Tamil Nadu Maritime Board
No. 171, South Kesavaperumal Puram
Off Greenways Road,
Raja Annamalaipuram
Chennai - 600 028

RFP Reference No. 4770/S1/2022-2025

Request for (RFP) for Selection of Port Operator for Operation, Maintenance & Marketing of Cuddalore Port for a Concession Period of 40 Years

RFP for the Selection of Port Operator for Operation, Maintenance & Marketing of Cuddalore Port was already published on 20.02.2025. Based on the queries raised during the pre-bid meeting held on 07.03.2025 and representations received through mail/letters, the following amendments are issued in the tender schedule as per Rule 18(1) of the Tamil Nadu Transparency in Tenders (Public Private Partnership Procurement) Rules, 2012.

Corrigendum – 1

S. No.	Page No	Title	Clause No	For	Read as
1.	RFP (Page No. 12)	1 Introduction 1.2 Brief Description	Clause 1.2.13	The selected bidder needs to pay the land license to the Concessioning authority for leasing 111.72 acres (Port Facility) of land for the entire concessional period of 40 years. The license amount is payable in 40 years as given below: -	The selected bidder needs to pay the land license to the Concessioning authority for leasing 111.72 acres (Port Facility) of land for the entire concessional period of 40 years. The license amount is payable in 40 years as given below: -

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<tr><th>S. No.</th><th>Page No</th><th>Title</th><th>Clause No</th><th>For</th><th>Read as</th></tr>
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Sd/- State Port Officer

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RFP Reference No. 4770/S1/2022-2025

RFP for selection of Port Operator for Operation, Maintenance & Marketing of Cuddalore Port for a Concession Period of 40 Years

RESPONSE TO QUERIES

S.no	RFP Clause Reference	Point of Clarification required	Response from TNMB
1.	1.1.1. TNMB will give a license to use the project facilities along with land to an extent of 111.72 acres for a period of 40 years. The selected port operator has to create the following minimum support infrastructures to operate and maintain the port: **Mandatory Facilities**	Against Port facilities the project mandatory facilities are to be built within the area allocated land area of 111.72 acres for which the EC is already available please confirm. It is also mentioned as any other supporting infrastructure to be developed by the bidder. Any additional land (47 acres) for green field development envisaged during RFQ stage is still available for	EC is attached in DCA, Appendix 10. Development of all supporting infrastructure are at the discretion of the Successful Bidder as per the approved Master plan and based on Technical and Environmental Feasibility and clearances. The additional land of 47 acres is not in the scope of this bid and also located at a far-away distance.

S.no	RFP Clause Reference	Point of Clarification required	Response from TNMB
	- Desalination plant (100 KLD) - Effluent Treatment plant - Other Statutory Requirements such as ISPS, NSPC, Communication, etc. - Any other supporting Infrastructure	development. Please clarify / elaborate TNMB's plan / suggestions.	
2.	2.1. **Port Facilities:** Operation, Maintenance and Marketing of Cuddalore Port Facility. The Port could include Project facilities such as Logistics and distribution hub / Warehouse and storage / Distribution centre / Industrial and manufacturing site / Solar farm / Wind farm / Marina and yacht club / Cruise terminal / Marine research centre / Shipyards Dry docks / Offshore support facilities / Marine equipment manufacturing / Handling of all type of EC approved cargo – coal, fertilizer, cement, container & clean cargo.	The port facilities mentioned for future development activities mainly other than cargo handling, please specify the commercial arrangement & modalities for assessment by the bidder.	The port facilities mentioned in Clause 2.1 is an indicative list. The Concessionaire shall assess the market and develop as per their approved master plan. The payment to the Concessioning Authority is as per Article 8 of the DCA.

S.no	RFP Clause Reference	Point of Clarification required	Response from TNMB
3.	2.2.18. c.(i) The single bidder should have reported an Average Annual Turnover* of at least Rs.100 Crores in the last three consecutive financial years i.e. 2021-22, 2022-23 and 2023-2024	The Group company with various verticals in port operation such as stevedoring operation of Bulk cargo vessel discharge and evacuation through Truck loading and rake loading, shipping line chartering, Logistics & warehouse management including O&M operations in major port MH equipment handling annual cargo volume of 25MMT meeting the average annual turnover & net worth mentioned on Eligibility Criteria are permitted to participate as a single entity or consortium. Please clarify.	As per clause 2.2.14 of the RFP.

DCA Queries

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<tr><th>S.no</th><th>DCA Clause Reference</th><th>Point of Clarification required</th><th>Response from TNMB</th></tr>
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</table></td><td>Request the Authority to consider reducing the land licensing fees, as the development of the Cuddalore port will significantly contribute to the growth of the Cuddalore region. Enhanced trade activities and associated economic benefits will not only boost regional development but also create employment opportunities and improve infrastructure. A revision in the land licensing fees would encourage greater participation and investment, further accelerating the port’s success and its positive impact on the surrounding areas. The proposed rate of increase in land licensing is very steep, making the economics of port operation difficult. We propose an increase of 15% every</td><td>Refer to corrigendum -1</td></tr>
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S.no	DCA Clause Reference	Point of Clarification required	Response from TNMB
	A + 444 months | 11.69 A + 456 months | 12.57 A + 468 months | 13.51 A + 480 months | 14.52		
2.	7.1.n. The Concessionaire has to undertake periodic maintenance dredging of Port facilities to maintain the sea bed level of minimum (-) 9.0 m CD.	Can we get approval to dredge the water channel at Cuddalore Port to a **depth greater than 9 meters** to allow larger ships as part of the future port expansion?	The successful bidder may increase the depth beyond 9 meters depending upon the technical feasibility at his cost after obtaining master plan approval from TNMB (DCA – clause 2.1 (d)) and after obtaining EC/CRZ for capital dredging.
3.	13.2.c. **Road and Rail Connectivity** A road connecting National Highway No. 32 to the port entry gate is already in place and can be utilized for the evacuation of cargo and other related activities.	We kindly request the Authority to share details on the available options for railway connectivity to the port, including the status of the right of way for its development. Given that railway connectivity plays a crucial role in attracting cargo, we would also appreciate insights into how the railway network is envisioned to support the port's operations and future growth. Additionally, if a bidder plans to	The current location of the railway line is on the opposite side (western side) of the NH-32 (approx. 3 kms away). However, future direct rail connectivity to the port shall be taken up by the Concessionaire with Railway Authorities. Rail connectivity would be fully the responsibility of the Concessionaire. If the concessionaire seeks assistance from Concessioning Authority, the Concessioning Authority may consider the request on merit basis, at its sole discretion.

S.no	DCA Clause Reference	Point of Clarification required	Response from TNMB
		establish rail connectivity to the existing port, we would like to understand whether the Authority can provide assistance in this regard.	
4.	8.3.4. The Approved cargo charges shall be escalated by 15% after completion of every three financial years from the Date of first arrival of any commercial and the Concessionaire is bound to pay the same to the Concessioning Authority (i.e.) An increase of 15% on the Approved cargo charges approved for the first year will be considered for the fourth year and 15% increase of the fourth-year rate will be considered for seventh year and so on. For the purpose of same, the start of financial year (i.e.) 1st of April will be considered as the start of a year.	The port charges don't increase by 15% every three years. Historically there is only increase of 3 to 5% in port charges. It is requested that the cargo charges may be increased by **5% every three years.**	Tender conditions prevail.

General Queries

S.no	General	Point of Clarification required	Response from TNMB
1.	General	Can a bidder acquire land for future expansion? If so, what are the procedures for such acquisition, and can the Authority provide assistance in this process?	This tender is only for the operation of the Cuddalore Port with an allocated backup land area of 111.72 acres. The Concessionaire may acquire land for future expansion on their own. The approval of the updated Master plan by the Authority is required for the development in the additional land proposed by the Concessionaire.
2.	General	Can we utilize the land adjacent to the Right Breakwater for further expansion of Cuddalore Port? If yes, what will be procedure for allotment of this land to successful bidder.	This tender is only for the operation of the Cuddalore Port with an allocated backup land area of 111.72 acres. The requested land is not in the scope of this bid.
3.	General	Availability of existing infrastructure of Power source and to be developed for Port operation. Nearest substation availability with Capacity to draw power and TNMB's support to obtain statutory permissions from TANGEDCO.	The present available Electricity at the Port Facility is 11 KV 50 KW load. The nearest TANGEDCO substation is at SIPCOT at a distance of 5 Kms. The facilities will be handed over on as-is-where-is condition. Additional Electricity facilities shall be the responsibility of the Concessionaire.
4.	General	Railway linkage is available nearby & siding to be developed. TNMB's suggestions in obtaining necessary permissions from	The current location of the railway line is on the opposite side (western side) of the NH-

S.no	General	Point of Clarification required	Response from TNMB
		railways including EC.	32 (approx. 3 kms away). However, future direct rail connectivity to the port shall be taken up by the Concessionaire with Railway Authorities. Rail connectivity would be fully the responsibility of the Concessionaire. If the concessionaire seeks assistance from Concessioning Authority, the Concessioning Authority may consider the request on merit basis, at its sole discretion
5.	General	EC for New facilities to be developed and TNMB's role on this.	The EC for new facilities as per the approved Master Plan will be solely the responsibility of the Concessionaire as per Clause 13.1.a. (c) of the DCA.
6.	General	Additional Waterfront available for future development such as Ship building, Cruise ship, Private boats, etc.,	Additional waterfront is not available as a part of the scope of this project.
7.	General	Is it possible to operate both the cargo & container terminal with the existing infrastructure?	Operation of cargo and container terminal with existing infrastructure shall be planned as per the approved Master Plan and EC by the Concessionaire.
8.	General	Vessel traffic management on handling cargo vessels for berthing TNMB's role if any, please specify.	The Conservancy of the port shall vest with Concessioning Authority and port dues and surcharge on port dues shall be directly payable to Concessioning Authority as per

S.no	General	Point of Clarification required	Response from TNMB
			the scale of rates of Concessioning Authority. Refer Clause 12.1. (m) of the DCA. Port entry and clearance will be issued by the Concessioning Authority on receipt of no dues certificate from the Concessionaire. All other vessel traffic management and handling of vessels, cargo, etc., related to operations of the port shall be the responsibility of the Concessionaire.
9.	General	Commercial Modalities for handing over Mobile equipment & other movable assets at the end of the concession agreement.	The transfer of assets on the expiry of the concession period shall be as per Article 20 of the DCA.
10.	General	Any other Local issues / challenges which impact the peaceful possession of the successful bidders. Please specify.	No
11.	General	Operation of tug and pilot boat – Approval required from TNMB for deployment?	Suitably certified by Mandatory statutory authorities like Indian Register of Shipping (IRS), Mercantile Marine Department (MMD) and TNMB as the case may be.
12.	General	Vessel anchoring – Area earmarked from TNMB side and extent of area available under TNMB control. Topography draft survey report if available.	Refer Navigational Chart no. 357 and 3003 published by Hydrographic Office, Dehradun for earmarked anchorages.
13.	General	Dredging and maintenance of the water channel inside port area – Present condition and frequency envisaged by TNMB	TNMB has undertaken development works which include the capital dredging of the

S.no	General	Point of Clarification required	Response from TNMB
			approach channel (approx. 9 m). As per Clause 7.1.(n). of the DCA The Concessionaire has to undertake periodic maintenance dredging of Port facilities to maintain the sea bed level of minimum (-) 9.0 m CD.
14.	General	Container Handling – Rate per MT for empty / loaded container of 20/40 ft TEU	As per Clause 7.16 of the DCA.

Sd/- State Port Officer