

	V.O. CHIDAMBARANAR PORT TRUST CIVIL ENGINEERING DEPARTMENT TUTICORIN-628 004 Website: www.vocport.gov.in	
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No: E(C)/ F.59/PD/Mechanization of NCB III/E 1517 / 2021/D.

Date: 16.07.2021

EXPRESSION OF INTEREST

MECHANISATION OF NORTH CARGO BERTH-III (NCB-III) FOR HANDLING DRY BULK CARGO AT V.O.CHIDAMBARANAR PORT TRUST INCLUDING DREDGING ON DESIGN, BUILD, FINANCE, OPERATE AND TRANSFER (DBFOT) BASIS

V.O.Chidambaranar Port Trust (VOCPT) is one of the 12 Major Ports in India and the second-largest Port in Tamil Nadu. The VOCPT was declared as a Major Port by the Government of India in July, 1974. The Port is an Autonomous Body under the administrative control of Ministry of Ports, Shipping and Waterways, Government of India. VOCPT is strategically close to the East-West international sea routes on the south eastern coast of the India at latitude 8⁰45'N and longitude 78⁰13'E.

2. The VOC Port is well connected through road, rail and air to its hinterland. The National Highway NH-45B connects the Port with Madurai, Chennai and various parts of the Country. Further, NH-7A connects the VOC Port with Tirunelveli and directly to Trivandrum (Kerala State) & Bangalore (Karnataka State). The Port is also well connected through a Broad Gauge Railway line with Southern part of the Country through Madurai, Trichy, Chennai and Bangalore. The nearest Airport is at Thoothukudi, which is situated at a distance of about 20 km from the Port.

3. The Port is an artificial harbour protected by two breakwaters and is connected to deep water by a dredged channel. The Port has a handling capacity of around 70 Million Tonnes per annum (MTPA). The Port has 16 Berths i.e., 2 Container Berths, 4 Coal Berths, 1 Deep draft General Cargo Berth, 1 Oil Berth, 7 General Cargo Berths and 1 Coastal Berth and can handle 14.2m draft Vessels at present. The Port is planning to deepen the channel and harbour basin to handle the vessels for drafts upto 15.5m. VOCPT is accredited with Quality and Environment Management Systems ISO 9001:2015, ISO 14001:2015 and OHSAS 18001:2007.

4. The Port provides necessary infrastructures such as berths, warehouses, transit sheds, open storage space, mechanical equipment marine facilities and electrical facilities needed for the trade and as per the service requirements. The Port handles major cargoes such as Coal, Copper concentrate, Timber logs, Phosphoric Acid, Rock Phosphate, Granite Stone, Salt, Wheat, Sugar, Construction materials, Pulses, VCM, LPG Naphtha, Furnace Oil, Ammonia Fertilizer, etc.,. There is a large Industrial cluster around the Port, comprising major industries / power plants like SPIC, TTPS, NTPL, TAC, DCW, SHV, SEPC, etc.

5. VOC Port having one deep draught (-14.20m) bulk cargo Berth no 9. Presently the bulk cargoes Coal, Limestone, Gypsum, Copper concentrate & rock phosphate etc., are being handled at this berth through HMC cranes and evacuated by conveyor system. Considering the growth of container traffic in the Port, it is proposed to convert the berth no 9, into a container berth wherein presently this berth is being utilized for handling of bulk cargoes. Hence, in order to handle the bulk cargoes it is proposed to Develop berth NCB III as an alternate facility in place of Berth 9 for handling dry bulk cargoes.

6. The NCB III berth already constructed by the Port Trust for a length of 306 m and width 22.90m. The berth is designed to handle 95,000 DWT vessels and the existing depth available in front of the berth is -5.00 m CD. The berth is to be Mechanized for handling of dry bulk cargoes and dredging is to be carried out in front of the berth to handle deep draught vessels, the Port proposed to execute mechanization work including dredging in front of the berth on Design, Build, Finance, Operate and Transfer (the "DBFOT") PPP mode for a period of 30 years.

7. As per proposal, the concessionaire shall have to carry out the capital dredging alongside the berth and basin to a depth of -15.10 m enable to handle 14.20 m draft vessels at the berth. The concessionaire will be required to mechanize this berth to handle bulk cargoes coal/coke, copper concentrate, limestone, rock phosphate & Gypsum. Works to be executed by the concessionaire including stackyard development, providing handling equipment like Shore unloaders, conveying systems, stacker cum reclaimer, reclaimer, rapid rail unloading system, truck unloading system, silos, civil works, capital dredging and any other works for successful completion and operation of the terminal so as to create capacity to handle bulk cargo of a minimum volume of 6.16 million tons per annum and the

management, operation and maintenance thereof. Construction period will be 18 months.

8. The Cargo Handling charges, Dredging levy & other miscellaneous charges shall be fixed as per TAMP guidelines or Guideline approved by MoPSW.

9. Concessioning Authority shall hand over following to the concessionaire for the project for a period of 30 years” after entering into Concession Agreement with the authority

i) Berth area of 306 m X 22.90 m.

ii) About 11.6 ha of land at Hare island for the stockyard.

Concessionaire shall provide following suitable handling equipment's in the terminal.

I. The concessionaire has to install two Rail Mounted Shore unloader crane of not less than 4000 TPH (2000TPH x 2 Un-loaders) with built-in chute and all joints forming edges will be ledged. The cargo unloaded will be conveyed to the Stack yards by a suitably designed Conveyor System (4000TPH). The output of unloaders/conveyors shall be 50400 TPD

II. For evacuating bulk materials speedily, rapid wagon loading systems shall be provided which will have a precision & intelligent train loading system and the most advanced train loading system today. It should weigh and load material continuously and automatically as per the applicable weight restriction.

III. The system shall broadly consist of the following elements

- A receipt and dispatch yard
- Railway lines from R&D yard to loading station for movement of railway wagons
- A steel or concrete silo for holding enough bulk material to ensure uninterrupted loading into wagons. A rapid load out system from the silos into wagons.
- A silo can be either steel or an RCC structure with a capacity to hold

4,000 T of coal. The silos are to be fed from the coal stackyard by means of a conveyor system onto the top of the silo. The cylindrical shaped silos should have a conical discharge chute with gate system, load cells to automatically discharge coal, limestone into a moving rake. The silos should also have necessary chute level sensors, heat sensors, and raw water sprinkling system for efficient, safe and clean operations. The capacity of silo shall match the operational requirement of no. of rakes to be loaded per day, number of grades of coal handled, handling rate of conveyor system that feeds cargo into the silo etc.

- Truck Loading System

IV. The cargo reclaimed by the reclaimer in the stack yard is conveyed through a conveyor for loading to the Truck Loading System having capacity of 400 tonnes with a weigh bridge. There will be a traversing telescopic chute / swing chute below the silo positioned above the truck loading body.

V. There should also be an advanced system by which the truck driver himself operates the truck through the light signals. When the loading is complete, the driver is signaled to leave. The entire process should be managed by the PLC so that the driver never has to leave in cabin. The system should be capable of identifying different truck lengths and heights, thus ensuring continuous loading process and enhancing the loading efficiency

VI. The number and capacity of equipment's proposed above are minimum, the concessionaire shall provide additional equipment's /facilities at the cost of the concessionaires so as to achieve the desired capacity, with the approval of the Concessioning authority. The concessionaire may make necessary design for installing the equipment's.

VII. Land Charges, and other permit charges and entry permit fee and other applicable charges will be borne by the concessionaire as per the scale of rates of the authority.

VIII. Compliance with environmental laws including obtaining and keeping in force throughout the concession period all required statutory clearances during the construction, operation and maintenance phases of the project shall be the scope of the Concessionaire. Port shall obtain necessary Environmental Clearance for the

berth. Obtaining Consent To Establish (CTE) and Consent To Operate (CTO) is the responsibility of the Concessionaire.

10. In this regard, VOC Port Trust invites Expression of Interest from the interested Bulk Terminal operators having experience in Construction and / or operation experience in Port sector/ Core sector.

(i) Port sector would be deemed to include Marine structures, On-shore and Off-shore Terminals, Berths, Jetties, Quays, Cargo-Handling Systems, Bulk/Liquid material handling system, port based terminal facilities, CFS/ ICDs, Storage Tanks/ Tank Farms, Conveyors and Pipelines within ports, Warehouses & Silos, all associated with a seaport;] and

(ii) Core sector would be deemed to include power, telecom, highway, airports, railways, metro rail, industrial parks/ estates, logistic parks, pipelines, irrigation, water supply, sewerage and real estate development.

11. The Port has well developed infrastructure and strong operational capability that would help to set up a mutually beneficial business relationship, thus, enabling VOC Port to play a prominent role in enabling Tamilnadu to achieve its ambitious Industrialization goals.

12. Interested parties may submit their applications in format of ANNEXURE – A, along with the details of company, requirement of land, period of license/ lease and other requirements, if any, latest by **16.08.2021**.

13. For further information, please contact Shri. K. Ravikumar, Chief Engineer-cum-Estate Officer, email : ce@vocport.gov.in phone: 94433 89512 with details of your requirements.

-Sd/-
CHIEF ENGINEER
&
ESTATE OFFICER
V.O. Chidambaranar Port Trust

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Primary Information		
1	Name of the Organization	
2	Authorized Signatory or Head of the Organization	
3	Corporate Office	
4	Telephone number of the contact person	
5	Mobile number of the contact person	
6	Email ID of the contact person	
7	Corporate website (URL), if Any	
8	Corporate Identity Number	
9	GST/PAN (As applicable)	
10	Extent of Land required (in Sq.m) (Inside & Outside custom bond area)	
11	Period of license/ lease	
12	Other Port's Infra required	
13	Broad details of Infrastructure facilities proposed to be set up	

Signature