



Expression of Interest Document

for

"Construction of Passenger Terminal cum Restaurant at Baratang in Andaman & Nicobar Island in Public Private Partnership (PPP) Mode"

1. Profile of Andaman Lakshadweep Harbour Works and Port Blair Port:

Govt. of India in 1965, set up the Andaman Lakshadweep Harbour Works Department headed by a Chief Engineer & Administrator, under the Ministry of Shipping. Since then, the entire shipping arrangement and Harbour facility requirements were carefully assessed taking into account the shipping pattern, immediate requirements and future requirements and accordingly the construction of Harbour facilities was taken up in phased manner. A large network of Harbour facilities viz. Wharves, Jetties, Slipways, Breakwaters, Dry Dock, and Foreshore facilities etc. have already been created by the Andaman Lakshadweep Harbour Works in various Islands during the past 54 years. Many wharfs, jetties, vehicle ferries jetties, Ship repair facilities and breakwaters are created by the Andaman Lakshadweep Harbour Works in Andaman & Nicobar Islands. Further Harbour facilities at new locations are also being planned to meet the increasing need of sea-borne traffic.

2. The proposal of Project

The Andaman Lakshadweep Harbour Works, intend to construct a **Passenger Terminal cum Restaurant at Baratang in Andaman & Nicobar Island in Public Private Partnership (PPP) Mode**" as a part of considerations to start a process to grant a concession agreement through competitive bidding for the same, ALHW is looking to obtain expressions of interest from all possible operators to establish Passenger Terminal cum Restaurant.

- Space availability: Piled structure on approach jetty of size 30m x6m.
- Ground Floor Height 6.00m to be maintained for vehicular moment to berthing jetty.
- The facilities like Passenger terminal, VIP Suites, Restaurant, Toilet facilities, Lift facilities, water supply and all internal & external electrifications.
- The private investor is expected to do all project utility, clearances and arrange investment for the entire project excluding cost of land which will be arranged by Govt. as equity or other wise to the project or business.

The Expression Of Interest (EOI) is expected to inter alia evaluate commercial viability and identify private developer with abilities to meet specific project requirements, check the willingness of the developers to invest in the proposed Passenger Terminal cum Restaurant project.

3. Background and Objective

An initial decision regarding development of an supplementary sea route to Baratang Island was taken in a meeting convened by Secretary Ministry of Tribal Affairs, GOI on 11.05.2009. This also has a reference to the 12th meeting of standing committee of Island Development Authority held by the planning commission on 26.07.2010 wherein under point no.21 "Maintenance & up gradation of Andaman Trunk Road" it was decided that an alternative/supplementary sea route needs to be pursued. Under point no.46 "action taken by Ministry of Environment & Forest on the Babu committee report regarding ANI" it was also decided that Govt. should take immediate steps to develop sea route & land route parallel to ATR segment that passes through the Jarawa Tribal Reserve. These steps were proposed to reduce the traffic specially that of tourists on the ATR which passes through the Jarawa Tribal Reserve.

Accordingly, an administration through M/s WAPCOS, Pune after conducting studies got prepared a detailed report for an supplementary sea route during August 2010. Subsequently and in house examination for a supplementary sea route between Port Blair & Baratang island and further to Middle & North Andaman was also done by the Administration. The details of the in house studies was aimed for feasibility to ply 100/75 pax vessels between Port Blair & Baratang as a supplementary route and to identify navigational hazards on this routes and their remedies thereof. It was also to confirm as to whether the sea route to Baratang from Port Blair is navigable & feasible for 100/75 pax vessels. The Administration after incorporating all such details has submitted the preliminary report on the proposal to the Ministry of Home Affairs vide letter no. 1-752/2007-TW/94 dated 28.01.2011. The proposal was forwarded by MHA to Ministry of Shipping vide OM No. U-13015/3/2011- ANL dated 01.03.2011 for necessary action.

Further during January 2012 in the meeting related to inter ministerial issues of Andaman & Nicobar Islands held under the chairmanship of Secretary (Coordination), Cabinet Secretariat, New Delhi it was decided that the Ministry of Shipping would finalise the proposal for a supplementary sea route in consultation with the Ministry of Home Affairs & to submit compliance. Accordingly & in order to finalise the same, a meeting on the proposed supplementary sea route to Baratang was taken up by the Joint Secretary (Ports) on 15th February. With reference to Para 8 of the minutes of meeting the following decisions were taken.

- a. Andaman & Nicobar Administration will take up the matter for preparation of navigational charts with National Hydrographic Office required for this project in expeditious manner.
- b. ALHW will initiate parallel action for preparing a proposal for construction of jetties, dredging of channels, providing navigational aids based on environmental studies, hydrographic studies and other necessary studies as required for the project. Necessary funds will be arranged by the Ministry.
- c. Andaman & Nicobar Administration will make necessary provisions for acquisition of ships in their Demands for Grants provided by MHA. Andaman & Nicobar Administration will formulate the proposal for acquisition of vessel on receipt of navigational chart from National Hydrographic Office. The ship acquisition proposal to be received from the Andaman & Nicobar Administration is to be finalized by Ministry of Shipping within one month.

With reference to the directions of the Ministry and in compliance to the same, the following studies including survey of the proposed area was taken up by ALHW under the sanction & fund provided by the Administration and completed to assess the feasibility of the project.

- i. Conduct of survey at the proposed location by MPSO, Mumbai to arrive at the depth of dredging & to explore the extent of navigation in the channel.
 - ii. Conduct of REIA Studies to ascertain the impact of the project on the environment during pre & post construction period.
- II. Conduct of Subsoil Investigation to ascertain the sub soil condition for adopting suitable foundation & to explore dredging parameters & investigation.

The details of result/data revealed on the basis of the above said studies has been utilized / adopted in framing this estimate.

This project report broadly envisages the following works

- a. Dredging of sea bed up-to(-) 5.00mtrs in the channel from the mouth of Middle Strait for a length of 2.25 Kms & 200 Meters wide.
- b. Construction of 12 Nos. Navigational aids founded on RCC bored cast in situ piles, to mark & align the channel.
- c. Construction of RCC Jetty on pile foundation of size **100 meters x 14.50 meters** connected to shore with an RCC piled approach of **30 meters x 5.50 meters**

Accordingly, this project was completed on 30.09.2017 and inaugurated by Hon'ble Minister of Home and Minister of Shipping on 06.10.2017 and made operational for the use of general public and the tourist.

4. Location of the project in Baratang Harbour

Baratang Island is located at about 100 km from Port Blair , the capital of Andaman & Nicobar Islands and is situated in south Andaman Island. Baratang Island falls on the NH 223 i.e., Andaman

Trunk Road. The Andaman Trunk Road, otherwise known as National Highway 223, connects Port Blair and Diglipur in the Andaman and Nicobar Islands. It covers a distance of 343 km through Populated towns of Kadamtala, Billiground Rangat and Mayabunder mainly connecting four main islands of South Andaman, Baratang, Middle Andaman and North Andaman. The total length of the island is around 22 kms & wholly separated by creeks on both sides. The creeks are connected with vehicle ferry vessels which are extensively utilized for the purpose.

The island is gifted with abundant natural wealth with tropical forest and rich natural vegetation. The forest contains enormous quantities of commercial timber. The island has dense tropical forests with sandy beaches along its coast. The presence of mud volcano & lime stone caves in the island is a rare attraction for tourists. The parrot island also falls in proximity to Baratang island which is also a source of tourist attraction. The Parrot Island is a natural habitat for parrots in this region. Thousands of parrots returning home before every sunset is a unique and must see view for all nature lovers. The Parrot Island is the best experience for the tourists visiting to Baratang.

5. Potential of a Passenger/Tourist Amenity complex at Baratang, ANI

In a developing country, it is not possible to arrive at a realistic estimate of traffic over a long period due to many imponderable factors, on which the country has no control. It is quite likely that quantum and mix of the cargo anticipated may be under variation. But the overall need for creation of port facilities, on the basis of normal growth is inescapable. If adequate facilities are not provided, it may cause harm to the economy as a whole. The Inter Island of Andaman & Nicobar Islands is rich in resources and there is scope for development of large trade, provided there is an inlet and outlet of cargo traffic through the Port. Therefore, the traffic projections for future are only indicative.

This proposal envisages to cater to tourist to lime stone cave and Mud valcona at Baratang, which will not only honour the direction of apex court (in terms of not disturbing habitat of primitive tribe "Jarwas"), but will also reduce reaching time by approximately 2 hours.

a) Past and Current Traffic

In past there has been practically no traffic at this port except that one or two vehicle ferry vessels operated by DSS (Directorate of Shipping Services) existed. However due to significant increase in quantum of tourists & in no. of islanders visiting the north & middle Andaman there has been continuous demand to provide more vessels in the sector.

The general cargo traffic handled by the Port with the existing facilities consists of construction materials, plants and machineries, food grains, sugar and other edible items.

b) Future traffic and analysis :

- ∴ At present there are 2 private boats & 2 Vehicle ferries of DSS (Directorate of Shipping Services) are stationed at Baratang. The vehicle ferries take vehicles, passengers & cargo across the creek. On an average 250 tourists visit the lime stone caves in Baratang Island. These increases to about 400-500 during October to January'2013. The private boats take these tourists to limestone cave across the beautiful creek.
- ∴ When the regular boat services will start from Port Blair to Baratang, owing to the development of supplementary route, at least 2 vessels of DSS of around 40 meters width will require berthing space, at a time.
- At present there is only vehicle ferry jetty at Baratang & hence a berthing jetty, with 5 meter depth alongside & with suitable connectivity and passenger Terminal cum Restaurant essentially be required.
- These groups of islands also have a good potential for development as Tourism Destination, considering the number of natural and beautiful beaches available. Under the guidelines of Government of India , Ministry of Shipping , it was decided to improve the infrastructure and provide better facilities to the tourists visiting Andaman & Nicobar Islands in general and particularly in Baratang. To facilitate this, Authority considered implementation of the project by obtaining Expression of Interest from all operators.

6. The environmental conditions at the project site are as follows:

>-Wind

The proposed site is protected in Northern, Eastern and North Eastern directions by hill ranges and hence actual wind effect at site is very less. From the wind data of this region, it is observed that the predominant wind direction near the proposed site are South West and North east, though slight variations are noted in each month with mixed directions. The maximum wind velocity observed is 40 Kmph.

- Tide

Port Blair is a location for which regular Tide Tables are available. The spring tidal range at the proposed site is 2.50 M.

- Wave / Swell

As the Bay is well protected by hill ranges, no appreciable waves were observed at the proposed site. However, the location is subjected to locally generated waves from the North East direction. The wave height observed is of the order 30 Cm. This will not have any adverse effect on the proposed structure. Also proposed jetty is proposed alongside existing vehicle ferry ramp which very effectively used by all types of vessels round the year.

- Soundings / current

There is no appreciable under water current near the proposed location and no littoral drift is noted in this area.

)- Sea bed soil particulars

It is seen from the soil particulars collected in the location that soil consists mainly of silty clay, sand & corals for about 5 Mtr. below the bed and then soft clay, sand, stiff clay, hard clay soft & hard rock fall below it. Therefore, the design of foundation for the proposed development can be easily met with at lesser cost.

For these soil conditions, the steel sheet pile structure for the berthing face of reclaimed area & cased bored cast in situ pile foundation has been adopted.

During the monsoon, there have been a number of occasions where in the past years the islands have been lashed by storms and cyclones causing severe damage. During these cyclones, winds upto 120 KM/Hr. and wave heights of 4 to 5 M near the shore, have been observed.

The normal tidal variation in these islands is 2.5 M. In creeks and bays, heavy currents upto 2-3 knots are observed.

7. Important general notes

- >-This invitation is issued only to elicit an Expression of Interest from Parties interested in the project and does not constitute any binding commitment from ALHW, to proceed with the project or to invite any or all the varieties in the subsequent bidding process.
- >-ALHW, makes no guarantee about and takes no responsibility for the accuracy and completeness of this request for EOI and disclaims any liability for any interested party's use of the information .
- >-This request for EOI is not intended to serve as the basis for an investment decision. Each recipient is expected to make an independent investigation and to obtain the necessary independent advice for submitting an EOI.
- >-ALHW may change or replace any information contained in this request for EOI at any time , without giving any prior notice or providing any reason.
- >-The details furnished in the Expression of Interest will not have any bearing on the tender evaluation and its finalization .
- >-Security Clearance : All statutory clearances such as environmental clearance, security clearance , custom clearance etc. may be required to set up the Passenger Terminal cum Restaurant has to be arranged by the vendors with necessary guidance and assistance by ALHW.
- >-The Purpose and limits of the EOI process:
- >-ALHW is currently investigation the feasibility of PPP opportunity for Construction of Passenger Terminal cum Restaurant at Baratang in A&N Island with associated infrastructure .
- >-As part of establishing the feasibility of this PPP opportunity , particularly what scale and type of market interest there is in it,

ALHW, invites prospective investors to submit EOI following the format in paragraph 10 below.

- >"ALHW will assess the EOI and will use the information to complete its feasibility study. If the PPP opportunity is feasible, ALHW will use the EOI information it received to compile bid documentation and a competitive bid will follow.
- >"ALHW reserve the right to ask any investor that submits an EOI questions for clarity.
- >"Submitting an EOI does not constitute a bid . No investor will be bound by anything contained in their EOI submission . The information in the EOI will be used solely for ALHW to complete its feasibility study and to prepare bid documentation if it decides to proceed with a PPP.
- >" ALHW will acknowledge receipt of all EOI received , but reserves the right not to proceed any further with the proposed PPP.
- >" If a PPP bid process follow for the opportunity to establish the Passenger terminal cum Restaurant at Baratang , all interested parties that submitted EOI will be invited to bid.
- >" The private party will be granted rights to finance, design , build , maintain and operate a Passenger Terminal cum Restaurant in Baratang in Andaman & Nicobar Islands with all associated infrastructure for a period likely to provide a fair return on investment. In return the private party will meet agreed environmental, development , operating and other obligations required for the project , and pay a PPP fee to ALHW. At the end of the agreement term , the facility reverts to the institution.

8. Public Tender Process

The concession for the Passenger Terminal cum Restaurant is planned to be granted through a two stage bidding process. The first stage will include the prequalification of interested parties. The requisites for this prequalification will be issued through a **Request for Qualification** document. Requisites will cover technical , financial and environmental criteria. The second stage involves issuance of the **Request for proposal** for prequalified bidders only in order to grant the concession according to the terms and conditions of the RFQ and the Port regulations.

9. Participation

- Investors interested in this PPP opportunity should submit information under the headings below. They are welcome to provide additional information .
- >" Interested parties in participating in an international public tender process for the Passenger Terminal cum Restaurant project should deliver their expressions of interest, by submitting a formal written

letter to the Chief Engineer & Administrator , ALHW , Port Blair , according to the letter format enclosed **as Annexure-B**, by not later than 1600hrs (local time) on **19.08.2019**.

10. The EOI for Passenger Terminal cum Restaurant contain following details

- ✶ Their financial capability.
- ✶ Business present in the field of similar operations.
- ✶ Technical expertise in undertaking projects in Port Sector.
- ✶ List of similar port project completed during previous years.
- ✶ Pre-feasibility report of such completed projects for the Passenger Terminal cum Restaurant at Baratang in Andaman & Nicobar Islands.
- ✶ What level of capital investment would you be prepared to consider?
- ✶ What period of PPP agreement would you deem viable?
- ✶ What will be the Proposed structure area? And for what period will it be required?
- ✶ Details of Sea Area required?
- ✶ What specific conditions would encourage you to bid?
- ✶ What specific condition would discourage you from bidding?

11. Proposal including above details may be sent via email . Port or courier to:

The Executive Engineer (ALHW)
Andaman Lakshadweep Harbour Works
Port Blair- 744101
Phone 03192-232753
Fax No. 03192-233245
Email : nit_alhw@gmail.com

Once the ALHW decided to start the Public Tender Process to grant the concession, the ALHW will publish the corresponding tender documents to the public in general. In addition, the ALHW will contact directly those interested parties that have submitted their expressions of interests as described herein.



Chief Engineer & Administrator
ALHW, Port Blair



Annexure-B

[COMPANY LOGO]

[Date signed]

To

The Chief Engineer & Administrator
ALHW, Port Blair

Port Blair-744101, INDIA

Sub: Submission of EOI for Passenger Terminal cum Restaurant in Baratang -reg.

Dear

The undersigned submits this Expression Of Interest (EOI) in response and according to the request issued by the Andaman Lakshadweep Harbour , A & N Islands to participate in the international public tender process for the concession of developing a Passenger Terminal cum Restaurant in Andaman & Nicobar Islands on Public Private Partnership (PPP) mode.

We authorize the ALHW, A&N Islands to disclose freely this Expression Of Interest (EOI).

Name of the Company

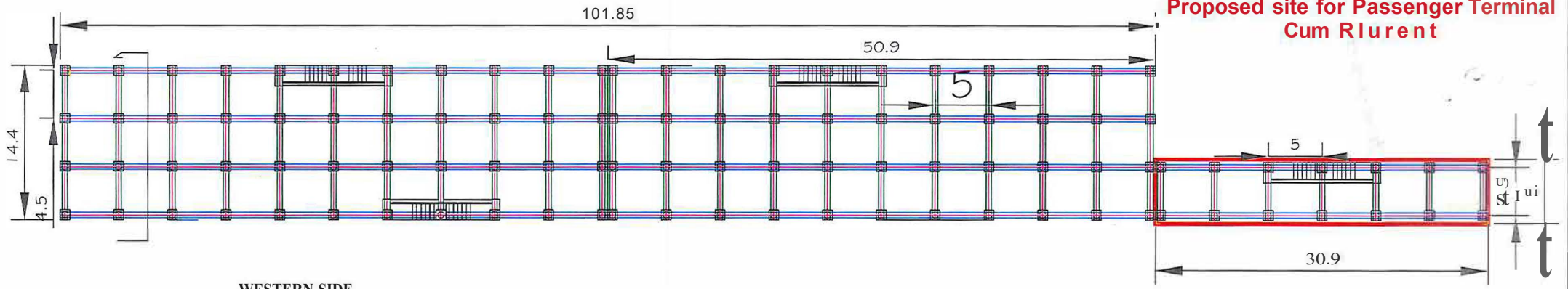
..... [Signature of authorized representative]

[Name of interested Party's Authorized Representative]

[Title of Authorized Representative]

[Address]

EASTERN SIDE



WESTERN SIDE

Proposed site for Passenger Terminal
Cum RIurent

ANDAMAN LAKSHADWEEP HARBOUR WORKS

CONSTRUCTION OF RCC JETTY AT
BARATANG 15th ANCL.,

