

VISAKHAPATNAM PORT TRUST
CIVIL ENGINEERING DEPARTMENT

No.IENG / PPP/ EQ-2 to EQ-5/2015/430
Dt. 25 –06-2015.

Name of the Project: Development of Multipurpose Terminal by replacement of existing EQ-2 to EQ-5 berths to cater to 14.0m draft vessels in Inner Harbour of Visakhapatnam Port Trust on DBFOT basis under PPP mode.

CORRIGENDUM No.2

Sl. No.	As per RFQ issued on	As corrected now
1.	<p>Project back round:/Clause 1.2 The berths /Para 2 of page1: To cater to the future growing future traffic needs, the Authority has decided to undertake "Development of Multipurpose Terminal by <u>revamping of</u> EQ-2 to EQ-5 berths to cater to 14.0m draft vessels in Inner Harbour of Visakhapatnam Port Trust" through Public-Private Partnership (the "PPP") on Design, Build, Finance, Operate and Transfer (the "DBFOT") basis, and process for selection of the bidder to whom awarded. A brief description of the project at the Authority's website www.vizagport.com</p>	<p>Project back round:/Clause 1.2 The berths /Para 2 of page1: To cater to the future growing future traffic needs, the Authority has decided to undertake "Development of Multipurpose Terminal by <u>replacement of existing</u> EQ-2 to EQ-5_berths to cater to 14.0m draft vessels in Inner Harbour of Visakhapatnam Port Trust" through Public-Private Partnership (the "PPP") on Design, Build, Finance, Operate and Transfer (the "DBFOT") basis, and Process for selection of the bidder to whom awarded. A brief description of the project at the Authority's website www.vizagport.com</p>
2.	<p>Clause 1.1.3/2(a) of Page2: To facilitate navigation of Panamax vessels by increasing the width of the basin. It is estimated that port would be called upon to handle about 40 to 45 million tonnes of bulk cargo at Inner Harbour berths. In the absence of this facility, it is likely that port may lose traffic of about 5 to 5.5 million tonnes of traffic thus losing its competitive edge.</p>	<p>Clause 1.1.3/2(a) of Page 2: To facilitate navigation of Panamax vessels by increasing the width of the basin <u>between East Quay and West Quay berths of Inner Harbour</u> .</p>

<p>3.</p>	<p>Clause 1.1.3/2(b) of Page3:</p> <p>If these berths are not dismantled, the port will not be able to fulfil its Contractual obligations under PPP projects is to facilitate handling of Panamax vessels and there will be a breach of contract.</p>	<p>Clause 1.1.3/2(b) of Page3:</p> <p style="text-align: center;">Deleted</p>
<p>4.</p>	<p>Clause 1.1.3/3 of Page3:</p> <p>The Traffic study reveals, about 26 percent of the cargo profile of the Port is liquid cargo and the balance is dry cargo. The Northern arm of Inner Harbour mainly handles dry cargo. Hence <u>the study was confined to dry cargo traffic projections.</u></p>	<p>Clause 1.1.3/3 of Page3:</p> <p>The Traffic study reveals, about 26 percent of the cargo profile of the Port is liquid cargo and the balance is dry cargo. The Northern arm of Inner Harbour mainly handles dry cargo, Hence the <u>cargo traffic projections were studied accordingly.</u></p>
<p>5.</p>	<p>Clause 1.1.3/5of Page 4:</p> <p>A berth length of 280 m is required for the safe mooring and operation of the design vessel with 230 m length. The remaining length of EQ-2 together with EQ-3 and EQ-4 berths and a portion of EQ-5 berth (about 89m) are proposed to be merged for developing a multipurpose terminal to cater to two vessels of each of 230m.</p>	<p>Clause 1.1.3/5of Page 4:</p> <p>A berth length of 280 m is required for the safe mooring and operation of the design vessel with 230 m length. Total berth length of 560m for subject project shall be reckoned from the existing South end of EQ-2 together with EQ-3 and EQ-4 berths and a portion of EQ-5 berth (about 89m) for developing a multipurpose terminal to cater to two vessels of each of 230m. The development of berths shall be taken up in a phase wise manner each for 280m; length in such a way to ensure availability at least one berth for the Concessioneing authority for handling.</p>

6.	<p>Clause 1.1.3/ 9 of Page 4:</p> <p>The total capital cost of the project is estimated at Rs. 537.48 Crores. <u>The above estimated</u> includes cost of civil construction works viz berth cost, dredging, mooring etc. and equipment cost for ship shore handling and shore clearance. The entire project is expected to be completed in <u>60</u> months time from the date of commencement of the project.</p>	<p>Clause 1.1.3/ 9 of Page 4:</p> <p>The total capital cost of the project is estimated at Rs.537.48Crores. <u>The above estimate includes</u> cost of civil construction works viz berth cost, demolition of existing berths, dredging <u>as per Concessionaire responsibility,</u> etc. and equipment cost for ship shore handling and shore clearance etc. The entire project is expected to be completed in <u>46</u> months time from the date of commencement of the project.</p>
7.	<p><u>REQUEST FOR QUALIFICATION</u></p> <p>1.3 Schedule of Bidding Process</p> <p>Clause 1.3.1/SI.No.5 of Page7:</p> <p>Application due date : 30.06.2015 @14.00 Hrs</p>	<p><u>REQUEST FOR QUALIFICATION</u></p> <p>1.3 Schedule of Bidding Process</p> <p>Clause 1.3.1/SI.No.5 of Page7:</p> <p>Application due date : 15.07.2015 @14.00 Hrs</p>

NOTE: The name of project may be read as “Development of Multipurpose Terminal by **replacement of existing** EQ-2 to EQ-5 berths to cater to 14.0m draft vessels in Inner Harbour of Visakhapatnam Port Trust” instead of “Development of Multipurpose Terminal by **revamping of** EQ-2 to EQ-5 berths to cater to 14.0m draft vessels in Inner Harbour of Visakhapatnam Port Trust “wherever exists in the RFQ document.