

KOLKATA PORT TRUST
HALDIA DOCK COMPLEX

Name of the Project: “Setting up of a liquid cargo handling jetty along with associated facilities at Shalukkhali, Haldia Dock-II, Haldia Dock Complex, Kolkata Port Trust” (Ad/038/Shalukhali/LJ/2016 of Sept 2016).

REPLIES TO QUERIES

Sl.No.	Queries of prospective applicants.	KoPT's reply to queries.
1	<p>It is mentioned that there are already three riverine oil terminals and two berths inside the impounded dock of Haldia Dock Complex. Are these captive jetties/berths? If so who are the Operators?</p> <p>What are the drafts available at these berths?</p> <p>How does HDC propose to allocate Tankers arriving at Haldia among these jetties/berths as well as the proposed berth?</p>	<p>The three riverine oil jetties and berths inside impounded dock of HDC used for handling different types of liquid cargo are not captive jetties/berths.</p> <p>The current draft available in the navigable channel leading to Haldia Dock Complex, which is the governing factor so far as handling vessels at these berths is concerned, is available in the website of Kolkata Port Trust www.kolkataporttrust.gov.in.</p> <p>Allocation of tankers arriving at HDC is made as per prevailing priority norms. Details of the same will be provided to the qualified applicants at subsequent RFP stage.</p>
2	What are the average pre-berthing detention and Turn Round Time of the Tankers calling on Haldia?	The average pre-berthing detention for liquid bulk cargo vessels for 2016-17 (upto Sept.2016) was 2.51 days. The Turnaround Time for liquid bulk cargo vessels for 2016-17 (upto Sept.2016) was 4.78 days.
3	What is the total quantity of liquid cargoes handled at Haldia during the last two years?	Total quantity of liquid cargo handled at Haldia Dock Complex is as follows:- 2014-15- 9.42 Million Tonnes. 2015-16- 11.52 Million Tonnes
4	What are the charges leviable at the existing terminals for different cargoes as per the SoR and other charges. PI confirm that the Reference Tariffs to be notified by TAMP for this Project do not exceed the existing rates at Haldia.	<p>The charges leviable for different cargo at HDC is as per the prevailing Scale of Rates(SOR) notified by TAMP and is available at Kolkata Port Trust website www.kolkataporttrust.gov.in.</p> <p>The Reference Tariff for this project has also been notified by TAMP vide Gazette No. 263 dated 21.06.2016 and the same is available at TAMP's website www.tariffauthority.gov.in.</p>
5	The RFQ Document does not specify the different types of liquid cargoes that can be handled.	Different kinds of liquid cargo including LPG and LNG [excluding crude oil] may be handled at the

	Please specify whether all kinds of liquid cargo including LPG and LNG can be handled or not.	proposed jetty.
6	<p>It is understood that Haldia Dock II is proposed to be built at a distance of about 15 kms from the existing Docks. What is the eco system available at this place for port related activities?</p> <p>Please describe existing and proposed road and rail linkages to the Terminal site. Are there any Tank Farms already developed in the nearby area?</p>	<p>The Kolkata Port Trust , Haldia Dock Complex acquired land at Mouzas Shalukkhali and Rupnarayanchak, District Purba Medinipore with long waterfront (Haldia Dock – II) on the west bank of river Hooghly, which is about 12 km upstream of Haldia Dock Complex for development of port facilities. The location is close to the industrial hub at Haldia, including the new mega power plant of CESC.</p> <p>Some of the major industrial units located within a radius of 5 kms from the project site are given below :-</p> <ul style="list-style-type: none"> • MCC PTA India Corp.Pvt. Limited. • POL Terminal of BPCL, HPCL and IOCL . • Tata Chemicals Ltd. • Exide Industries • Shaw Wallace • Petrochemical Complex of Haldia Petrochemicals Ltd. • Power Plant of Haldia Energy Limited (a subsidiary of CESC) etc. <p>The area is connected by road. The area may also be connected by rail in future. Also, refer to clause 1.2.6 of the RFQ document.</p>
7	PI furnish copies of various statutory clearances obtained by the port from the Ministry of Environment & Forests like Environmental Clearance, CRZ Clearance, and Consent for Establishment issued by West Bengal Pollution Control Board etc. If clearances are in process, what is the present status of these clearances?	Action has been initiated by KoPT for obtaining Environmental Clearance for the project from MOEF&CC. Matter is under process. Further available details will be provided during subsequent RFP stage. Also, refer to 1.2.7 of the RFQ document.
8	It is understood that the Ministry of Environment and Forests had imposed a moratorium on setting up	The moratorium imposed in respect of Haldia industrial areas has since been lifted.

	new industrial plants at Haldia in West Bengal's East Midnapore district. The ban, imposed in 2009, has not been lifted despite repeated appeals from the State Government. What is the current position?	
9	<p>Does the scope of the project include carrying out dredging in front of the berth.</p> <p>What are the past and the present bed levels? Please give the details over the last seven years. Any hydrographic surveys, bathymetry, wind and wave modeling, soil investigations, geotechnical studies, topographic measurement of the area and other geo-technical investigations have been conducted? If so the information may kindly be shared. Is any location identified by the port where the residual dredged material could be disposed off?</p>	<p>The project does not envisage dredging in front of the proposed jetty.</p> <p>Available data will be shared during subsequent RFP stage. Also, refer to clause 1.2.6 of the RFQ document.</p>
10	What are water depths and width of the berthing area and the entrance channel/bar that will be made available?	<p>Vessels that will berth at the proposed jetty at Shalukhali will use the same navigable channel which is leading to Diamond Harbour (Rangafala Channel) as the entrance channel.</p> <p>Current draft available in the navigable channel leading to Shalukhali is available in the website of Kolkata Port Trust. (Please refer to Diamond Harbour draft).</p> <p>Any further available details will be provided during subsequent RFP stage. Also, refer to clause 1.2.6 of the RFQ document.</p>
11	What are the specifications of the berth and the distance and the extent of back up land envisaged in the scope of the project.	<p>A liquid bulk jetty with isolated structures with berthing and mooring of tankers and service platform where the handling facilities and utilities are provided is envisaged.</p> <p>The major structures/topside facilities include service platform , berthing & mooring dolphins , inter</p>

		<p>connecting walk ways, approach trestle about 1.6 km long with roadway and pipeline rack, jetty accessories, marine unloading arm, fire fighting facilities, allied facilities etc.</p> <p>Please also refer to Clause 1.1.5 of the RFQ document.</p> <p>Further details as available will be provided in the subsequent RFP stage.</p>
12	Scope of the project includes developing utilities and services such as power supply etc. It is presumed that as far as power and water supply is concerned; HDC will allow power and water tapped from its sources.	<p>Water source: Haldia Development Authority water supply system.</p> <p>Power Source: West Bengal State Distribution Company Ltd. supply.</p>
13	Whether any traffic and feasibility studies have been conducted for this Project. If so, copies of the studies may please be shared.	Details of study carried out for the project will be shared at the subsequent RFP stage. May refer to clause 1.2.7 of the RFQ document.
14	<p>What is the proposed draft for this Project?</p> <p>What are the dimensions and capacities of the designed vessels for this berth?</p>	<p>Same as item 10.</p> <p>Details will be provided at the subsequent RFP stage.</p>
15	Will the tranquility conditions available at the berth be within the permissible limits?	Yes. However, you may also refer to clause 1.2.6 of the RFQ document.
16	A lay out plan of the proposed Facility may please be provided.	Details as available will be provided at the subsequent RFP stage.
17	What are the evacuation arrangements for the cargo at the proposed Facility?	Arrangements for evacuation / aggregation of liquid cargo are to be made by the concerned users of the facilities.
18	Pl elaborate the exact scope of work of the Authority and the Concessionaire with reference to this Project?	The project entails the Concessionaire to create necessary facilities for loading/unloading liquid cargo to/from vessels at the proposed jetty along with other associated facilities required for transfer of cargo. Clause 1.1 of the RFQ document may be referred to. Further details as available may be provided at the subsequent bidding stage. Also, refer to clause 1.2.7 of the RFQ document.

19	Please provide the details of road and rail connectivity available for the Project? Who will develop and maintain road and rail connectivity?	Given under item 6 above. Further, a 2 km approach road to water front is to be constructed by the concessionaire.
20	What is the progress of acquisition of land from the State Government for the Rail connectivity?	The project does not envisage railway evacuation/aggregation.
21	It is presumed that the land at back up of the jetty will be developed to a height above the highest of the high tide level of river Hooghly by the port. PI confirm.	Details in this regard will be provided to the qualified applicants at the subsequent bidding stage.
22	What is the Estimated Capacity of the Project?	2.43 Million Tonnes per annum.
23	The Estimated Project Cost has been indicated as Rs 172.52 crores. PI provide a break up of this Estimate. The unit cost taken into account while arriving at the various components of the project cost may also be indicated.	Break up of estimated project cost is attached herewith. Any further available details will be provided during bidding stage.
24	It is mentioned that in case the concessionaire requires land for setting up of liquid cargo storage facilities, Authority will consider to allot the same at the prevailing SoR Rate and the details of land availability and the SoR Rates will be intimated to the successful applicants at the bid stage. It is suggested that the liquid storage farm built by the concessionaire should be beyond the scope of the Concession and the Operator should have the flexibility in fixing and revising the tariffs. We would like to cite an example of JNPT Additional Liquid Cargo Terminal where the construction and Operation of the Tank Farms have been kept out of the scope of Project. PI confirm.	Any liquid storage facilities creation and operation thereof is outside the Scope of this project. Only land for setting up of liquid cargo storage facilities may be considered to be allotted to the Concessionaire if required in terms of clause 1.1.5 of the RFQ document.
25	It says 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. Please indicate the names of the legal, financial and technical advisers of the Authority in relation to this Project.	Indian Ports Association.

Estimated Capital Cost

SL. No.	Item of Work	Estimated Capital Cost (Rs in Lakh)
1	Cost of Equipment	2587.20
2	Civil Cost	9265.00
	Total (1+2)	11852.20
3	Miscellaneous Cost @ 5% on (1+2)	592.61
A	Total capital for Cargo Handling Activity (1+2+3)	12444.81
1	Jetty Structures with fenders, quick release hooks, walkways, ladder and other accessories	4578.00
2	Miscellaneous Cost @ 5%	228.90
B	Total Capital for Cost Berthing Activity (1+2)	4806.90
	Total Project Cost (A+B)	17251.71