



COCHIN PORT TRUST

COCHIN-682009, KERALA, INDIA

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INVITATION FOR EXPRESSION OF INTEREST FOR

COMMERCIAL PROPOSAL FOR BENEFICIAL UTILISATION OF DREDGED MATERIAL FROM COCHIN PORT NAVIGATIONAL CHANNELS



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(This notice is issued only to elicit an Expression of Interest from Parties interested in the Project and does not constitute any binding commitment from Cochin Port Trust to proceed with the Project or invite any or all the Parties in the subsequent bidding process.)

SECTION-I

1. BACKGROUND

Cochin Port is one of the 12 Major Ports in India. It is an all weather port located in the State of Kerala on the west coast of India (9^o 58' N, 76^o 16' E) within the Cochin lagoon, which has natural protection from the sea by the headlands of Fort Cochin and Vypeen. The entrance to the Port is through the sea outlet between the peninsular headland of Vypeen and Fort Cochin, popularly known as the 'Cochin Gut'.

The major activities of the Cochin Port are located on the Willingdon Island and on Vallarpadam and Puthuvypeen islands on the northern side of navigational channels of the port. The Vallarpadam and Puthuvypeen areas are connected to the main National network through GIDA road and NH 966A. The rail network through Ernakulam junction connects Cochin Port to all industrial locations of India. Cochin Port is well connected by National Highways NH-966, NH-66 and NH-85 to two neighboring states like Tamil Nadu & Karnataka. A fully operational International Airport is located just 35 kms from Cochin Port. There is also a Ro-Ro connectivity to ICTT from Willingdon Island for carriage of container trucks.

2. PROJECT LOCATION :

The present Approach Channel comprises an Outer Channel and two Inner Channels; the Ernakulam Channel and Mattancherry Channel. Outer channel starting from No. 16 buoy (0.00 chainage) and towards sea upto 15.95m contour (about 13.15km long), maintained for a varying width of 286m/260m and depth of (-)15.90m from the Harbour entrance towards channel mouth. The portion of Ernakulam channel starting from No.16 buoy

(0.00 chainage) and leading and reaching upto the eastern end of basin in front of the International Container Transshipment Terminal (Entrance Channel) is maintained for a depth of (-) 15.90m.

Beyond the portion mentioned above, Ernakulam Channel upto southern end of Cochin Oil Terminal (COT) and Q9 berth is maintained for a depth of (-) 13.20m. The width of the channel varies from 200m to 500m and the portion of Ernakulam channel in front of Q5 to Q7 berths is maintained for a depth of (-)11.00 m. The portion of Ernakulam channel in front of Fertilizer Berth and in front of North Tanker Berth (NTB) and South Tanker Berth (STB), is maintained for a depth of (-)11m and (-)9.75 m respectively. Mattancherry channel taking off from the southern side of Ernakulam channel and reaching upto the southern end of Boat Train Pier (BTP), is maintained for a depth of (-)9.75m [Designed depth of 10.75 m.] Balance portion of Mattancherry channel beyond the southern end of BTP and reaching upto the southern end of Q1 berth of Mattancherry Wharf, is maintained for a depth of (-) 9.75 m.

LNG Basin is situated at the northern side of the outer channel near the Cochin Gut and is maintained for a depth of (-) 14.50m.

The channels are subjected to maximum siltation during the south-west monsoon (June to September).

3. SITE INFORMATION

3.1 General

- 3.1.1 The whole coastal area is characterized by formation of the coastal land forms, which are made up of sand bars and barriers, sandy flats, mud flats and bars. The coastal plain is occupied by quaternary and recent sediments consisting essentially of sands, sandy clays, clays and carbonious clays.
- 3.1.2 The near shore area outside the Cochin Gut is relatively shallow reaching a water depth of 5 m at a distance of about 2 km from the shore and gradually deepening to 10 m at a distance of about 6 km outside the Gut. The sea bottom is mainly soft mud up to several meters deep in the near shore waters of Cochin.
- 3.1.3 The siltation in the Cochin Harbour area mainly takes place due to the deposition of the sediments from sea, which are stirred up during the wave action and brought inside the lagoon during the flood tide, whereas the siltation in the outer channel is mainly due to the phenomena of littoral drift.
- 3.1.4 The site for the maintenance dredging work is located in the existing navigational channels of the Cochin Port and its adjacent areas. The location of the berth basin in front of the ICTT is on the northern side of the Ernakulum channel. The location of LNG basin north of the Outer Channel near the Cochin Gut at Puthuvypeen.

3.2 Bed Material

- 3.2.1 The bed material in the approach channel for a very small portion immediately outside the gut consists of very fine sand. The material in approach channel beyond this portion consists of predominantly silty clay having median diameter of about 2

to 20 microns in the flocculated state. In the inner channels the bed material is mainly fine silt and clay, mineralogically kaolinite and illite. The material to be dredged for maintenance of the channel consists of clay, silt and sand of 2 to 20 micron. Material available in the LNG basin berth frontage is predominantly sand with clay.

- 3.2.2 Soil data of the dredged materials samples taken from the different areas of navigational channel of Port are shown in the Table-1 below for general information:

Table-1

Sl. No.	Location	Sand (%)	Silt & Clay (%)
1	The portion of outer channel starting from No.16 buoy (00 chainage) and towards sea upto 2km (Sector-OCA1)	5.50	94.50
2	The portion of outer channel from 2 km to 5 km towards the sea (Sector-OCA2)	3.80	96.20
3	The portion of outer channel from 5 km to 12.0 km/(-)15.95m contour towards the sea (Sector-OCA3)	8.00	92.00
4	Inner channel from 00 chainage to the end of ICTT basin (Entrance Channel) (Sector-ICA1)	8.60	91.40
5	Basin in front of ICTT and its berth frontage (Sector-ICA2)	3.80	96.20
6	The portion of the Ernakulum Channel starting from the southern boundary of the Entrance channel and basin developed for ICTT and leading & reaching upto the southern end of COT and Q8-Q9 berths. (Sector - ECB1)	5.76	94.24
7	The portion of the Ernakulum Channel in front of Fertilizer Berth (Sector- ECB3)	3.50	96.50
8	The portion of Mattancherry channel taking off from southern side of the Entrance channel developed for ICTT and reaching upto the southern end of BTP. (Sector- MCB1)	3.50	96.50
9	The portion of Mattancherry channel beyond the Southern end of BTP and reaching upto southern end of SCB. (Sector- MCB2)	5.40	94.60
10	Basin in front of LNG Terminal (Sector-OCB1)	4.30	95.70

3.3 Bathymetry and Seabed Features

- 3.3.1 The seabed slopes gently in the offshore region and is about 1 in 500 to 600. The coast experiences the littoral drift as anywhere else but there is a phenomenon of formation of the mud banks. The mud banks are not stationary and have a tendency to move in the coastal region.
- 3.3.2 Bar formation at the entry of the port is a natural phenomenon and it takes place during the southwest monsoon season. Hence annual maintenance dredging is to be resorted to in order to keep the necessary depths and widths in the navigational channel. Littoral drift takes place during both the SW & NE monsoons as a result of which the channel experiences siltation. This effect gets compounded when material from the mud banks find its way to the entrance channel during the flood tides.

4. THE PROJECT

Cochin Port is carrying out continuous dredging throughout the year for maintaining the required navigational depth in the channels and basins of Cochin Port, by deploying suitable capacity dredgers TSHDs engaged on contract basis. The present annual maintenance dredging requirement is about 20 Million Cu.m. The dredged materials are now being disposed at the designated dumping grounds in the sea.

Cochin Port Trust intends to explore the possibility of utilizing the dredged materials which is now being dumped into the sea. Prima facie, it is to be ascertained the nature of material and its commercially viable/practically possible utility of the dredged material and efficient methods for retrieving the materials from dredger considering the geographical location of Cochin Port.

5. OBJECTIVE OF EOI PROCESS

5.1 Cochin Port intends to develop an innovative scheme for utilizing the dredged materials for commercial use. The objective of inviting this EOI, is to elicit the feedback from potential parties for assessing beneficial use of the dredged material as well as to explore effective models for the same. It is proposed to select an interested party through a transparent bid process at Cochin Port Trust.

5.2 In order to achieve the above objectives, following models are proposed / suggested :

Option 1 : The Party shall collect the dredged materials from the dredgers deployed for annual maintenance dredging by Cochin Port and utilize the materials for commercial use

Option 2: The Party can select any portion of the channels / berth basins suitably. The channels / berth basins thus selected should be maintained by the Party for meeting the navigational requirements of Cochin Port at that location and

the dredged material obtained from the location can be utilized for commercial purposes by the Party.

Any other innovative suggestions / models shall also be proposed by the Party.

5.3 The potential parties /firms shall submit their proposals suggesting the appropriate models as mentioned above and covering the following details.

1. Different kind of potential use of the dredged material at Cochin Port considering its suitability. The party has the option to assess the nature of materials by taking samples of dredged materials.
2. Methodology of collecting the dredged material through most practically possible way without affecting maintenance dredging activities.
3. Commercial viability of use of dredged material in the present market scenario.
4. Details of potential users of the dredged material.
5. Details of mandatory clearance required from Government or other agencies, if any.
6. Possible risk/uncertainties involved in this.
7. Potential financial gain to Cochin Port on account of this.
8. Details of maintenance dredging activities are to be planned in future for implementing the suggestions.
9. The Infrastructure like land and machinery, if any, required for this.
10. The method of selection of potential organization for implementing the proposal.

6. QUALIFYING REQUIREMENTS

The interested firm shall submit details pertaining to past business experience, financial status indicating turnover of the applicant for past three years and other details given in FORM-A.

7. PROPOSAL

Interested firms are hereby invited to submit their “Expression of Interest” (EOI) for “COMMERCIAL PROPOSAL FOR BENEFICIAL UTILISATION OF DREDGED MATERIAL FROM COCHIN PORT NAVIGATIONAL CHANNELS”. The information submitted will be treated as confidential.

8. EOI TIMELINES

SL.NO	PARTICULARS	DATE
1	Publication of EOI	18-03-2020
2	Last date for seeking Clarification	25-03-2020
3	Last date for publishing corrigendum, if any	28-03-2020
4	Last date and Time for Submission of EOI	30-03-2020, 1500hrs

5	Date & Time of opening of EOI	30-03-2020, 1600hrs
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SECTION-II
INFORMATION & INSTRUCTION FOR APPLICANTS

1. GENERAL:

- 1.1 Letter of Interest and forms 'A', 'B' & 'C' seeking information/documents are given in Section-III.
- 1.2 All information called for in the Forms A, B & C shall be furnished against the relevant columns.
- 1.3 The applicant may furnish any additional information, which is deemed necessary to establish capability to successfully complete the envisaged project.
- 1.4 The EOI document in the prescribed form duly completed and signed along with corrigendum shall be submitted (hard copy) in a sealed cover. The sealed cover superscripted "COMMERCIAL PROPOSAL FOR BENEFICIAL UTILISATION OF DREDGED MATERIAL FROM COCHIN PORT NAVIGATIONAL CHANNELS" shall be delivered to "The Chief Engineer, Cochin Port Trust, Willingdon Island, Kochi – 682009" on or before 30-03-2020 at 1500 hrs. A soft copy, MS-Word compatible, shall also be submitted in the same sealed cover. Documents submitted in connection with EOI will be the property of Cochin Port Trust.
- 1.5 For further details please contact Chief Engineer, Cochin Port Trust Cochin, India-682009. Tele Fax: 0091484 2666414, Email: [coptce@gmail.com/](mailto:coptce@gmail.com)
[ce@cochinport.gov.in.](mailto:ce@cochinport.gov.in)

2. PARTICULARS:

The particulars of the project given in Section-I, are only indicative / subject to change and may be considered only as advance information to assist the applicant.

3. INFORMATION TO BE GIVEN IN THE REQUIRED FORMATS:

Applicant should furnish the following:

A) ORGANISATION INFORMATION (Form-A)

Applicant is required to submit the comprehensive information in respect of his organization in the Form – 'A' attached.

B) LIST OF PROJECTS (Form-B)

Applicant is required to submit the list of similar assignments/projects successfully completed/ongoing during the last five years in Form-'B'.

C) SUGGESTIONS (Form-C)

The Firms are requested to submit their proposals/views that can be considered for the Project formulation, in Form-'C'. Additional sheets can be used.

4. LETTER OF INTEREST

The applicant should submit the Letter of Interest (LOI) attached with the 'EOI' document.

5. DISCLAIMER

The information in this document has been prepared to assist the applicants in preparing the non-binding EOI and it is clarified that

- It does not constitute an invitation to offer or an offer in relation to the transaction.
 - This document does not constitute any contract or agreement of any kind whatsoever.
 - 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 as to the 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.
 - Neither the information in this document nor any other written or oral information in relation to the transaction is intended to form the basis of or the inducement for any investment activity or any decision to enter into any contract.
 - Neither Cochin Port Trust nor their employees or advisors shall be liable to any interested party or any Entity under law including the law of contract, tort, the principles of restitution or unjust enrichment or otherwise for any loss, expenses or damage which may arise, or be incurred, or suffered, in connection with this document, or any matter that may be deemed to form part of this document, or any other information supplied by or on behalf of Cochin Port Trust or their employees or advisors or otherwise arising in any way from the selection process ahead.
 - 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 Cochin Port Trust 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.
- 6.** After assessing the response to this EOI from the Applicants, Cochin Port Trust shall initiate appropriate steps for selecting a contractor through a transparent bid process.

SECTION-III
LETTER OF INTEREST
(To be typed in Firm's Letter head)

To

The Chief Engineer,
Cochin Port Trust,
Willingdon Island,
Kochi – 682009.
Phone: 0484 – 2666414.

Sir,

Sub: Submission of Expression of Interest (EOI) from firms for “COMMERCIAL PROPOSAL FOR BENEFICIAL UTILISATION OF DREDGED MATERIAL FROM COCHIN PORT NAVIGATIONAL CHANNELS”.

Having examined the details given in EOI Notice and EOI document 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 and information supplied in the enclosed forms 'A', 'B' & 'C' and 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 Cochin Port Trust 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 knowhow and capability for successfully implementing the project.

Signature(s) of Applicant(s)

Enclosures

Seal of applicant

Date of submission

FORM – ‘A’

Organizational Structure of Applicant

1	Name & Address of the applicant with Telephone No./ email	
2	a) Year of Establishment b) Date of commencement of operations	
3	Legal status of the applicant (attach copies of original document defining the legal status) a) Proprietorship firm b) Partnership firm c) Limited company or Corporation/ Joint venture/ Consortia d) Others (Please specify)	
4	Names of Directors & other executives involved in this project with designation and contact information.	
5	Applicant's annual turnover in the last three financial years in Indian Rupees.	2018-19: 2017-18: 2016-17:
6	Brief write up about Applicants business during last three financial years	
7	Any other information considered necessary but not included above	

We have attached:-

1. Copies of last three years (FY 2018-19, 2017-18 & 2016-'17) Annual Audit Reports or Auditor's certificate.
2. Brochures if available, of the Applicant

Signature

Designation

FORM – ‘B’

Details of similar projects undertaken by Applicant in the last five years

Name	
Role and Responsibility in the project	
Location	
Description	
Time for which the project has been successfully in operation.	
Indicative Project cost in Indian Rupees	
Any other information considered necessary but not included above	

Signature

Designation

Note: Please use separate sheet for each Project.

FORM – ‘C’

Suggestions and views of Applicant

Brief details of the proposal indicating the suggestive model and covering the details as per 5.2 & 5.3 of Section 1	
Land area requirements if any	
Indicative Investment for the proposed scheme in Indian Rupees	
Assistance required from Cochin Port Trust	
Suggestions or views (Please attach additional sheet).	

Applicant may add any other detail considered to be important

A conceptual plan shall be attached.

Signature

Designation