDS OF LIQUID CARGO AT OLD KANDLA ON BUILD, OPERATE AND TRANSFER (BOT) BASIS.

DPT RESPONSE TO PREBID QUERIES

Sr. No.	RFQ Reference	Applicant's Request for Clarification	Authority's Response to Queries
1.		<p>1) Will Oil Jetty 9 be connected to the existing Y-junction for its use by the existing operators of liquid terminals/tank-farm? If yes,</p> <p>a) What will the pipeline connectivity route and distance from Oil Jetty 9 to the Y-junction? Please share details.</p> <p>b) What is the size of pipeline corridor? Please share the details of pipelines (i.e., no. of pipelines and diameter/pipeline) that can be laid from oil 9 to the existing Y-junction?</p> <p>c) Who will be responsible for investment and operations of the pipelines to be laid from oil jetty 9 to the existing Y-junction?</p>	<p>No</p> <p>The existing Y-Junction is situated 3 km away from the Oil jetty 09 and as per the present arrangement, there is no possibility of connecting OJ9 to existing Y junction.</p>
2	Page 81	<p>A road has been shown (in blue colour) connecting the jetty OJ-8 to OJ-11 to the existing main road. Please clarify the followings:</p> <p>a) Will this road be used as a pipeline corridor to lay pipelines from oil jetty 8,9,10 to 11 to the existing tank farms?</p> <p>b) Who will construct this road?</p> <p>c) When will this road be ready?</p> <p>d) What is the geographical coordinate of the point (hereinafter referred as "Meeting Point"), at which the proposed road (shown in blue colour) will connect to the existing main road?</p> <p>e) What will be the length of the road from point D to the Meeting Point?</p> <p>f) What will be the width of the road?</p> <p>g) Please share the details of the pipelines i.e., no. of pipelines and diameter per pipeline; that can be laid from land fall point F to the Meeting Point?</p> <p>h) Who will be responsible for the investment and operations of the pipelines to be laid from land fall point F to the Meeting Point?</p> <p>i) Who will be responsible for the investment and operations of the pipelines from Meeting Point to the existing liquid terminals/tank-farms?</p>	<p>a. The pipeline from LFP may be laid alongside the common user road upto the KK road and thereafter the existing available corridor may be used for laying the pipelines.</p> <p>b. Proposed road shall be constructed by Authority.</p> <p>c. Schedule completion date is August 2022 However, it is ensured that road will be readily available before award of Concession</p> <p>d. The proposed road is the liability of the Concessions Authority. However, other minute details related to the road shall be provided at the appropriate bidding stage.</p> <p>e. Please refer reply to query 2(d) above.</p> <p>f. Please refer reply to query 2(d) above.</p> <p>g. This aspect does not come under the Scope/liability of the Concessionaire. The same shall be ascertained by/as per the requirement of respective tank farm terminal operators who shall be responsible for investment and operations of their respective pipelines. However the Concessionaire and the Concessions Authority will facilitate for the same in line with prevalent pipeline policy of DPT.</p> <p>h. The project broadly envisages construction, operation and maintenance of oil jetty, related pipelines network from Oil Jetty up to Landfall Point along with associated facilities up to Landfall Point only.</p>

		<p>j) What will be the tenure of RoW for laying pipelines from land fall point to the Meeting Point and further, from Meeting Point to the existing liquid terminals/tank-farms?</p>	<p>Beyond Landfall Point, no development activity has been envisaged under the scope of this project. However, for evacuation of liquid cargo, the Concessionaire may facilitate the existing/future tank farms for connectivity of the pipe line network from Landfall Point to their respective tank farms in line with the prevailing pipeline policy of DPT and also refer reply to query no 2(g) as above. i. Please refer reply to query no - 2(g) and 2(h) as above. j. Tenure of RoW depends on case to case basis. However, the same shall be in line with prevalent pipeline policy of DPT or any other prevalent policy of Authority or may be co-terminus with the duration of concession</p>
3	Page No 11	<p>It is mentioned that the “Bidder has to supply pipelines from jetty to land fall and vice versa”. Please confirm: a) Who will decide the no. of pipelines to be laid from oil jetty 9 to the land fall point and its diameter? b) Is there any restriction on the no. of pipelines and its diameter that can be laid from oil jetty 8,9,10,11 to the land fall point?</p>	<p>Concessionaire will be at liberty to design number of pipelines and diameter in line with prevalent statutory provisions.</p>
4		<p>What is the basis of the 3.5 MMTPA capacity of oil jetty 9? Please share the business feasibility report (both technical and commercial) for oil jetty 9 basis liquid product types, flow requirements, connecting junctions to existing and upcoming terminals?</p>	<p>The Feasibility report of the project and other relevant/ requisite data of the project shall be shared with the bidder at the appropriate stage i.e. RFP</p>
5		<p>Please share the basis of the estimated project cost of Rs 123.4 crore.</p>	<p>.Please refer reply to query no 4 above.</p>
6	General	<p>a) What is the total area available for “Future Expansion of Tank Farm”? b) Please share CRZ map of this area to understand how much of this area is inside and outside the CRZ. This is required to determine the type of liquid cargoes that can be handled in this area marked as “Future Expansion of Tank Farm”. c) What will be the process for land allotment of area marked under “Future Expansion of Tank Farm”? d) Please share the details of tank-farms (i.e., storage capacity, products that will handled by those tank-farm) coming up on this area and the commissioning timelines</p>	<p>For a), b) and c) As can be seen in the tentative drawing enclosed with RFQ, DPT has availability of land area of around 550 Acres (Future Expansion for Tank Farm), which is envisaged to be allotted in future separately, in a phased manner, and in line with prevalent Land Policy Guidelines. As per the CRZ demarcation carried out by IRS, Anna University, Chennai (one of the certified agency of MoEF&CC, GOI) entire back-up area of around 550 Acres comes under the ambit of CRZ regulations (based on CRZ, 2011 notification). For d) The details regarding the same shall be shared with eligible bidders in</p>

			appropriate bidding stage i.e RFP
7	Page 10	<p>It is mentioned that the draft alongside Oil Jetty 9 will be 14.1 mtr and these jetties will have to be designed for 80,000DWT vessels. Please clarify:</p> <p>a) What is the depth throughout the navigational channel at present? What is the maximum DWT of vessel that be handled in the navigational channel at present?</p> <p>b) It is mentioned the jetty should be able to handle 80,000 dwt vessels with 13 mtr draft. But a fully loaded 80,000 dwt vessel requires a draft of 13.9 mtr. Hence the vessel will be restricted by draft unless the both the navigational channel and berth pocket are dredged to 14.9 mtr including 1 mtr under- keel clearance.</p> <p>i) Please confirm who will be responsible for capital and maintenance dredging of navigational channel to maintain the required depth of 14.9 mtr all times for movement of 80,000DWT vessels?</p> <p>ii) What is the timelines for capital dredging of navigational channel up to 14.9 mtrs? Depth required for 80,000DWT vessel handling at Oil Jetty 9.</p> <p>c) How would bidder be compensated for the loss of business, if DPT fails to consistently maintain a draft of 14.9mtr at the navigation channel which is required to handle an 80,000dwt vessels?</p> <p>d) What is current depth at the location of Oil Jetty 9?</p>	<p>The Concessioneing Authority assures that sufficient draft is available for the navigation of the vessels envisaged in the project.</p> <p>Capital and maintenance dredging of the navigation channel is obligation of DPT.</p> <p>The Navigation Channel can cater vessels up to 13 m of draft. Availability of such draft shall be made available by DPT, would be considered as the maximum draft as per average rise of the high tides. However, this average is not available during the entire month. On days when the height of tide is below average, the permissible drafts will not be available and the corresponding available drafts will be declared from time to time (on quarterly basis). Also, there is always a difference in permissible drafts between day & night tides. Night drafts are lower based on the safety concern. The same will also be declared from time to time.</p> <p>Any increase in draft beyond 13 meters in Navigational Channel may be taken up by Concessioneing Authority if it is found technically, commercially and financially feasible, after conducting required studies. For avoidance of doubt, such increase in draft beyond 13 meters shall not be considered as an obligation on part of Concessioneing Authority and therefore, shall not lead to an Event of Default.;</p> <p>Other minute technical details may be made available at appropriate stage of bidding i.e. RFP .</p>
8	Page 81	When will the section shown as DEF be ready?	The section DEF, which has to be provided by Authority will be made available in timely manner, i.e before award of concession.
9		Please share the geotechnical information of the proposed Oil Jetty 9 location.	Such details would be shared as part of Feasibility Report during the RFP stage.
10	Page 9	Please share a copy of CRA clearance, EC, and CC for Oil Jetty 9?	The details are available in DPT website
11	Page 10	The implementation period for the project is reckoned as 24 months from the date of award of concession. However, the readiness of the following infrastructure is critical for the business feasibility of the successful bidder:	The implementation period of 24 months starts from the date of award of concession.All the infrastructure facilities under the liability of Concessioneing Authority shall be completed in timely manner before award of concession except the committed draft in the navigational channel which will be provided before COD.

		<p>a) section DEF and the road (shown in blue colour on page 81)</p> <p>b) capital dredging of the navigational channel up to 14.9mtr depth.</p> <p>Therefore, the implementation period of the project should be 24 months from the date of completion of aforesaid infrastructure to protect the investment of the successful bidder.</p>	
12	Page 11	<p>BOT operator is expected to do ‘Capital and Maintenance dredging alongside the berth and at its approach up to navigational channel’. Please clarify:</p> <p>a) What is the length of this approach up to navigational channel from the berth?</p> <p>b) What are the dimensions of the periphery of the berth pocket i.e., length, width, and depth?</p>	Details will be provided during RFP stage.
13	Page 9	<p>RFQ states that DPT has decided to develop, operate, and maintain three oil jetties i.e., 9, 10, 11 on PPP mode and a single berth will be allotted to a single operator. Since one bidder can be allotted only one jetty, it is very difficult for any investor to bid for jetty 9 without knowing the scope and terms of other two jetties i.e., 10 and 11.</p> <p>Therefore, we suggest that the RFQ of all the three jetties i.e., 9,10,11 be published simultaneously so that an investor can evaluate its interest to participate for a particular jetty?</p>	<p>The broad scope of Oil Jetty 9 & 10 is similar. Oil jetty 11 is envisaged with tank farm, laying of pipeline network from jetty to tank farm and associated facilities.</p> <p>Considering the arrangement of trestle connecting OJ 8 to OJ11 and as per approval from Competent Authority, OJ 9 to OJ 11 shall be developed in phased manner.</p>
14	Page 11	<p>Bidder’s scope includes “Tank trucks loading racks and pumping”. These are part of tank farm and not the jetty. Please clarify what is meant by this scope?</p>	<p>Please refer to reply to above queries no 2(g) and 2 (h)</p> <p>This is preliminary scope of work, the detailed scope of work shall be provided at RFP Stage</p>
15	Clause 2.2.1(d) on Page 17	<p>It is mentioned that “An Applicant shall be liable for disqualification if any legal, financial or technical adviser of the Authority in relation to the Project is engaged by the Applicant, its Member or any Associate thereof, as the case may be, in any manner for matters related to or incidental to the Project”.</p> <p>Please share the list of advisers of the Authority that fall under the purview of this clause?</p>	<p>Advisors falling under this purview. Infrastructure Development Corporation (Karnataka) Limited.</p>

16	Clause 2.2.1 c (iv) on Page 17	It is mentioned that “such Applicant has the same legal representative for purposes of this Application as any other Applicant”. This clause should be deleted since no applicant has any control on legal representatives appointed or to be appointed by other applicants.	This is as per model RFQ issued by the Ministry and hence stands unchanged.
17	Clause 2.2.2 (B) on Page 18	It is mentioned that the net worth for preceding financial year is required for financial capacity. However, Clause 3.3.1 (Page 37) asks for eligible experience for past 5 financial year. Please clarify which clause is applicable for meeting Financial Capacity criteria?	As per clause 2.2.2 of the RFQ, the Applicant eligible for pre-qualification shall fulfil the Technical Capacity as provided under 2.2.2. (A) and Financial capacity as provided under 2.2.2. (B).
18	Clause 2.2.6 on Page 19	Please confirm if the bidder must necessarily form an SPV directly under itself or it can be a formed by the Associate of the bidder as well?	Bidder or Consortium, as case may be require to form SPV (The Concessionaire) before entering into Concession agreement.
19	Clause 3.2.3 (a) on Page 35	Most of the liquid tank-farms in India are constructed on the land provided by the port authority on long-term lease and they cater to the storage needs of multiple industry in private sector i.e., chemicals, veg. oils, POL etc. on non- discriminatory basis. Please clarify if the tank-farms operating on the leased land at a major port(s) and providing storage services to the private sector industries for storage of either one or many liquid and gas products such chemicals, veg-oils, POL, LPG. are eligible under clause 3.2.3 (a)?	It is clarified that the Liquid Storage Tanks/Tank Farms undertaken as a PPP project on BOT, BOLT, BOO, BOOT or other similar basis for providing its output or services to a public sector entity or for providing non-discriminatory access to users in pursuance of its charter, concession or contract, as the case may be, shall qualify for Eligible Experience with respect to Categories 1 & 2.
20		Tender for development of OJ-0 was awarded on PPP basis to a party in 2013. As per page 9 of this RFQ, the jetty no. 7 and OJ 8 are under construction by DPT. a) Could you please share the timelines for completion of OJ 0, OJ 7 and OJ 8? b) What liquid and gas products will be allowed for handling on each of OJ 0, OJ 7 and OJ 8? c) Can the existing liquid terminal/tank-farm connect to OJ 0, OJ 7 and OJ 8? If yes, please share the pipeline route and details of pipelines (i.e., no. of pipelines and diameter/pipeline) that can be laid from each of OJ 0, OJ 7 and OJ 8 to the existing liquid tank-farms?	a)The development of Oil Jetty No. 0 is under Construction phase and expected to be operationalised within 24 months from the Date of Award of Concession (Dec 2020). The Construction of OJ 7 has already commenced and expected to be completed in July 2022. The Construction of OJ 8 has already commenced and expected to be completed in February 2023. b) & c)The query does not pertain to the subject project.
21		If a ship has customers/importers who want to discharge products at one of the existing liquid jetties (OJ 1 to 6) and on oil jetty 9 and assuming that all the required jetties are available i.e., not occupied,	Subject to applicability of Berthing Policy, in case, if the Oil Jetties are vacant, the importer/ exporter shall have prerogative to berth vessel at any of oil jetties to handle the cargo.

		please confirm on which jetty will the ship berth first i.e., one of the existing jetties (OJ 1 to 6) or on the new jetty 9?	
22		Port has mentioned capacity of the jetty as 3.5 MMTPA and an estimated cost of Rs.123.40 cr. Kindly provide the details basis which these numbers have been arrived at.	Please refer reply to query no-4 above
23		Kindly update on the status of clearances of OJ9.	Environmental clearance already obtained by DPT on 20.11.2020 and all other statutory clearances needs to be obtained by Concessionaire.
24		How do existing tank farms connect to OJ9? Will pipelines of existing users be extended from existing Y junction to OJ9?	Please refer reply to query no-1 & 2 (g) and 2(h) above
25		How many pipelines can be accommodated in the pipeline corridor to OJ9?	Please refer reply to query no 3 above
26		If successful bidder has to make arrangements for pipeline from jetty to land, how many pipelines have to be laid? What will be the MOC and size of these pipelines?	Please refer reply to query no 3 above
27		Has any pipeline routing been finalised keeping in mind pipelines from oil jetties 7, 8, 9, 10 & 11?	For Oil jetty 9, the trestle for pipeline up to LFP is shown in drawing provided in RFQ
28		Please provide details of the navigational channel – length, depth, etc.	Please refer reply to query no-7 above
29		The jetty is to be designed for 80,000 DWT. How will be the bidder be compensated if port does not maintain adequate depth of the channel to accommodate such big size vessels?	Please refer reply to query no-7 above
30		Please provide estimated volume of dredging that needs to be done so as to maintain a draft of 14.1 m alongside OJ9, based on the depth that exists at present at the site.	Such details would be shared during the RFP stage.
31		Kindly update on the plans and schedule for infrastructure development that is necessary for commissioning/utilising of OJ9. How will the bidder be compensated if the jetty is ready but other infrastructure that is critical for OJ9 not ready?	The section which has to be provided by Authority will be made available in timely manner before award of concession and please refer reply to query no 11.
32		Please provide the timelines for OJ7 and OJ8 and if there will be any common facilities to be utilised (road, pipeline corridor, etc.) for OJ9?	Please refer reply to query no-20 above Please refer to the drawing as provided in RFQ for Common user facilities
33		Please provide the area available for Tank Farm, details of CRZ mapping, etc. What are the plans of the port for this land allotment	Please refer to reply to query no 6 above.
34		Replies to the queries are to be given by 16th by the port and proposal has to be submitted by 27th. This time is too short considering the nature of the project. Request to kindly grant minimum one month period after replies to the queries have been provided by the port.	The application due date of RFQ is hereby extended from 27.10.2021 to 16.11.2021. However, other contents of RFQ will remain intact.

			Sr. No	Event Description	Dates as per RFQ	Amended Dates as per RFQ read with Authority's Response
			1	Sale of RFQ Document	10/09/2021 to 26/10/2021	10/09/2021 to 15/11/2021
			2	Last date of receiving queries	05/10/2021	05/10/2021
			3	Pre-Application Conference	11/10/2021 at 16.00 hrs.	11/10/2021 at 16.00 hrs.
			4	Authority response to RFQ queries latest by	16/10/2021	16/10/2021
			5	Last date of submission of Applications	27/10/2021 up to 1100 Hrs.	16/11/2021 up to 1100 Hrs.
			6	Date of opening	27/10/2021 at 11.30 Hrs	16/11/2021 at 11.30 Hrs