



KOLKATA PORT ACCRETION LIMITED
(A wholly owned subsidiary of Syama Prasad Mookerjee Port, Kolkata)

“EXPRESSION OF INTEREST” (EOI)
FOR
DEVELOPMENT, OPERATIONS AND MAINTENANCE OF BARGE TERMINAL
AT BALAGARH, WEST BENGAL.

(This document is meant for exclusive purposes of submitting a response to the EOI document and shall not be transferred, reproduced or otherwise used for purposes other than that for which it is specifically issued)

Issued by:
The Director
Kolkata Port Accretion Limited
(A wholly owned subsidiary of Syama Prasad Mookerjee Port, Kolkata)
15 Strand Road
Kolkata 700 001



श्यामा प्रसाद मुखर्जी पोर्ट, कोलकाता
SYAMA PRASAD MOOKERJEE PORT, KOLKATA
Formerly Kolkata Port Trust

EOI Notice No: SMPK/KDS/CIV/T/2542/74

Date: 18.02.2021

NOTICE INVITING EXPRESSION OF INTEREST (EOI)

Proposals are invited for “**DEVELOPMENT, OPERATIONS AND MAINTENANCE OF BARGE TERMINAL AT BALAGARH, WEST BENGAL**” in conformity with the Terms & Conditions of the EOI document from intending applicants. Please refer to Website <https://eprocure.gov.in/eprocure/app> for complete details and downloading the Document. The Last date & time of submission of proposal is **31.03.2021 till 3:00PM**.

By Order,

Sd/-

The Director
Kolkata Port Accretion Limited
(A wholly owned subsidiary of Syama
Prasad Mookerjee Port, Kolkata)
15 Strand Road
Kolkata 700 001

NOTICE INVITING EXPRESSION OF INTEREST (EOI)

Introduction: The traffic at Kolkata Dock System has followed a steady growth in the past 5 years. Port expects rise in Container and General Cargo volumes in near future. In order to cater up with projected increase in traffic and to overcome the problem of restricted cargo movement within the city limits, Port intends to shift part of its operation to Balagarh, a site 45 Nautical Miles upstream of Kolkata. The Balagarh Island has a total land area of about 900 acres - ownership shared by Kolkata Port Trust, State Government and Calcutta Electricity Supply Company. The Port owns about 308.75 acres of land in this Island

Expression of Interest (EOI): Kolkata Port Accretion Limited - KPAL (a wholly owned subsidiary of Syama Prasad Mookerjee Port, Kolkata (SMP, Kolkata) is the nodal agency for undertaking development of proposed port project and managing the PPP transaction. KPAL invites interests and suggestions from private developers having relevant technical expertise, financial capability and operational experience for development, operations and maintenance Balagarh Barge Terminal under Public Private Partnership (PPP) framework in Design, Build, Finance, Operate and Transfer (DBFOT) basis.

KPAL is interested to finalize the project structure and qualification criteria after taking views of the interested applicants. Based on the responses received, Request for Qualification/Request for Proposal and Draft Concession Agreement document will be prepared and will be circulated for bidding purposes.

All other details including any date extensions, clarifications, amendments, etc., will be uploaded only on the website of Port (www.smpportkolkata.shipping.gov.in) and <https://eprocure.gov.in/eprocure/app> and may not be published in Newspapers. Hence, applicants are advised to regularly visit the website of Port to keep themselves updated.

Prospective applicants with suitable credentials will be provided with Extracts from Draft Techno-Economic Feasibility Report upon request made to ce@kolkataporttrust.gov.in. The DEFR will be provided in hard copy subsequently after **submission of Rs. 11,800/- (Indian Rupees eleven thousand eight hundred only)** including 18% GST to SMPK through DD / Banker's Cheque in favour of "KOLKATA PORT ACCRETION LIMITED, KOLKATA" drawn on any **Nationalized/Scheduled bank** having its branch at Kolkata.

How to Apply: Interested Applicants are requested to submit EOI on the CPP Portal.

Deadline for submission of Eoi: Within 1500 hours IST on 31.03.2021.

The Director
Kolkata Port Accretion Limited
15 Strand Road
Kolkata 700 001
Email: ce@kolkataporttrust.gov.in

Disclaimer

The information in this document and other documents shared by the KPAL (“Authority”) has been prepared to assist the applicants in preparing the non-binding EOI and it is clarified that:

- a) It does not constitute an invitation to offer or an offer in relation to the transaction.
- b) This document does not constitute any contract or agreement of any kind whatsoever.
- c) 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 pertaining to any 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.
- d) 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. Neither KPAL nor their employees or advisors shall be responsible / liable to any party in any way for costs associated in preparation & submission of EOI.
- e) KPAL is not bound to accept any or all of the EOIs. KPAL reserves the right to reject any or all EOIs without assigning any reasons. No applicant shall have any cause of action or claim against KPAL or its officers, employees, advisors, agents, successors or assignees for rejection of this EOI. KPAL shall be entitled to invite proposals from entities other than the Applicants who have submitted EOI.
- f) 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 from the EOI process.
- g) 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 KPAL 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 KPAL or any of their respective officers, employees, advisors or agents, whether negligent or otherwise.

Glossary

DPR	Detailed Project Report
DBFOT	Design Build Finance Operate Transfer
GDP	Gross Domestic Product
GoI	Government of India
HDC	Haldia Dock Complex
INR	Indian Rupee
KDS	Kolkata Dock System
NH	National Highway
NW	National Waterway
O&M	Operations and Maintenance
PPP	Public Private Partnership
SPV	Special Purpose Vehicle
TEFR	Techno-Economic Feasibility Report
USD	US Dollar
SMP	Syama Prasad Mookerjee Port, Kolkata
KPAL	Kolkata Port Accretion Limited (A wholly owned subsidiary of SMP, Kolkata)

Table of Contents

1. Project Introduction.....	7
Background	7
Proposed sitedetails	8
2. Project structure anddetails.....	10
3. Eligibility criteria for submission of Expression ofInterest.....	10
4. Information and Instructions to Applicants.....	11
Instructions	11
Submission of EOI.....	12
Steps subsequent to submission of EOI	12
5. Proposed Bidding Process	12
Technical criteria	13
Financial criteria.....	13
O&M Experience	14
Bidding Parameter.....	14
6. Select proposed provisions ofConcession.....	15
PerformanceSecurity.....	15
Detailed ProjectReport	15
Lock-in obligations.....	15
7. Annexure	16
Annexure I: Letter of Transmittal	16
Annexure II: Form A.....	17
Annexure III: Form B.....	18
Annexure IV: Form C.....	19
Annexure V: Important Dates	20

1. Project Introduction

Background

Kolkata Port, the first major port of India has two dock systems - Kolkata Dock System (KDS) at Kolkata and Haldia Dock Complex (HDC) at Haldia situated at 150 km and 47 km up-stream from the Sagar Island, respectively.

The traffic at the Kolkata port, especially Kolkata Dock System has seen a steady growth in the past 5 years. The Port Authority expects rise in container and general cargo volumes in upcoming years. The Port's present cargo volume itself had been straining due to city's road network. This has made the local traffic authorities impose time restrictions on the movement of cargo vehicles on the city's roads. Cargo evacuation is likely to become a key challenge for handling the increasing traffic at the port. The authority apprehends that continued impeded import delivery may strangle port operation. Additionally, there will be a challenge to handle the excess cargo volume or chances of losing it altogether.

To cater with the anticipated increase in traffic and to resolve the problem of restricted cargo movement, the Port Authority intends to shift part of its operation to another site away from KDS - which is Balagarh. This will steer away such cargo, whose hinterland is located far away from Kolkata port limits and which not necessarily need to pass through the city's busy and congested road traffic.

Balagarh Island is located on the Inland Waterway-1, about 85 kilometers from Kolkata port main Docks (45 Nautical Miles upstream of Kolkata) towards the upstream side. The approach channel to Balagarh Island is having a natural draft of 3.0 meters (min). The Port owns about 308.75 acres of land at this Island. If necessity of further land arises, Port can acquire adjacent land of about 300acre each belonging to Calcutta Electric Supply Corporation and the State Government respectively.

Figure 1: Balagarh location



Proposed site details

The site proposed by Kolkata Port Accretion Limited (KPAL) for the Extended Gate Facilities is the Balagarh Island which is situated in the Balagarh village of Hooghly District in West Bengal. It is a river island flanked by the main Hooghly River and its branch. The location is north of Kolkata Port and the distance along the NW-1 is about 85 km from Kolkata Port and 164 km from Diamond Harbour.

Balagarh is a remote village mainly with farm lands and agricultural activities. The existing roads are narrow, single lane and not suitable for the plying of heavy commercial vehicles. No major industries are present in the locality. The Balagarh Island has a total land area of about 900 acres - ownership shared by Kolkata Port Trust, State Government and Calcutta Electricity Supply Company. After the commissioning of Farakka Barrage in 1975, the SMPK acquired about 300 acres of land area in the island and used for dumping of dredged material from the river during Silt Trap Dredging which was carried out for port channel conservation during the years from 1975 to 1985. This has increased the height of the island by more than 3m. The natural slope of the island is towards the creek at the southern part of the island and the average elevation varies from about 4m to 6 m above local CD with local high spots upto about 10 m above Chart Datum.

The connectivity of Balagarh Island and services & utilities are to be established from northern side from the suitable locations to meet the requirements of the identified projects

Figure 2: Proposed site location



State Highway Road No. 6 (SH6) passes through Balagarh. The distance from SH6 to the Island is about 3 km and to the proposed development location is about 5 km. The access from the SH6 is through Dhawa Para road for about 1.50 km beyond which there is no developed road to reach the proposed project location. It has been noted that a connecting bridge from the main land was constructed to the Island by the Calcutta Electricity Supply Company (CESC) in connection with their project for establishing a power plant in the Island. However, this bridge is in partially completed and abandoned condition and connecting roads are yet

to be established on either side of it.

The railway line connecting Bandel to Katwa passes through Balagarh. The nearest railway station is Balagarh railway station and it is approximately 6 km away from the proposed project site. This railway line falls under Eastern Railways zone under the jurisdiction of Howrah railway division. The nearest railway marshalling yard is Bandel and it is located at a distance of 30 km from Balagarh station. The proposed project site is located on the branch of Hoogly River.

National Waterway No.1 (Ganga Bhagirathi-Hooghly) passes adjacent to the site.

2. Project structure and details

Terminal Capacity: Two dedicated berths, one for container and one for coal have been planned commensurate with 85000 TEU (1.1 MTPA) container traffic and 1.6 MTPA coal traffic. The total capacity of the terminal works for two berths works out to be about 2.7 MTPA.

Design Barge sizes: The design vessel size to be calling at the proposed terminal is restricted due to constraint of availability of draft in the navigation channel of NW-1. Based on the data available and survey conducted, 3.0 m draft is available in the navigational channel from Kolkata Dock System to Balagarh. Range of vessel sizes expected to ply between Kolkata Dock System and Balagarh.

Range of vessel sizes DWT (T)	Length (m)	Beam (m)	Draft (m)
650 -1000	60-80	8.20	2.20
1000-1500	80- 85	9.50	2.20
1500 – 3000	85 – 95	15.0	2.5-3

Cargo Stack Yard:The storage area requirement for container and coal cargo is presented below

Sl. No	Cargo	For Proposed Development
1.	Container/General	1.2 Ha
2.	Coal	2.0 Ha

Cargo Handling Equipment:As there are several commodities that need to be handled, Mobile harbour cranes are considered to be most suited equipment since they are versatile in nature and can load / unload variety of cargoes to/from barges, using suitable attachments commensurate with the type of cargo. Apart from this, other equipment shall include Reach Stacker, Front end loaders, dumpers, Dozers, Tractor Trailers, etc.

3. Eligibility criteria for submission of Expression of Interest

Applicants interested in the project are required to submit their Expression of Interest, indicating the following Eligibility Criteria:

- Financial Capacity: Net worth of the Applicant should be more than INR 81.75 Crores (Indian Rupee Six Hundred Fifty Four Crores).
- Technical Capacity: The Applicant should have an experience of development/construction, operations and maintenance of projects in the portsector

The following documents may be used to establish the eligibility

- Details of the company / each member of the consortium
- Audited annual accounts (P&L and Balance Sheet) of the company /all the consortium members for the last five (05)years.
- Net Worth certificate signed by the auditor
- Details of the technical expertise and operational experience in port sector giving details for each project (Format for providing the credentials is provided in annexure to this note)

4. Information and Instructions to Applicants

Instructions

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.

The application should be typewritten. The applicant should sign each page of the application. 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.

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.

The EOI document in prescribed form duly completed and signed should be submitted on the Port website. Documents submitted in connection with EOI will be property of KPAL.

Particulars: The particulars of the project given in the memorandum are indicative only – subject to change and may be considered only as advance information to assist the applicant.

Information to be given in required formats: Applicant should furnish the following:

- a) **ORGANISATION INFORMATION:** Applicant is required to submit the information in respect of his organization as given in **Form-B (Annexure III)**.
- b) **LIST OF PROJECTS:** Applicant is required to submit the list of similar projects successfully completed/ongoing during the last ten years as given in **Form-C (Annexure IV)** along with supporting documents.
- c) **Letter of Transmittal:** The applicant should submit the letter of transmittal attached with the “EOI” document as **Annexure-I** in the company letterhead.

Suggestions: The applicants are requested to submit their suggestions and views, which are considered important by them in a separate sheet as in Form-A. Such suggestions may be on the following aspects:

- Support required from the Authority with regards to Section 2 of this document is specifically required to be conveyed for each of the following: 1) where the private partner takes onus of meeting all requirements by himself at his cost; 2) where the private partner intends to meet few requirements by himself and few where he expects Govt. of West Bengal / Authority to provide the requirements but he is willing to bear the costs for all the requirements, 3) Requirements that he is willing to meet by himself and bear cost (percentage part or full) and requirements he expects State to meet and percentage part/full costs that he is willing to bear
- Eligibility criteria (proposed as part of RFQ cum RFP) with regards to Section 5 of this document
- Bidding parameter with regards to Section 5 of this document
- Other aspects related to the project

Other Inputs: The applicants may also submit their other inputs regarding structuring of the bid with regards to the project along with their EOI as part of Form-A.

Port will conduct a meeting with all the applicants post the submission of EOI, where, such suggestions/ inputs shall be taken up for discussion.

Important dates with critical list of activities have been specified in the Annexure V.

Submission of EOI

EOI should be submitted by the interested applicants at CPP e-procurement website not later than the time specified on the prescribed date (as the server time displayed on the e-procurement website). The Authority, may, at its discretion, extend this deadline for submission of EOI by amending the EOI document, in which case all rights and obligations of the Authority and applicants previously subject to the deadline will thereafter be subject to the deadline as extended.

Applicants interested in the Project are required to submit their Expression of Interest **on or before 1500 hours IST on 31.03.2021** and the same will be opened at **1500 hours IST 01.04.2021**

The Applicants are advised in their own interest to ensure that completed Expression of Interest is submitted well before the dates stipulated in the document.

EOI received after the date and time stipulated in this document shall not be considered and shall be summarily rejected.

If any unscheduled holiday occurs on the date of submission / opening of the EOI response, then the next working day shall be the prescribed date of submission / opening of the EOI response. Venue and time shall remain unchanged.

The Reference Website of the Authority is <http://www.smporkolkata.shipping.gov.in>. All details including any due date extensions, clarifications, amendments, addenda, corrigenda, etc., in respect of this notification will be uploaded to the website of Port and may not be published in Newspapers. Applicants are advised to regularly visit these websites to keep themselves updated.

Steps subsequent to submission of EOI

KPAL may get in touch with the applicants submitting a response to the EOI to get further clarifications, if required.

A meeting will be conducted with interested applicants post the submission of EOI to discuss their views and suggestions submitted by them as part of their respective EOIs.

After assessing the responses from the applicants, KPAL will initiate the bidding process (through the issuance of RFQ cum RFP) for selecting a developer.

It is made clear that the bidding process would not be confined only to the applicants expressing interest for the project or who would be submitting the EOI. The bidding would be an independent process consisting of the Request for Proposal (RFP) and Notice Inviting Tender (NIT) for submission of bids in the Tender process to be undertaken by KPAL.

5. Proposed Bidding Process

The Authority has envisaged to adopt a two-stage bidding process (Request for Qualification and Request for Proposal) for the selection of private player for award of this project. The bidding process will be undertaken via online mode only.

A bidder could either be a single entity or a consortium. Bidders would be required to submit their Technical Bid (technical capacity, financial capacity, and O&M experience details) and Financial Bid (Bidding Parameter), before an assigned due date. Bidders are proposed to be evaluated based on the following criteria.

Technical criteria

The technical capacity (“Technical Capacity”) of an applicant will be assessed on the following parameters:

- Category 1 - Project experience of Eligible Projects in port sector
 - Category 2- Project experience of Eligible Projects in core sector
 - Category 3- Construction and / or operation experience of Eligible Projects in port
 - Category 4 - Construction experience on Eligible projects in core sector.
- Sector such that over past 10 years, sum of the following
- i. amount paid for the development of Eligible Projects in Category 1 and/ or Category 2;and/or
 - ii. amount paid for, or received payments for, construction of Eligible Projects in Category 3;and/or Category 4
 - iii. Collected and appropriated revenues from Eligible Projects in Category 1 and/ or Category2 are equal to or more than INR 654Crores.

Herein, “port sector” would be deemed to include ports, onshore and offshore terminals, berths, jetties, quays, container handling system, bulk / liquid material handling system, port based terminal facilities, container freight station / inland container depots, storage tanks / tank farms, pipelines, warehousing at port site.

The “core sector” shall include infrastructure sub-sector set forth in the Harmonized Master List of Infrastructure Sub-sector issued by Department of Economic Affairs, Ministry of Finance, Government of India, and as may be revised and updated from time to time.

For a project to qualify as an Eligible Project under Categories 1 and 2, it should have been undertaken as a PPP project on BOT, DBFOT, BOLT, BOO, BOOT or other similar basis and capital cost of the project should be at least INR 65.4 crores. Further, the entity claiming project experience should have held at least 26% equity in the company owning Eligible Project.

For a project to qualify as an Eligible Project under Category 3, the entity claiming construction experience should have undertaken overall responsibility for engineering and construction of the Eligible Project and held at least 50% equity in the company owning Eligible Project. Further, the entity should have paid for execution of its construction works or received payments for construction works of more than INR 654Crores.

For the purposes of technical evaluation, Eligible payments and/or receipts for projects claiming experience under Category 1, as defined above, will be multiplied by a factor of 1.25, while those claiming under Category 2 and 3 will be multiplied by a factor of 1.0 and 0.75respectively.

Financial criteria

The financial capacity of Applicant will be assessed on the following parameters:

- Minimum Net Worth (the “Financial Capacity”) of Rs. 81.75 crores at the close of the preceding financial year.
- Applicants would need to furnish their audited annual reports of preceding five (05) years, for establishing their net worth and to ensure that the applicant has sufficient financial strength to

undertake the project.

O&M Experience

The Applicant must include an O&M member (in case of a consortium), who would be responsible for performing the O&M obligations of the port. If the Applicant is not a Consortium, it should have equivalent O&M Experience of its own. If the Applicant does not have the requisite O&M Experience, it shall be required to enter into an O&M agreement with an entity having the required O&M Experience for the O&M obligations of the port.

In case of Consortium: The Applicant shall, include a Member who shall subscribe and continue to hold at least 10% (ten per cent) of the subscribed and paid up equity of the SPV for a period of 5 (five) years from the date of commercial operation of the Project, and has either by itself or through its Associate,

- The O&M member/ contractor should have an experience of 5 (five) consecutive calendar years, preceding the bid due date in operations and maintenance of Port;

Herein, "Port" includes any terminal, offshore terminal, captive jetty, ship and repair yard or roadstead or port facility (such as facilities provided for or in relation to Port activities or the administration of the Port and includes:(a) maritime structures and other buildings, structures and enclosures; and (b) railways; and (c) machinery, equipment, vessels, vehicles and aircraft; (d) specific location in a Port where passengers or commodities are transferred between land and water carriers or between two water carriers, including wharves, piers, sheds, warehouses, yards, and docks), which is normally used for the loading, unloading, repair and anchoring of ships, or any other place at which a ship can call

- The O&M member/ contractor should have handled aggregate annual cargo (necessarily including Containers of more than 0.1 million TEUs of more than 2 MTPA for each year at any number of port(s) around the world in any 3 (three) calendar years of such five-year period.

The entity claiming the requisite O&M experience should have either held more than 50% equity in the company owning the Eligible Project/ company to which Eligible Project has been leased out/ company operating the Eligible Project or should have been the designated operator of the Eligible Project, for the entire period for which O&M experience is being claimed.

Bidding Parameter

Detailed Technical and financial criteria to be defined in RFQ cum RFP. Financial bids of technically qualified bidders shall be opened.

Indicative bidding parameter could be the highest Royalty per Ton/TEU of Cargo/Container to be paid by the Concessionaire to the Authority.

6. Select proposed provisions of Concession

Performance Security

For the performance of its obligations, it is envisaged that the concessionaire will be required to provide an unconditional bank guarantee of amount equivalent to INR 32.7 crore to Authority as performance security.

Detailed Project Report

The concessionaire shall be required to submit a Detailed Project Report (DPR) including master plan, designs and drawings (covering developmental activities for the implementation of project, project implementation schedule, project milestones, construction activities, plans for mobilization of finances, etc.) for the port. The DPR shall be reviewed by the independent engineer, based on which, DPR shall be approved.

Lock-in obligations

The selected bidder would be required to incorporate an SPV for the development, operations and maintenance of port, and the concession of the port will be granted to that SPV.

The concessionaire will be required to commit that each of the members, whose experience has been evaluated in the RFQ cum RFP, shall subscribe to 26% or more of the paid up and subscribed equity of the SPV and shall further commit that each member shall, for a period of 5 years from the COD of the Project, hold equity share capital not less than 26% of the subscribed and paid up equity share capital of the SPV.

Similarly, the O&M member/ contractor (whose O&M experience was evaluated for the purposes of technical evaluation and pre-qualification in response to the RFQ cum RFP) shall commit to operate and maintain the port for a period of not less than 5 years from the COD.

7. Annexure

Annexure I: Letter of Transmittal

LETTER OF TRANSMITTAL

(To be typed in Applicant's Letterhead)

From:

To:

**The Director
Kolkata Port Accretion Limited
15 Strand Road
Kolkata 700 001**

Subject: Submission of Expression of Interest (EOI) for Development, Operations and Maintenance of Barge Terminal at Balagarh

Sir,

Having examined the details given in EOI Notice and Project Information Memoranda 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 in the information supplied in the enclosed form and the 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 KPAL 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 / constructed Ports along with prescribed format.
5. We understand that KPAL will be at liberty to finalize project parameters and issue global RFQ/RFP for the project.

Signature(s) of Applicant(s)

Enclosures

Seal of applicant

Date of
submission

Annexure II: Form A

FORM A

Salient features / suggestions of the applicants at a glance

S No	Description	Details
1	Name of the firms/Applicants	
2	Experience in Port facilities developed and/or operated and /or maintained	

Annexure III: Form B

FORM B

Name of Firms/ Applicants

(Additional form for each member of the Consortium shall be furnished)

- 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 Place of Registration and Principal places of business

- 5 Name & Title of Directors and key officers to be concerned with the project, with designation of individuals authorized to act for the organization

- 6 Copies of last five years Annual Reports

- 7 Any other information considered necessary but not included above

Annexure IV: Form C

FORM C

Project Credentials

(Separate form shall be furnished for each project experience claimed)

- 1 Project Name:

- 2 Location:

- 3 Name of the Client:

- 4 Brief description of the project

- 5 Current Status of the Project (completed/ongoing/operational)

- 6 Name of the associated Firm(s), if any:

- 7 Date of –
 - a) Award of Projects
 - b) Project Completion Date:
 - c) Commercial Operations Date

- 8 Project Cost (in INR Crore):

- 9 Design/ Rated Capacity:

Signature(s) of Applicant(s)

Please use separate sheet for each project

Annexure V: Important Dates

S No.	Activity	Timeline
1	Start of downloading of Information Memorandum for EOI	18.02.2021
2.	Last date of receiving Bidders Query	01.03.2021
3.	Bidder Conference – Through Video Conferencing (Link to be provided via Corrigendum)	08.03.2021
4.	Reply to Bidders Query	15.03.2021
5.	Last date for submission of EOI	31.03.2021; Within 1500 hrs.
6.	Date of opening of EOI	01.04.2021; time: 1500 hrs.
7.	Meeting with interested applicants	Tentatively 15 days from (4)
8.	Finalization of project structure and contours	Tentatively 45 days from (4)
7	Launch of the Bidding Process	Tentatively 60 days from (4)

...X....