Deendayal Port Authority

Global Expression of Interest (EOI)
From Potential Developers or Consortium of Developers
For
Development of Mechanized Fertilizer and Other Clean Cargo Handling Facilities at Berth no-14 on DBFOT basis under PPP mode" for a concession period of thirty (30) years.

DPA in the light of increasing future demand for Clean Cargo at Kandla and maintain cleanliness at the port as well, which would be better for the port in long term, envisage and proposes to undertake the 'Development of Mechanized Fertilizer and other clean cargo handling facilities at Berth no-14 on DBFOT basis under PPP mode" for a concession period of thirty (30) years', allotting the berth no. 14, on "as-is-where is" basis at DPA.

In this regard, Deendayal Port Authority invites 'Global Expression of Interest' (EOI) from eligible Investors / Developers / Operators on their own or in Consortium, having experience in financing, build, operation and implementation of similar projects. The EOI document can be downloaded from Deendayal Port Authority's website www.deendayalport.gov.in.

Interested parties should send their 'Expression of Interest' for the proposed Project along with details of their Financial & Technical capability, Audited Balance sheet, Net Surplus etc. and the requested details at EOI in closed cover to the Dy.CME, Deendayal Port Authority, CME Liaison office, 1st floor, A.O. Building, Gandhidham, Tel. No. (02836) 220636, Fax. No. +91 2836 220636 on or before 09.09.2022 upto 16:00 Hrs.

Chief Mechanical Engineer
Deendayal Port Authority

Deendayal Port Authority

Mechanical Engineering Department

Global Invitation of Applications for Expression of Interest from Potential Developers or Consortium of Developers for "Development of Mechanized Fertilizer and Other Clean Cargo Handling Facilities at Berth no-14 on DBFOT basis under PPP mode" for a concession period of thirty (30) years.

1. Introduction:

Deendayal Port Authority is one of the busiest and twelve major Ports of India and is located on the west coast of India, in the Gulf of Kutch at 23° 01' N and 70° 13'E in the state of Gujarat in India.

Deendayal Port has been achieving first position among all the Major Ports of India in the terms of cargo handling for the most of the years in last fifteen years. Thus, Deendayal Port Authority has been contributing the most for the development of port capacity and handling seaborne trade of the country.

Kandla is the nearest port for most of northern India comprising of the states of Rajasthan, Punjab, Haryana, Himachal Pradesh, Delhi, Jammu & Kashmir, Uttarakhand and parts of Uttar Pradesh. Many industries have also come up in the Kachchh & Saurastra Regions of Gujarat, which use the port for import of raw materials and export of finished goods. Especially Northern india is heavily dependent on Deendayal Port Trust for its trade requirements due to its peculiar land locked location compared to many other regions of India which are comparatively quite nearer to the sea shore.

Deendayal Port Authority currently having 14 berths for handling dry cargo and six jetties for handling liquid bulk cargo. The port also has three single buoy Mooring in Vadinar for handling crude and POL. The port is further expanding in Tuna- Tekra creek for handling dry bulk containers.

2 Rationale of the Project

DPA in the light of increasing future demand for Clean Cargo at Kandla and maintain cleanliness at the port as well, which would be better for the port in long term, envisage and proposes to undertake the 'Development of Mechanized Fertilizer and other clean cargo handling facilities at Berth no-14 on DBFOT basis under PPP mode" for a concession period of thirty (30) years', allotting the berth no. 14, on "as-is-where is" basis at DPA for handling clean cargo which can be handled in mechanized way for mechanization of the berth.

Fertilizers are a key component in the growth of India's agriculture sector, which accounts for about a seventh of the country's GDP. Therefore, it is only in keeping with the importance of the sector that India is the world's second-largest consumer of fertilizers, (China is the first), and the world's third-largest producer. As per the available data of Ministry of Fertilizers, for 2017-18, the country produced 19,109 thousand tons & imported 8,530 thousand tons of fertilizers against forecasted demand of 51,452 thousand tons of fertilizers. The import of the fertilizer from other countries was done through sea-ports. Fertilizers are substances that supply one or more of the chemicals required for plant growth. They can be both organic and inorganic. As per industry experts it is said that there are sixteen elements that are absolutely necessary for plant growth. Out of these sixteen 9 elements are required in large quantities while the other seven are needed in smaller amounts. Fertilizers are used to improve the productivity of nutrient depleted soil. To address the increasing food requirements of India's growing population, the consumption of fertilizers continues to increase in the country.

The Government of India promotes and assists production of Fertilizers. Deendayal (Kandla) port's geographical position makes it unique to handle imports required for the large agrarian economy of North and North West part of country which actually produces all most all the wheat required for the country. Though, there are recent Government policies implemented for indigenous production of fertilizers and some recent developments for liquid fertilizers, the import of fertilizers is very likely to increase based on the increase in population to cater its agricultural requirements & to fulfil the gap in fertilizer requirement of the country after production.

While Kandla already handles fertilizers to a substantial extent, off-late Mundra port located very close to Kandla has developed capabilities to handle fertilizer imports with better facilities by way of mechanization of bulk imports, bagging and evacuation.

Market demand assessment for other clean cargo included demarcation of hinterland, identification of competitors, meeting stakeholders for critical views and opinions, analysis of the trade growth, identification of factors responsible to attract business, quantification of market shares of the proposed port along with that of competitor's basis the identified factors. Facility Planning was undertaken in line with the market demand anticipated. Civil infrastructure and equipment are planned taking into account the latest developments in ports worldwide.

Deendayal port at Kandla is also willing to develop Full Scale Mechanized fertilizer handling facility at Kandla port for handling of Import fertilizer (Urea, MOP, DAP) & other clean cargo inside the port premises as:

- To enable efficient handling of vessels, leading to their faster turnaround time

- To enable faster turnaround time of rakes and higher productivity.
- To reduce multi handling of the cargo inside the port premises for assuring no contamination.
- Ensuring clean packed fertilizer and also clean environment.

The proposed project is designed to increase cargo handling capacity of the port, which will reduce turn-around time of ships. The improved efficiency will benefit shipping companies as well as port users by reducing costs. Increased cargo-throughput will also increase Deendayal Port's income. Hence, considering the vast hinterland that is dependent on DPA for seaborne trade and currently prevailing traffic congestion at existing facilities of DPA, capacity additions are of utmost importance at DPA for serving the economy of the influence region and in turn, the economy of the whole country in the best possible manner.

Details of Fertilizer and Other clean cargo handled in Deendayal Port Authority as per Traffic records:

(in metric tons)

Commodity	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Fertilizers (DAP/UREA /MOP)	3846922	4361990	3349611	3561591	4215140	4584104	4918058
Fertilizer Raw Material	655378	169869	306117	141550	29758	66295	155435
Foodgrain	2223488	812966	829590	598919	730362	857838	2109014
Sugar	1471202	1557519	1385904	1025301	1575351	2500346	3648186
Salt	2710612	4153619	6274704	7474027	7269837	6524908	4501124
Silica Sand/China Clay	20698	149058	196169	226280	467457	339260	302616
TOTAL	10928300	11205021	12342095	13027668	14287905	14872751	15634433

Existing Salient Features of Berth

Salient Features of the Project Facility at Berth No. 14 (recently constructed in Year 2019-20)	
Description	**Berth No. 14**
Length of the wharf	300 meters
Width of the wharf	55 meters
Back up Area	26.70 Ha

Vessel Size	75000 DWT
Design load for wharf	5 MT/m^2
Draught & Depth Alongside the Berth	14.5m & -15.95 m below CD
Outside Road Connectivity	Connected to common user road connecting 13 to 16 berth.
Outside Railway Connectivity	Connected with mainline at Kandla @Kutch salt Junction

The objective of the assignment is to develop state of the art Mechanized fertilizer & other clean cargo handling facility at Deendayal port for handling and storage of fertilizer & other clean cargo inside the port premises, and then to operate and maintain the facility for the tenure of 30 years. The initiative will enable efficient handling of vessels, leading to their faster turnaround and higher productivity.

The project involves installation of Shipside clean cargo handling equipment system (Ship unloaders & loaders) along with necessary hopper, Conveyor, for shifting of clean cargo to direct automated wagon loading units; or; to the covered shed, and, when required, collection of the fertilizer/ clean cargo from shed and conveyance through truck loading to dumping points, conveyance to mechanized and automated wagon loading system. It is also envisaged that suitable dust control systems and other ancillary systems shall be provided, wherever required to mitigate completely the environmental pollution and consequential effects of the facility to comply with state and central pollution control norms.

The proposed facility will be able to cater vessels of higher draught. Commissioning of the proposed facility shall augment the fertilizer & other clean cargo handling capacity of Deendayal Port. Also, the proposed facility shall be used for handling all kinds of fertilizer cargo viz. DAP, MOP, Urea, etc. & other clean cargo. The berth is designed for handling vessels of 75000 DWT and up to 14.5 m draught. Alongside the Berth there is a draught of 15.95 m. The implementation period for the project is reckoned as 15 months from the date of commencement of work as jetty & backup area has been recently constructed by the Authority and presently the berth is in operational condition.

Clean cargo refers to cargos which are non-polluting , non-hazardous and dust free cargo in nature viz., sugar, salt, silica sand/ china clay, food grains like wheat, rice & maize etc., fertilizers & other similar cargo, but excluding all other hazardous and dusty cargo. The fertilizers & other clean cargo may be suitably handled via ship unloaders & hoppers/ conveyer of the facility in a mechanized way for making it multipurpose berth on PPP mode.

Ship unloaders like Continuous type unloader/ Grab unloader/ MHCs may be proposed for handling of Fertilizers and Other Clean cargo, but the project being DBFOT basis, the successful concessionaire can design & plan for equipments and the mechanization of the facility with approval of Authority & its nominated Independent Engineer. Also, concessionaire can use the Mobile Harbor Cranes of the Concession Authority on lease/ hire basis as and when required. In this way, the terminal can be efficiently and cost-effectively used for export (along with the import facility) of the clean cargo as and when required based on the business requirement of the concessionaire.

Note: The design specifications/ requirements provided above are indicative; the applicants may suggest their parameters/ suggestions/ plan as per their requirement.

3 The Project Concept

1. The main components of the project which shall be constructed by the DBFOT operator including design, construction, operation & maintenance alongwith business augmentation as per the standard course & norms.

   a) Complete Mechanized handling facility from ship unloading/ loading to storage & wagon/ truck loading facility shall be constructed by the DBFOT operator. The Upgraded facility shall have the capacity to handle fertilizer cargo & other clean cargo.

      The entire system of mechanization starting from unloading of ship till its evacuation out of port shall have the following components.

      a) Mechanized unloading from ship to shore
      b) Mechanized transportation in bulk from berth to storage Godowns.
      c) Trippers and Storage Godowns.
      d) Bagging and stitching fertilizer by mechanized system.
      e) Mechanized loading of clean cargo into wagons and trucks
      f) Reverse of the process for loading of clean cargo to ships.

   b) The facilities envisaged to be developed by the DBFOT operator for a fertilizer & clean cargo terminal in the allocated new berth & its area of Deendayal Port to include but not limited to:

1. All civil, mechanical, electrical and IT implementation work including any other component relating to development of the Mechanized Clean cargo Handling Terminal including associated facilities, operational, administrative & welfare buildings and amenities like drainage, water supply, electricity supply etc.
2. Installation of Ship-Unloading and/ or loading equipment at the jetty and other associated facilities required for transfer of cargo.
3. The total Back up area proposed for the project is 267000 Sq.m. including storage shed, and Bagging & Stitching shed with Rake loading facility either side of the shed.
4. Internal road and rail connectivity along with the necessary statutory clearance for it. The rail connectivity for both along sides of the bagging & rake-loading shed with their respective escape routes shall be taken from nearest available take-off point at the boundary end of the backup area towards landward side as shown in Layout drawing.
5. All electrical works connected with power distribution, illumination and operation of different equipment within the project area.
6. Vessel Size to be handled up to DWT of 75,000 with 14.5 m Fully Laden Vessel draught.
7. Maintenance dredging of navigational channel when required shall be the responsibility of DPA.
8. Installation of environmental protection, firefighting and disaster management facility.
9. Compliance of all necessary Statutory clearances as required is under the scope of Concessionaire.
10. Time to time renewal & approval of statutory approval by concessionaire.
11. Compliance with environmental laws, consents, including obtaining and keeping in force throughout the concession period all required statutory clearances, which shall include construction, operation and maintenance phases of the project.
12. Planning, designing, construction, operation and maintenance of all concerned works shall comply to the relevant Indian Standards and in the absence of Indian Standards, relevant International Standards shall be complied with, Safety precautions as per statutory requirements and IMO guidelines shall also be complied with.
13. The concessionaire shall ensure compliance to Quality, Environmental, Occupational Health, Safety and ISPS Codes as may be prevailing from time to time.

14. Gate office and security check
15. Construction of permanent boundary wall, wherever required
16. Construction of office Building and Security Cabin.
17. Providing Drainage Facilities
18. Operation and maintenance of the facilities alongwith business management & augmentation, proposed throughout the concession period including attending to repairs and replacements of the infrastructure / facilities as may be needed during the concession period and handing over of the entire infrastructure facilities and equipment to the Concessioning authority in satisfactory working condition at the time of handing over of project at the end of the concession period or earlier, if so occasioned.

This Project is proposed to be developed on Design, Build, Operate, Finance and Transfer (DBFOT) basis by a private developer to be selected through an international competitive bidding process. The Successful Applicant at the end of the bidding process may be awarded Concession by Authority to implement the Project. The Concessionaire shall be responsible for the design, engineering, financing, procurement, implementation commissioning, operation, management and maintenance of the Project under the Concession Agreement (CA) to be executed by the Concessionaire and the Authority. The scope of work will broadly include designing, construction, engineering, financing, procurement, implementation, commissioning, operation, Fertilizer & clean cargo Business management and maintenance of the Project for defined concession period.

4. Scope of the Project:

(a) The Subject individual Project(s) shall be provided in "As-is where-is" basis under DBFOT mode on PPP basis for Development and the scope of Operation & Maintenance shall be the responsibility of the operator.
(b) The Concession period shall be thirty (30) Years including the Construction Period.
(c) DPA shall provide the takeoff point for road, starting which the further necessary infrastructure for connecting with the berth shall be the liability of the Concessionaire.
(d) DPA shall provide and maintain the outside road connectivity to the subject berth.
(e) All statutory clearances/ consents, as required for construction and operation of the project shall be the liability of the Concessionaire.

5. Submission of EOI:

DPA invites **'Global Expression of Interest' (EOI)** from eligible Investors / Developers / Operators on their own or in Consortium, having experience in financing, operation and

implementation of similar projects. The EOI is invited to give an opportunity to interested parties to share their views / requirements on the possible cargo(s) to be handled at the subject facilities and model for the proposed development to make the project attractive to the stakeholders.

The EOI may be submitted in response to the suggested pattern of development detailed herein. The potential Investors / Developers / Operators are welcome to propose alternate development & Financial models, which shall be examined by DPA, before finalizing the Project. It has to be categorically ensured that EOI submission shall be done along with complete filling of all the Annexures sought along with this EOI. Submissions failing to be submit all the Annexures duly filled may only be considered invalid unless complete submission of the document with all Annexures.

5.1 Pre-Application Conference:

An Investor / Pre-Application Conference has also been envisaged by the DPA for showcasing the project and providing an open forum for the Investors / Developers / Operators to air their views, before the EOIs are submitted. The Conference will be held at New Board Room, A.O. Building, Gandhidham, Kutch, Gujarat on 02.09.2022 at 1530 Hrs. Alternatively, meeting can be attended via VC through Google meet application through link: https://meet.google.com/yag-thex-kdb .

5.2 Schedule of events:

The Schedule of events for the EOI submission is given below:

1. Release of EOI Advertisement: 26.08.2022
2. Investor/Pre-Application Conference: 02.09.2022 at 15.30 hrs.
3. Last date & time for EOI Submission: 09.09.2022 upto 16.00 Hrs.
4. Time & date of opening of EOI: 09.09.2022 at 16.30 Hrs.
5. Concept enlightenment by Applicant: 12.09.2022 to 14.09.2022.

4.3 Submission Procedure:

Interested applicants should send their Expression of Interest in the prescribed format with all required information(s) requested at Annexure-I & II, on or before 09.09.2022 upto 1600 Hrs in a closed cover duly marked **"Expression of Interest" for 'Development of Mechanized Fertilizer**

and Other Clean Cargo Handling Facilities at Berth no-14 on DBFOT basis under PPP mode" for a concession period of thirty (30) years'. and addressed to:

Chief Mechanical Engineer
Mechanical Engineering Deptt.
CME Liaison office, 1st floor
A.O. Building, P.O. Box No. 50
Gandhidham, Kutch, Gujarat
Tel. No. (02836) 220636
Fax. No. +91 2836 – 220636
Email: cme@deendayalport.gov.in, cmedpt@gmail.com, mechprojects.dpt@gmail.com

In addition to the hardcopy being submitted, the applicant shall also submit a CD containing the soft copy of the documents being submitted. Such CD shall be kept inside the aforesaid duly marked closed cover.

5.4 Concept enlightenment by Applicant:

The interested applicants post submission of EOI is welcomed to enlighten DPA on the proposal submitted by them by way of meeting with Port Officials and presenting the concept submitted. The concept enlightenment meeting shall be conducted from 12.09.2022 to 14.09.2022 in form of Physical/Virtual meeting.

Annexure – I

Information and Documents to be submitted by the Applicant

1. Applicant Details:

Sr. No.	Description	Details
1.	Name of the Principal firm submitting the proposal	*(Attach photocopy of Certificate of Registration along with a one page write up or brochure of the company.)*
2.	Legal Status of the firm	Individual Company / Partnership Company / Joint Venture Company / Trust / Others
3.	Registered Address, telephone No., fax no. e-mail ID, website	
4.	Contact Person, Designation and address including contact no. and e-mail ID.	
5.	Organizational Profile (attach relevant document in their support):	
(a)	Existing Business activities	
(b)	Organization Structure	
(c)	Names of Directors of the Board and Chairman / Chief Executive Officer, their nationality, if applicable	
6.	Financial Capability (For Past Three Completed Financial Years) (To be supported by and submitted with Audited Financial Statements)	
(a)	Net Worth	
(b)	Net Cash Accruals	
7.	Do you intend to tie-up with a consortium partner for the project (if Yes, Please specify the details of the partner)	
8.	Reason for venturing into this project	
9.	Technical Experience of firm	Please provide the completed project details including Name of Work, Project Experience (Development and Operation or Only Construction), Location, Capital Cost, etc. (To be supported by and submitted with relevant documentary evidences)

2. Project Inputs:

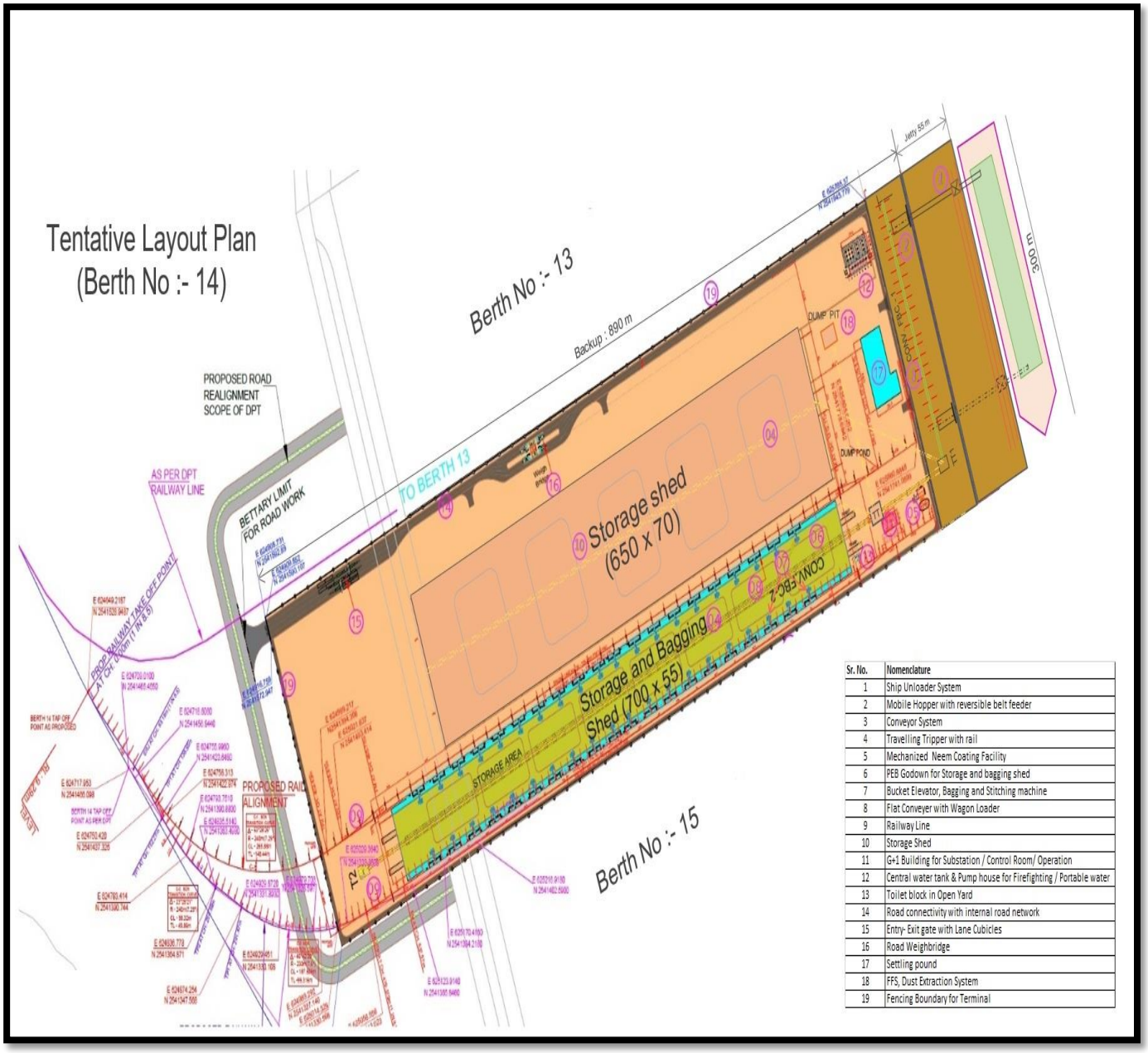
Sr. No.	Description	Details
Technical Inputs		
1.	Mode of operation	Captive/Non-Captive
2.	Envisaged cargo(s) to be handled at the facility other than liquid and dirty cargo	
3.	Envisaged Handling Capacity per year	
4.	No. of Berths to be taken up	
5.	Phases of development, if any.	
6.	Expected traffic of the envisaged cargo to be handled during the Concession Period.	
7.	Equipments required for handling the required cargo	
(a)	At Wharf (required for each cargo)	
(b)	At Backup area (bifurcation to be provided for each cargo)	
8.	Backup area required (elaboration with any required additional infrastructures, if any)	
(a)	Whether Storage area required for cargo storage (Yes/ No)	
(b)	If 8 (a) is 'No', then how much dimension shall be used and it's tentative layout plan.	
(c)	If 8 (a) is 'No', then how shall traffic be handled in future in case of reaching to optimum capacity without own storage.	
(d)	If 8 (a) is 'No', then how shall project viability be ensured in the absence of non-land utilization envisaged to build Storage i.e. absence of storage charges. (Please also specify alternate Land utilization options)	
(e)	Area required for ancillary backup facilities such as road, buildings, etc.	
9.	Expected Dwell Time of Each Commodities and Respective Storage Area Requirement.	
10.	Required of Statutory Clearances.	
11.	Required years of Concession	(Concession Period is envisaged to be 30 years, however the applicant may specify if any relaxation is required)
12.	Construction period required for mechanized facility to operationalize the Berth no 14^{th}	
13.	Tentative Feasibility Report of said proposal along with statement of total investment required & expected Revenue	

	statement	
Financial Inputs		
14.	Expected Capital, operation & maintenance cost(s) along with Revenue/ Return calculation from the Project	
15.	Quantity and Cost of facility planned	
Miscellaneous		
16.	Any other relevant details required for project	
17.	Any other input/view which help better formulate the Project	

Note: The applicants are requested to provide the aforesaid information(s) for individual berths.

Annexure – II

Tentative Drawing of the Subject Facility



Sr. No.	Nomenclature
1	Ship Unloader System
2	Mobile Hopper with reversible belt feeder
3	Conveyor System
4	Travelling Tripper with rail
5	Mechanized Neem Coating Facility
6	PEB Godown for Storage and bagging shed
7	Bucket Elevator, Bagging and Stitching machine
8	Flat Conveyer with Wagon Loader
9	Railway Line
10	Storage Shed
11	G+1 Building for Substation / Control Room/ Operation
12	Central water tank & Pump house for Firefighting / Portable water
13	Toilet block in Open Yard
14	Road connectivity with internal road network
15	Entry- Exit gate with Lane Cubicles
16	Road Weighbridge
17	Settling pound
18	FFS, Dust Extraction System
19	Fencing Boundary for Terminal