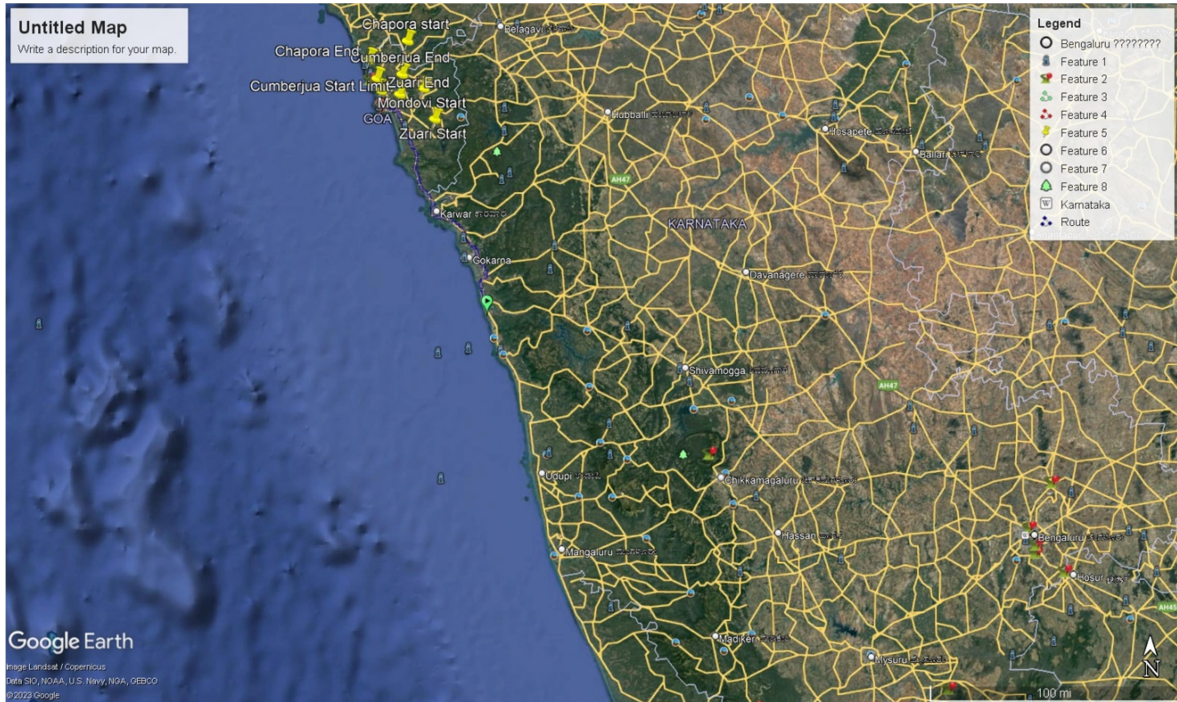




**Expression of Interest for Operationalization National Waterways in the State
of Karnataka on PPP mode.**



INLAND WATERWAYS AUTHORITY OF INDIA
(Ministry of Ports, Shipping & Waterways)

A-13 Sector-1 Noida-201301

<https://iwai.gov.in>

No:IWAI/Tech/DevelopmentofKarnatakaNWs/2023

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1. Definitions

Term	Meaning
Applicant	means and includes a Firm, Consortium, Lead Member
Application Due Date	shall mean the application due date mentioned
Authorized representative /signatory	shall mean the person who is duly authorized by the Firm in its EOI submission to sign on the Expression of Interest. This designated person shall be authorized to perform all the tasks including, but not limited to providing information, responding to enquiries, entering into commitments on behalf of the firm
Bidding Process	shall have meaning assigned to it under Article 2.4.1
Consortium	means the Applicant may be a group of Firms/entities
Consultants	shall mean Consultants engaged by IWAI for operationalization of NW-43, NW-51, NW-52, NW-74 and NW-90 in the State of Karnataka on PPP mode.
DBFOT	Design Build Finance Operate Transfer
RIS	River Information System
EOI	means the submission or application made by the Applicants in response to this EOI Document;
EOI process	means the entire process from issue of EOI document to the finalization of the concept
EOI Due Date	means the date and time before which the EOI/Expression of Interest Submission should be submitted by Applicants to IWAI
EOI stage	means and includes the first stage of the Bidding Process to seek EOI applications from interested Applicants
Firm	a company validly incorporated and subsisting under the rules applicable to companies in the jurisdiction of its incorporation as on EOI due Date
Goi	Government of India
IWAI	Inland Waterways Authority of India
Lead Member	Lead member of the Consortium
MMT	Multimodal terminal
PPP	Public Private Partnership
RFP	Request for Proposal

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RFP Stage	means and includes the next stage (Request for Proposal) of the bidding process, after the RFQ process
RFQ	Request for Qualification
RFQ stage	means and includes the next stage (Request for Qualification) of the bidding process, after the EOI process
Ro-Ro	Means Roll on-Roll off service

2. PREFACE

- 2.1** Inland Waterways Authority of India (IWAI) is a statutory body under the Ministry of Ports, Shipping & Waterways, Government of India. IWAI was set up in 1986 for regulation and development of Inland Waterways for the purposes of shipping and navigation. IWAI is primarily responsible for development, maintenance and regulation of Inland Water Transport (IWT) in the country and specifically National Waterways (NW).
- 2.2** Inland Waterways Authority of India primarily undertook the work of development activities in 5 National waterways i.e National Waterway No-1 (Allahabad-Haldia Stretch of the Ganga Bhagirathi- Hooghly River) Act, 1982, National Waterway No-2 (Sadiya-Dhubri Stretch of Brahmaputra River) Act, 1988, National Waterway No 3 (Kollam-Kottapuram Stretch of West Coast Canal and Champakara and Udyogmandal Canals) Act, 1992 , National Waterway No-4 (Talcher-Dhamra Stretch of Rivers, Geonkhali- Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Matai River and Mahanadi Delta Rivers) Act, 2008 and National Waterway No-5 (Kakinada-Puducherry Stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad- Vijayawada Stretch of River Krishna) Act, 2008 under the ambit of IWAI Act 1985.
- 2.3** Among the various interventions being undertaken by IWAI is construction of multi modal terminal, setting up of floating terminals at various locations, setting up of RIS services, provision of Ro-Ro services dredging across the across the aforementioned national waterways.
- 2.4** The Parliament of India in the year 2016 enacted the National Waterways Act 2016 vide which additional 106 National Waterways were declared crisscrossing 24 states and union territories.
- 2.5** After declaration of National Waterways, IWAI prepared the FSR in the first instance and the waterways that were found feasible, DPR's were prepared for these National Waterways. The FSR and DPR can be accessed through the links <http://iwai.nic.in/fsr-report> and <http://iwai.nic.in/waterways/dpr-report> respectively.
- 2.6** Karnataka, the sixth largest state in India, has been blessed with 300 Km of coastline also known as Karavalli. The coastline of Karnataka has been along the eastern shore of Arabian Sea. Karnataka has one major and ten minor ports in

this coastal belt. Kali, Belekeri, Gangavali, Aghanashini Sharavathi, Sharabi, Kollur, Gangolli, Sitanadi, Gulpur and Netravati are the important rivers in this belt. Honnavar Port

- 2.7** Karnataka has one major and ten minor ports between Mangalore in the south and Karwar in the North. The only major port is the New Mangalore Port. The minor ports are located at Karwar, Idangalore, Belekeri, Tadadi, Honnavar, Bhatkal, Kundapur, Hangarakatta, Malpe and Padubidri ports. Of these, the one at Karwar is the only all-weather port while the rest are riverine fair-weather lighterage ports.
- 2.8** With the declaration of National Waterways Act 2016, 11 national waterways are/passes through the State of Karnataka. With the passage of National Waterways Act 2016, the 11 rivers designated as NWs in the state of Karnataka are to be administered within the ambit of IWAI Act 1985.
- 2.9** Karnataka being blessed with 300 km of coastline offers opportunity in both cargo and cruise tourism with close proximity to Goa and major ports of Mormugao, New Mangalore and Mumbai Port.
- 2.10** Karnataka is also a bustling tourism destination and has been ranked as the third most popular state in the country for tourism in 2014. It is home to 507 of the 3600 centrally protected monuments in India, second only to Uttar Pradesh.
- 2.11** The Chairman, IWAI through this Eol intends the stakeholders to submit a business plan for operationalization of 5 National Waterways (listed in 3.7) in the State of Karnataka.
- 2.12** The interested applicants can submit an Eol as per the format prescribed in this document. After assessing the Eol, IWAI will release a RFQ (Request for qualification) for selection of appropriate applicants for operationalisation of these national waterways.
- 2.13** The Eol is available on IWAI website as well as CPPP (Central Public Procurement Portal) as per the following salient dates

Date of downloading of documents	16.11..2023 @ 1200 hrs
Date of online pre-Proposal meeting	29.11..2023 @ 1500 hrs
Date of submission of bids	12.12.2023 @ 1530 hrs

Inland Waterways Authority of India (Ministry of Ports, Shipping & Waterways Govt. of India)	EoI for operationalization of National Waterways in the State of Karnataka
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Date of opening of bids	13.12.2023 @ 1530 hrs
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2.14 The link for pre-proposal meeting is as follows

Join Zoom Meeting

<https://us06web.zoom.us/j/83647509042?pwd=sSixn6zrSERm8rI0bp5EdRG59Zl8PH.1>

Meeting ID: [836 4750 9042](#)

Passcode: T7mJgp

2.15 The applicants should the EoI as per the format prescribed herein on <https://eprocure.gov.in/eprocure/app> with all the supporting documents.

2.16 Interested firms/ companies/ joint ventures/consortium may obtain further information at the he following address.

The Chairman
Inland Waterways Authority of India
Head Office, A-13, Sector – 1, Noida
– 201301, Uttar Pradesh, India
Tel: +91 120 2424540
E-mail: chairman.iwai@nic.in

3. Background

- 3.1** Inland Water Transport (IWT) has the potential to form the most economic, reliable, safe and environmentally friendly form of transport. When developed for use by modern inland waterway vessels, it can reduce investment needs in rail and road infrastructure, promote greater complementarities in the riparian states, enhance intra-regional trade and, through increased economies of scale, significantly reduce overall logistics costs for the benefit of the entire economy and India's global trade competitiveness.
- 3.2** IWT as a medium of Cargo movement has gained sizeable momentum over the last 5 years. The details of cargo movement through 111 designated NWs in the past years is as follows

2018-2019	72.30 MMT
2019-2020	73.64 MMT
2020-2021	83.61 MMT
2021-2022	108.79 MMT
2022-2023	126.15 MMT

- 3.3** The major contributors to the cargo movement are the NWs in the State of Gujarat Maharashtra, Goa. The other NWs are also picking up.
- 3.4** In the recent past IWAI has taken several initiatives for development of NWs. The key interventions being undertaken by IWAI is construction of multi modal terminal, setting up of floating terminals at various locations, setting up of RIS services, provision of Ro-Ro services dredging across the across the aforementioned national waterways.
- 3.5** IWAI in the recent past has invited EoI for development of NWs in the State of Gujarat and Maharashtra on PPP mode which has received sizeable response from Market.
- 3.6** As these NWs have received good response and the strategic location of Karnataka on the western coast also offers sizeable opportunities for both cargo movement and cruise tourism due to its vast 300 km vast coastline and its

proximity top major ports of New Mangalore Port Trust, Mormugao Port Trust, Cochin Port Trust.

- 3.7** With these objectives IWAI invites proposal for development of following national waterways with the declared jurisdiction vide National Waterways Act, 2016.

NW-No. / Name of the Waterway	Defined Limits
NW-43 / GURUPUR RIVER	Confluence of Netravathi river at Lat 12° 50'44"N, Lon 74° 49'45"E to confluence of Mangalore Port Bridge at Lat 12° 55'35"N, Lon 74° 49'37"E.
NW-51 / KABINI RIVER	Kabini Dam Lat 11° 58'25"N, Lon 76° 21'10"E to Beeramballi at Lat 11° 56'10"N, Lon 76° 14'18"E
NW-52 / KALI RIVER	Kodasalli Dam Lat 14° 55'08"N, Lon 74° 32'07"E to confluence of Kali river with Arabian Sea near Sadashivgad bridge at Lat 14° 50'31"N, Lon 74° 07'21"E.
NW-74 / NETRAVATHI RIVER	Netravathi Dam, Dharmsthala Lat 12° 57'55"N, Lon 75° 22'10"E to confluence with Arabian sea at Bengre Lat 12° 50'43"N, Lon 74° 49'29"E..
NW-90 / SHARAVATI RIVER	Honnavar Port Sea Mouth at Lat 14° 17'56"N, Lon 74° 25'27"E to link at highway at Gersoppa Lat 14° 14'15"N, Lon 74° 39'06"E

4. Overview of the Rivers

4.1 Brief of River Gurupur (NW-43)

4.1.1 BRIEF DESCRIPTION OF DEPTH AVAILIBLTY

The Least Available depth with respect to CD is as follows

LAD status (w.r.t. CD) of NW-43

Stretch Along Waterway	Reduced LAD (m)	Stretch 1 (0-5 km)	Stretch 2 (5-10.041km)	Total
Stretch (From 0.00 To 10.041)				
Length with LAD < 1.2 m	< 1.2	2.7	0.6	3.30
With LAD from 1.2-1.4 m	1.2-1.4	0.0	0.0	0.00
With LAD from 1.5-1.7 m	1.5-1.7	0.0	0.15	0.15
With LAD from 1.8-2.0 m	1.8-2.0	0.0	0.15	0.15
With LAD > 2.0 m	> 2.0	2.3	4.5	6.80
	Total			10.40

The entire stretch of length of 10.041km comes in the Tidal influence zone due to backwaters from Arabian Sea. The average tidal variation is 1.10 m.

4.1.2 Cross structures

- Dam – Nil
- Weir – Nil
- Bridges - Nil
- HTL / LTL – Nil.
- Water Pipeline - Nil.

4.1.3 DREDGING

Fairway development has been suggested for dredging with 2.0 m which can be suitably modified as per user requirement as per waterway depth requirement for class IV waterway involving 4.30 Lakhs Cu. M. The depth can be increased suitably in case of demand of Cargo and cruise tourism.

4.2 Brief of River Netravathi(NW-73)

4.2.1 BRIEF DESCRIPTION OF DEPTH AVAILIBLTY

The Least Available depth with respect to CD is as follows

LAD status (w.r.t. CD) of NW-74					
Stretch Along Waterway	Reduced LAD (m)	Stretch-1 (km)	Stretch-2 (km)	Stretch-3 (km)	Total (km)
Stretch (From 0.00 To 10.041)		0.00 – 10.00	10.00-22.9	22.9-30.00	30.0
Length with LAD < 1.2 m	< 1.2	1.80	9.10	0.10	11.0
With LAD from 1.2-1.4 m	1.2-1.4	0.40	0.00	1.20	1.60
With LAD from 1.5-1.7 m	1.5-1.7	0.10	0.05	0.00	0.15
With LAD from 1.8-2.0 m	1.8-2.0	0.00	0.00	0.00	0.00
With LAD > 2.0 m	> 2.0	7.70	3.75	5.80	17.25
	Total				30.00

Stretch of length of 22.90 kms comes in the Tidal influence zone due to backwaters from Arabian Sea The average tidal variation is 0.86 m.

4.2.2 Cross structures

- Dam – Nil
- Weir – 01
- Bridges - 05
- HTL / LTL – 03
- Water Pipeline - Nil.

4.2.3 DREDGING

Fairway development has been suggested for dredging with 2.0 m as per waterway depth requirement for class IV waterway involving 8.31 Lakhs Cu. M of ordinary soils. The depth can be increased suitably in case of demand of Cargo and cruise tourism

The river Netravathi is intertwined with the river Gurupur regarding the IWT mobility is concerned. The close proximity of New Mangalore Port (NMPT) and Old Mangalore Port (OMPT) along with the industrial belt is the major success factor. In order to grab the IWT mobility, the suggested Ro-Ro system is another advantageous factor for the combined development of Netravathi & Gurupur. Netravathi end point / Bantwal, having its connectivity to eastern Karnataka also establish the market growth.



INDEX MAP AND CATHCMENT OF NW-43 and NW-74

4.2.4 Catchment Baseline

Local Economic Geography - Netravathi river origin – Bangrabalige Valley, Yelaneeru Ghat in Kudremukh in Chikkamagaluru district. It is navigable from Bantwal.

Catchment Area - Mangalore, Bantwal & Puttur talukas in Dakshina Kannada district.

Economic Activities- Paddy, Coconut, Areca and Cashew production come under Agriculture activities. Marine & Inland Fishing is done in the catchment area. In Mining, major minerals are Building Granite and Laterite Stone; other minerals like Quartz, Dolerite, Lime Shell, Silica Sand & Bauxite are produced in a minor quantity.

The district has 23 large and medium industries and 21,986 small- scale industries. Tourism is also growing in the district.

Major Industries - Oil and Natural Gas Corporation (ONGC), Mangalore Refinery and Petrochemicals Limited (MRPL), Mangalore Chemicals & Fertilizer (MCF), BASF, KIOCL, Ultratech Cement, Hindustan Unilever Ltd. There are 6 industrial areas and 5 Industrial Estates in Mangalore. Also, there is Baikampady Industrial Estate & Ullal Industrial Estate & Yeyyadi Industrial Estate.

Connectivity

✓ Major roads – NH 66, NH 75, NH 13, NH 243, SH 88, SH 88C

✓ Major railway – The Southern Railway Division connects the district to the cities of Bengaluru, Chennai and Thiruvananthapuram and the Konkan Railway division connects the district to major port cities of Mumbai and Kochi. Konkan Railway route passes through Mangalore district, connecting major cities of India. The Konkan Railway's Ro-Ro service operates in the district with a landing station at Surathkal near Mangalore.

4.2.5 Navigation Baseline

• Existing Waterway Usage

✓ There exists a major port, i.e. NMPT and a non- major port, OMPT in the catchment of Netravathi river. NMPT handles EXIM trade of the region. The major commodities exported through NMPT are Iron Ore Pellets, POL products, Granite, Stones, Coffee and Containerized cargo. The major imports of the port are Crude and POL products, LPG, Coal, Limestone, Timber logs, Wood pulp, Finished fertilizers, Liquid Ammonia, Phosphoric Acid, Other Liquid Chemicals, Edible oil, Cashew and Containerized cargo.

The port imported 28 mn T cargo and exported 7.6 mn T cargo. Ferry services are operational at the following three locations: SajipanaduThumbe, Jalakadakatte- Parangipet and Adyar-Pavoor.

4.2.6 Potential Market

Commodity	Source	Reasoning
Mineral (Building Material)	Extracted from catchment area/ OMPT	A portion of Building material that go to OMPT could be shifted to waterways.
Food Grains	Produced in catchment area	Most food grains are consumed in the region; 4% of food grains can be moved to Lakshadweep through OMPT. This volume could be transported to OMPT through waterway.
Hazardous cargo (POL & LPG)	NMPT, MRPL	For removing hazardous cargoes from roads of the city, they could be diverted to waterway using RoRo.
Containers	NMPT	Containers could be diverted to waterway to remove congestion on NH 73 & NH 66.
Fertilizer.	Allotted in the catchment area	The volume is very less to be moved by Ro-Ro

4.2.7 TOURISM POTENTIAL

The Backwaters of Netravathi and Gurupur River for houseboats, motorboats and water sports. It serves as a ideal location to develop Cruise Tourism in the district.

Tourists could travel along the backwaters and visit various destinations enroute to experience the diversity of the Western Ghats with its vibrant forests, waterfalls, wildlife, exquisite temples, beaches and the rich culture of Karnataka. The regular movement of cruise ships would open opportunities for the proposed waterway.

TABLE -Statistics of Tourists in popular tourist spots (as per DPR prepared in 2016)

Name of Tourist Place	Taluka	Total number of Tourists
Kadri Temple	Mangalore	10,00,000
Mangaladevi Temple	Mangalore	8,00,000
St Aloysius Chapel	Mangalore	2,00,000
Ullal Darga	Mangalore	3,00,000
Milagros Church	Mangalore	3,00,000

Some famous tourist attractions in the catchment of Netravathi and Gurupur river are described below. Most of these places are located in Mangalore. Located on the backwaters formed by joining of Gurupur and Netravathi river, the calm and scenic beauty of Mangalore makes it a brilliant tourist attraction. The main tourist attractions are Mangala Devi Temple, Kadri Manjunatha Temple, Kudroli. The main tourist attractions in Puttur are Bendre Theertha, Beeramale Hill and Aithal Snake Park.

4.3 Brief of River Kabini(NW-51)

4.3.1 BRIEF DESCRIPTION OF DEPTH AVAILILTY

The Least Available depth with respect to CD is as follows

LAD status (w.r.t. CD) of NW-51

Stretch Along Waterway	Stretch-1 (km)	Stretch-2 (km)	Total (km)
	0.00 – 10.00	10.00-23.60	(0 - 23.60)
Length with LAD < 1.2 m	0.0	3.8	3.8
With LAD from 1.2-1.4 m	0.0	0.0	0.0
With LAD from 1.5-1.7 m	0.2	0.0	0.2
With LAD from 1.8-2.0 m	0.2	1.96	2.16
With LAD > 2.0 m	9.60	7.80	17.40
Total	10.0	13.56	23.56

The study stretch is in the foreshore of the Kabini Dam and accordingly, the water depths have been derived with respect to the Minimum Draw Down Level (MDDL) of the Kabini Dam at RL 690.68m and Full Reservoir Level (FRL) at RL 696.16m, which is 5.48m above MDDL.

Cross structures

- Dam – Nil
- Weir – NIL
- Bridges - Nil
- HTL / LTL – Nil
- Water Pipe-Line - Nil.

4.3.2 DREDGING

In the study stretch, some marginal Dredging has been identified. According to the vessel size, since this is limited to “Tourism Operations”, possibility the Class III standard of waterway has been considered. The shoal length for Class III is 4000 m with an estimated quantity of Dredging as 161877.66 Cu. M. By allowing 10 % excess volume for depth variation / fairway dimensional allowances, the total dredging quantity has been worked out to 1.78 Lakhs in NW 51; Hence a provision of 1,78,000.00.00 Cu. M of dredging has been taken into account.

4.3.3 TRAFFIC POTENTIAL

The designated NW can be considered for development for Tourism Traffic within the reservoir submergence. There is lot of tourism activity happening in this area and Govt. of Karnataka is also showing their keen interest in further developing the waterway for boosting tourism activity. The relevant places of tourist interest can also be accessed at <https://www.karnatakaturism.org/kabini-the-land-of-spectacular-landscapes-and-wildlife>

4.3.4 VESSEL

With the success of Ganga Vilas the world’s longest river cruise, new avenue of this mode of tourism has emerged Any passenger ferry with less than 1.7m draft is suitable for navigating in the defined stretch, as targeted depth of River Kabini (NW-51) is 1.7m. In case of higher draft requirement, IWAI may explore the option of increasing depth. .



4.3.5 TERMINALS

No terminal exists on Kabini River. Local people are using small wooden boats for across the river movement. Passengers use ferry boat to cross over river. Ferry services along river for tourism and passengers have been proposed by DPR Consultant appointed by IWAI. Two terminals are proposed considering the origin and destination of fairway at Beechanahalli and Beeramballi. In order to meet the estimated Tourism Traffic mobility, Ferry terminals with Infrastructure has been worked out and proposed.

The proposed project of waterways between both the points shall facilitate an opportunity for the visiting tourists to experience the serene waterways and traverse to another tourist destination. It is being visualized that the project has the potential to bring huge economic benefits for the local people in terms of following.

- (i) Act as an enabler for river tourism in the catchment area.
- (ii) Attract high end tourist footfalls with other ancillary developments.
- (iii) Provide tourist and residents of the region, the opportunity to experience the luxurious water-based tourism activities.
- (iv) Add the scenic beauty of the river/dam.
- (v) Has the potential to open up other allied/ support industries in the region such as boat/ yacht building, boat yards, marine equipment manufacturing among the others.

4.4 BRIEF OF RIVER KALI(NW-52)

4.4.1 BRIEF DESCRIPTION OF DEPTH AVAILIBTY

The Least Available depth with respect to CD is as follows

LAD status (w.r.t. CD) of NW-52

Stretch Along Waterway	Reduced LAD (m)	Stretch 1 (0-10 km)	Stretch 2 (10-20.0)	Stretch 3 (20.0-30.0)	Stretch 4 (30.45-40.0)	Stretch 5 (40.0-53.4)	Total
Stretch (From 0.00 To 53.415)	< 1.2 m	0.000	1.000	7.350	0.300	6.800	15.45
Length with LAD < 1.2 m	1.2m to 1.4m	0.000	0.000	0.000	0.0	0.450	0.450
With LAD from 1.2-1.4 m	1.5m to 1.7m	1.2000	1.800	0.450	0..400	0.000	3.850
With LAD from 1.5-1.7 m	1.8m to 2.0m	0.450	0.450	0.000	0.00	1.400	2.300
With LAD from 1.8-2.0 m	> 2.0 m	8.350	6.750	2.200	9.30	4.750	30.900
With LAD > 2.0 m	Total	10.000	10.000	10.000	9.550	13.4	52.95

Stretch of length of 29.90km up to Kadra Dam comes in the Tidal influence zone due to backwaters from Arabian Sea. The average tidal variation is 1.35 m.

Cross structures

- Dam – 1 Dam_ Kadra Dam at Chainage 29.90km
- Weir – NIL
- Bridges - There are 3 Road Bridges with HC 20.0-30 m and VC of 2.45-8.57
- HTL / LTL – 1 HT Line with a VC of 15 m
- Water Pipeline - Nil.

4.4.2 DREDGING

The quantity of dredging assessed by IWAI with respect to the actual length of waterway which is available till 29.55kms only is 6.05 Lakh cum.

4.4.3 TRAFFIC POTENTIAL

Detailed traffic study was carried out in the hinterland. The identified Traffic for IWT for this Waterway is 13000 Ro-Ro Vehicles per annum i.e., the cargo of “Molasses” from Hariyal to Karwar. No major industries are located along the waterway. Advance Petropole Processes & Aditya Birla Chemicals are the two industries in hinterland within a catchment area of 25 km. Large industries in Uttara Kannada are very few, like Sugar and Paper Mill in Haliyal Taluka and a Chemical Plant at Binaga. As they are close to Karwar Port, so they would not use Sharavati river. Most of the industries in Uttara Kannada like West Coast Paper Mills, Parrys Sugar, Solaris Chemtech Industries, Bahtey Chemicals & Minerals are far from Sharavati river. As they are closer to Kali river, so these industries would prefer to use Kali river instead of Sharavati.

4.4.4 Catchment Baseline

- Local economic geography – Originates near Diggi, a small village in Uttara Kannada district and flows through Supa, Yellari and Karwar talukas before merging with the Arabian sea.
- Catchment area – Karwar, Ankola, Suppa & Yellapur talukas of Uttara Kannada and Sanguem, Canacona & Quepem talukas of South Goa
- Economic activities – Big portion of hinterland is covered under forest area. Uttara Kannada district is rich in forest wealth & South Goa in Minerals. Fishing, Agriculture & Sand Mining are the major income generating sources.

- Connectivity Major roads – SH 34 & SH 6 passes parallel to Kali River. NH 66 (Panvel-Kochi Highway) crosses the mouth of river at Karwar.
- Major railway – Konkan railway line runs across the river at Kanasgiri.
- **Industrial Cluster** - Advance Petropole Processes & Aditya Birla Chemicals are the two industries in hinterland. Rest all are located more than 25kms away from river.
- **Tourism potential:** Kadra Dam constructed in is an earthen dam with a length of 2313 m and height is 40.5 m. The major attractions of this area are a beautiful park with fountains, cascades, caves, colourful trees and plants.
- A gorgeous rose garden is a special feature of the dam alongwith a unique Vedic garden depicting sun signs, planet and stars. Mahamayi Temple near Kadra right inside the forest with a blissful atmosphere is an ancient and popular temple that attracts pilgrims from nearby hinterland. The temple is really exceptional. Several other attractions close to this dam are Anshi sanctuary (17 km), Ulavi (39 km), Kadra falls (5 km), etc.
- **Major Port's:** Mumbai Port & Jawahar Lal Nehru Port (230 Nm approx), New Mangalore Port (113 Nm approx) and Mormugao Port(approx 43 Nm approx).



INDEX AND CATCHMENT MAP OF NW_52

4.4.5 Proposed Opportunities

1. Terminal and Cruise operations.
2. Maintenance of waterways by maintenance dredging.

3. Cruise terminal operation and maintenance.
4. Proximity to 3 major ports within a distance of 43 Nm – 230 Nm provides new opportunities in diversion of existing cargo movement through NWs.

4.5 BRIEF OF RIVER SHRAVATI (NW-90)

4.5.1 BRIEF DESCRIPTION OF DEPTH AVAILABILITY

The Least Available depth with respect to CD is as follows

LAD status (w.r.t. CD) of NW-90

LAD Status (w.r.t. CD)	Stretch-1 (km)	Stretch-2 (km)	Stretch-3 (km)	Total (km)
Stretch (From 0.00 To 29.25)	0.00 – 10.00	10.00-20.00	20.00-29.25	---
Length with LAD < 1.2 m	5.75	2.15	6.50	14.40
With LAD from 1.2-1.4 m	0.00	0.60	0.00	0.60
With LAD from 1.5-1.7 m	0.15	0.45	0.00	0.60
With LAD from 1.8-2.0 m	1.40	2.85	2.25	6.50
With LAD > 2.0 m	2.70	3.95	0.50	7.15
Total	10.00	10.00	9.25	29.25

Stretch of length of 28.864km up to Gerusoppa Dam comes in the Tidal influence zone due to backwaters from Arabian Sea. The average tidal variation is 1.1 m.

Cross structures

- Dam – None
- Weir – None
- Bridges (Rail/Road) - 04 Nos.
- HTL / LTL – 2 HT Line.
- Water Pipeline/ Underwater Cable – 02 Nos.

4.5.2 DREDGING

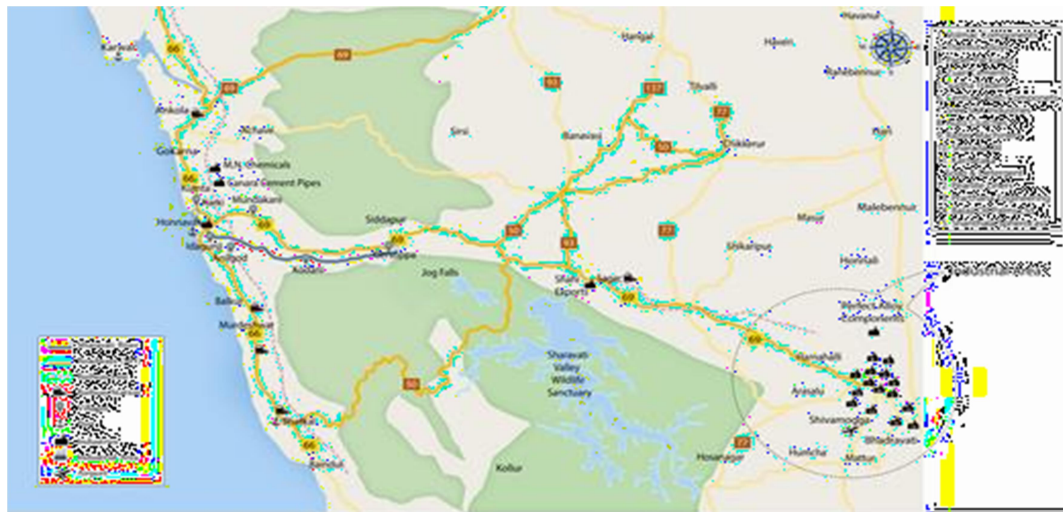
The suggested Fairway Development shall require through dredging to achieve a LAD of 2.0 m for class IV waterway involving 3.827 Lakhs Cu. M of ordinary soils which can be increased in case of demand.

4.5.3 TRAFFIC POTENTIAL

4.5.3.1 CARGO POTENTIAL

Primary sector of Uttara Kannada district consists of Agriculture, Forestry, Fishing, Animal husbandry & Mining.

- a. The district has a significant fishing area and contributes more than 30 percent of fish catch in the state. A large population of the district is engaged in the MSME sector comprising of fish related processing foods due to 120 km coastline in the district. Local people are also engaged in the medicinal herbs segment due to more than 75% of forest area in the district. Livestock and poultry segments have also grown along with agriculture occupation.
- b. **Mining & quarrying:-**Uttara Kannada district is rich in mineral wealth. Iron and Manganese are the major minerals, while Limestone, Bauxite, Quartz, Silica, Lime shells and Sand are the other important minerals. The Iron ore occurs mainly in the western half of the district, like in the talukas of Honnavar.



PRIMARY AND SECONDARY CATCHMENT OF NW-90

4.5.3.2 TOURISM:

- a. There are several tourist potential spots in the catchment area of Sharavati River and some of them can be connected through water transportation.
- b. The tourist places near Sharavati river are listed in table below and for NW-90 the following link can be accessed at <https://karnatakaturism.org/places-to-visit-in-honnavar/> . Other

famous tourist attractions in the region are little far from the river, but they could also be considered as potential market for passenger ferry. Some tourist places are located in Bhatkal and Kumta talukas; these talukas are considered as primary catchment area. However, due to the road distance (more than 25 km) from these tourist places to Sharavati river, these tourist spots are included in the tourism of secondary catchment area.

- c. The following table shows the famous tourist spots in the catchment area of Sharavati river and their distance from the taluka headquarter and Sharavati river.

Taluka	Tourist Spot	Distance in KM	
		from Taluka Head Quarter (KM)	from Sharavati River (KM)
Honnavar	Sharavati Back Water	2	0
	Haigund Island	15	0
	Apsara Konda	10	4
	Idgunji Temple	11	2
	Kasarkod Beach	4	2
	Chandavar Church	30	1
Shivamogga	Sharavati Wildlife Sanctuary	28	19
Sagar	Jog Falls	28	19
	Linganamakki dam	29	22
Kumta	Dhareshwar Temple & Beach	10	9
	Kagal Temple & Beach	11	23
	Mirjan Fort	12	25

- d. The districts of Uttar Kannada and Shivamogga have existing as well future opportunities for Nature Tourism, as these two districts are located in Western ghats and boast of dense forests, hills, valleys, waterfalls etc. Uttara Kannada district is hilly and has thick forests and a long coastal line, which attracts nature lovers. Honnavar taluka, has great tourism importance.

5. Purpose of this EOI-

5.1. This EOI intends to understand private sector interest to undertake the proposed project and gauge the market views/ responses for the same or any other opportunities which private players mightlike to bring on board.

5.2. General instructions

5.2.1. IWAI proposes to adopt a three-stage process, which includes an EOI, RFQ and an RFP stage for selection of the Applicant. The first stage (“EOI Stage”) involves submission of EOIs by interested Applicants. In the second stage (“RFQ Stage”), IWAI will issue a RFQ for shortlisting the Applicants based on the eligibility and qualification criteria set out in the RFQ document. In the third stage (“RFP Stage”), IWAI will issue an RFP for selecting the preferred bidder basis the highest/ lowest bid as applicable depending on bid parameter.

5.2.2. Applicants are required to carefully read all the contents of this EOI Document and thereafter to provide the required information, as per the checklist provided in Annexure 5.

Submission details: Applicants should submit the following as part of their Eoi submission.

- a) Letter comprising application for EOI as per Annexure 1;
- b) Details of Applicant as per Annexure 2
- c) Power of attorney as per Annexure 3
- d) Business proposal as per Annexure 4

5.2.3. The following conditions are to be noted before uploading the Eoi:

- a) The EOI must be signed by duly authorized person holding the power of attorney in case of limited company, corporation or consortium. A certified copy of the power of attorney shall accompany the Eoi;
- b) The EOI should include a brief description of the roles and responsibilities of individual members, particularly with reference to technical obligations;
- c) In case of a consortium, following criteria must be noted by the Applicants
 - i. Members of the Consortium shall nominate one member as the lead member (the “Lead Member”);
 - ii. An individual Applicant cannot at the same time be member of a Consortium applying for the EOI. Further, a member of a particular applicant Consortium cannot be member of any other applicant Consortium.

5.2.4. EOI must include a summary of business proposal intended at operationalization of the any or all the waterways as the case may be.

5.2.5. Number of applications and costs thereof

5.2.6.No Applicant shall submit more than one EOI. The Applicants shall be responsible for all costs associated with the preparation and submission of EOI documents. IWAI shall in no way be responsible or in any way liable for such costs, regardless of the conduct or outcome of the Bidding Process.

5.2.7. Acknowledgement by Applicant:--It shall be deemed that by submitting the application, the Applicant has made a complete and careful examination of the EOI, and accepted the risk of inadequacy, error or mistake in the information provided in the EOI or furnished on behalf of IWAI. IWAI shall not be liable for any omission, mistake or error in respect of any of the above or on account of any matter or thing arising out of or concerning or relating to the EOI or the Bidding Process, including any error or mistake therein or in any information or data given by IWAI.

5.2.8.The Applicant acknowledges that in the event the proposal submitted by it is accepted and RFQ and RFP are issued for said project, the Applicant shall have no preferential rights and selection of developer shall be undertaken strictly as per Article 5.2 above.

5.2.9.Right to accept or reject any or all Applications

- a) Notwithstanding anything contained in this EOI Document, IWAI reserves the right to accept or reject any EOI or to annul the EOI Process or reject all EOIs, at any time without any liability or any obligation for such rejection or annulment and without assigning any reasons therefore. IWAI reserves the right to reject the EOI if:
- b) At any time during the submission process or thereafter, a material misrepresentation is made or discovered, or
- c) The Applicant does not respond promptly and diligently to requests for supplemental information required for evaluation of the EOI;
- d) Non-compliance with any clause and provision prescribed in this EOI Document, including requirements specified in the annexures appended herein.

5.2.10. Preparation and submission of the EOI

- a) By submitting an EOI application, the prospective Applicants who shall be deemed to acknowledge that they have carefully read all provisions of this EOI Document including the disclaimer, terms and conditions and annexures hereto, and have fully informed themselves about all existing conditions and limitations.
- b) Applications should be submitted before 1530 hours IST on the application due date ("**12.12.2023**") on the Central Public Procurement Portal <https://eprocure.gov.in/eprocure/app> in the formats specified at

Annexure 1-5, together with the documents specified below and mark it as “EOI Application”. A receipt thereof should be obtained from the office of the person specified in Article 5.6.

- c) The Applicant shall upload the documents on the Central Public Procurement Portal <https://eprocure.gov.in/eprocure/app> as specified in Article 5.2.3 alongwith instructions at Annexure-6. The hard copy of documents is also required to be submitted at the address provided in Article 2.13.

5.2.11. The Application shall contain:

- (a) Letter comprising Application for EOI as per format at Annexure 1
- (b) Particulars of the Applicant as per format at Annexure 2
- (c) Power of Attorney for signing the EOI as per format at Annexure 3
- (d) Format for business proposal as per format at Annexure 4
- (e) Checklist for EOI submission as per format at Annexure 5

5.2.12. All the notifications and detailed terms and conditions regarding, this EOI notice hereafter will be published online on web site <https://eprocure.gov.in/eprocure/app> and IWAI website <https://iwai.nic.in>

5.2.13. The Application shall be submitted online on the Central Public Procurement Portal <https://eprocure.gov.in/eprocure/app>, in accordance with the instructions for online submission as specified in Annexure 6. Applications submitted by fax, telex, telegram or e-mail shall not be entertained.

5.3. Language

5.3.1. The EOI prepared by the Applicant and all correspondence and documents relating to the EOI exchanged by the Applicant and IWAI, shall be in English language, provided that any printed literature furnished by the Applicant in another language shall be accompanied by an English translation in which case, for purposes of interpretation of the application, the English translation shall govern. If any supporting documents submitted are in any language other than English, translation of the same in English language is to be duly attested by the Applicant.

5.3.2. Schedule of EOI Application Process

The schedule of the Application process is as below. While the Authority shall endeavor to adhere to the schedule, it reserves the right to modify the schedule without providing any reasons thereof:

SNo.	Event Description	Date
1	Release of EOI	T
1	Last date for receiving queries	T+ 7 days
2	Pre-application conference	T+ 7 days at 1500 hrs IST
3	Authority response to pre application queries	T+ 10days

	latest by	
4	Application Due Date	T+ 30 days at 1800 hrs IST
5	Application opening date	T+32 days at 1030 hrs IST
6	Selected business model	Application due date + 60 days

5.4. Right to extend the validity of EOI Document-

5.4.1. IWAI in its absolute discretion and prerogative may extend the validity of the EOI submitted by the Applicants by according proper reasons thereof.

5.4.2. No obligation to issue RFQ

5.4.3. IWAI shall be under no obligation to issue RFQ for the Project described in this EOI Document.

5.4.4. Right to cancel the EOI Process

5.4.5. IWAI may cancel this EOI Process at any stage without assigning any reasons whatsoever and will not be liable to compensate any Applicant on any grounds whatsoever. The Applicants shall not be entitled to refund of cost of documents or other costs in case the EOI is cancelled for whatsoever reason or without assigning any reason.

5.5. Correspondence with IWAI

The Chairman
Inland Waterways Authority of India
Head Office, A-13, Sector – 1, Noida – 201301, Uttar Pradesh, India
Tel: +91 120 2424540
E-mail: chairman.iwai@nic.in , mt.iwai@nic.in , vcdialani@iwai.gov.in ,
srafat.iwai@nic.in

6. Annexures

Annexure 1: Letter comprising Application for EOI

dd/mm/yyyy

To,

Chairman, IWAI

Inland Waterways Authority of India

Head Office, A-13, Sector – 1, Noida – 201301, Uttar
Pradesh, India Tel: +91 120 2424540

E-mail: chairman.iwai@nic.in

Sub.: Submission towards EoI for operationalization of National Waterways in the
State of Karnataka.

EOI Ref.: [•]

Dear Sir,

Having examined the EOI, the receipt of which is hereby duly acknowledged, I/We
offer to submit the EoI for the Project.

I/We agree and understand that this EOI is non-binding and non-committal. IWAI or
its directors, employees, associates, affiliates or its agents shall not be liable to
me/us for any liability arising directly or indirectly from our participation in the EOI
Process.

I/We further agree, understand and fully comprehend that IWAI may in its absolute
and exclusive discretion at any time change, alter, replace, remove and/or cancel
any or all part of this EOI or the Project. IWAI may also abandon, call-off, alter,
replace, revise the Project. Furthermore, IWAI is under no obligation or compulsion
in any manner whatsoever to release or publish the RFQ and/or RFP, it may also
change or replace or cancel any or all part of the bidding process.

We submit hereto my/our EOI as per the requirements and details specified in the
EOI Document. I/We confirm that the information contained in these submissions or
any part thereof, including the annexures, and other documents and instruments
delivered or to be delivered to IWAI, are true, accurate, verifiable and complete.
These submissions include all information necessary to ensure that the statements
therein do not in whole or in part mislead IWAI in its EOI Process.

I/We fully understand and agree to comply that on verification, if any of the information provided here is found to be misleading the EOI Process, I/we are liable to be disqualified from the EOI Process, if selected to do so.

I/We agree for unconditional acceptance of all the terms and conditions set out in the EOI Document and also agree to abide by this EOI for a period of 120 days from the date of submission.

I/We agree that you are not bound to accept any EOI you may receive. I/We also agree that you reserve the right in absolute sense to reject all or any of the EOI received as per the EOI Document.

I/We fully understand and acknowledge that I/ we shall have no special rights even if our proposal is accepted and the terminal is developed accordingly.

It is hereby confirmed that I/We am/are entitled to act on behalf of my/our firm and empowered to submit this document as well as such other documents, which may be required in this connection.

Signature of Authorized Signatory (with official stamp) Vide Board Resolution dated [•]

Name: [•]

Designation:

[•] Address: [•]

Telephone & Fax:

[•] E-mail address:

[•]

Annexure 2: Particulars of the Applicant

1.
 - (a) Name:
 - (b) Country of incorporation:
 - (c) Address of the corporate headquarters and its branch offices, if any, in India:
 - (d) Date of incorporation and/ or commencement of business:

2. Brief description of the Company including details of its main lines of business and proposed role and responsibilities in this Project:

3. Details of individuals who will serve as the point of contact/ communication for the Authority:
 - (a) Name:
 - (b) Designation:
 - (c) Company:
 - (d) Address:
 - (e) Telephone Number:
 - (f) E-Mail Address:
 - (g) Fax Number:

4. Particulars of the Authorized Signatory of the Applicant:
 - (a) Name:
 - (b) Designation:
 - (c) Address:
 - (d) Phone Number:
 - (e) Fax Number:

5. In case of a Consortium:
 - (a) The information above (1-4) should be provided for all the Members of the Consortium.
 - (b) Information regarding the role of each Member should be provided as per table below:

S No.	Name of Member	Role	Percentage of equity in the Consortium
1.			
2.			
3.			
4.			

6. The following information shall also be provided for each Member of the Consortium

Name of Applicant/ member of Consortium:

S No.	Criteria	Yes	No
1.	Has the Applicant/ constituent of the Consortium been barred by the Central/ State Government, or any entity controlled by it, from participating in any project?		
2.	If the answer to 1 is yes, does the bar subsist as on the Application Due Date?		
3.	Has the Applicant/ constituent of the Consortium paid liquidated damages of more than 5% of the contract value in a contract due to delay or has been penalised due to any other reason in relation to execution of a contract, in the last three years?		

7. A statement by the Applicant and each of the Members of its Consortium (where applicable) disclosing material non-performance or contractual non-compliance in past projects, contractual disputes and litigation/ arbitration in the recent past is given below (Attach extra sheets, if necessary):

Annexure 3: Power of Attorney for signing the EOI

[To be printed on Non-Judicial Stamp Paper and duly attested by notary public]

EOI Ref.: [•]

Know all men by these presents, We (name of the firm

and address of the registered office) do hereby irrevocably constitute, nominate, appoint and authorise Mr/ Ms (name), son/daughter/wife of

and presently residing at.....

....., who is presently employed with us/ the Lead Member of our Consortium and holding the position of....., as our true and lawful attorney (hereinafter

referred to as the "Attorney") to do in our name and on our behalf, all such acts, deeds and things as are necessary or required in connection with or incidental to submission of our application for qualification and submission of our bid for the Inland Waterways Authority of India (the "Authority") including but not limited to signing and submission of all applications, bids and other documents and writings, participate in Pre-Applications and other conferences and providing information/ responses to the Authority, representing us in all matters before the Authority, signing and execution of all contracts including the Concession Agreement and undertakings consequent to acceptance of our bid, and generally dealing with the Authority in all matters in connection with or relating to or arising out of our bid for the said Project and/ or upon award thereof to us and/ or till the entering into of the Concession Agreement with the Authority.

AND we hereby agree to ratify and confirm and do hereby ratify and confirm all acts, deeds and things done or caused to be done by our said Attorney pursuant to and in exercise of the powers conferred by this Power of Attorney and that all acts, deeds and things done by our said Attorney in exercise of the powers hereby conferred shall and shall always be deemed to have been done by us.

IN WITNESS WHEREOF WE,, THE ABOVE- N A M E D
PRINCIPAL HAVE EXECUTED THIS POWER OF ATTORNEY ON THIS
DAY OF 2.....

For

.....

Witnesses:

- 1.
- 2.

(Signature, name, designation and address)

(Notarized)

Accepted

.....

(Signature) (Name, Title and

Address of the Attorney)

Notes:

- *The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executants and when it is so required, the same should be under common seal affixed in accordance with the required procedure.*
- *Wherever required, the Applicant should submit for verification the extract of the charter documents and documents such as a board or shareholders' resolution/ power of attorney in favour of the person executing this Power of Attorney for the delegation of power hereunder on behalf of the Applicant.*
- *For a Power of Attorney executed and issued overseas, the document will also have to be legalised by the Indian Embassy and notarised in the jurisdiction where the Power of Attorney is being issued. However, the Power of Attorney provided by Applicants from countries that have signed the Hague Legislation Convention 1961 are not required to be legalised by the Indian Embassy if it carries a conforming Apostille certificate.*

Annexure 4: Format for business proposal

Title of business proposal	Operationalisation of National Waterways in the State of Karnataka.
Description of business proposal(Various activities are listed herein, the bidder is free to choose any or all of the activities)	<p>The objective is to develop the 5 NWs. The proponent can submit proposals for development of any/all of NWs listed herein. These include but are not limited to IWT terminals with multi modal connectivity, fairway development through maintenance dredging, and improving navigability by providing navigational aids, vessel track and management systems, Cruise operations etc as a service. The services listed herein are not exhaustive, bidder may suggest other activities concerned to IWT development</p> <p>Interested parties can submit their business proposal for any of such development and services initiatives with information on</p> <p>Scope of the initiatives proposed: Works proposed to development / services to be provided with information on equipment,</p> <ul style="list-style-type: none"> • Capacity / size/coverage, • Rationale for the initiative: For infrastructure this can be the anticipated commodities, estimated cargo volumes, hinterland, anticipated traffic and projections. For services this can be the nature of customers/ users, volume projections, willingness to pay, estimated tariff. • Sources of revenue • Key operational considerations • Key performance indicators • Estimated cost • Proposed contracting model and tenure of contract • Support required from the Authority

Annexure 5: Checklist for EOI submission

Content	Forms	Remark Yes / No
EOI for Business proposal-Submitted by <u>[insert applicant name]</u>	NA	
Formats as specified in the EOI including supporting documents.	Annexure 1	
	Annexure 2 with supporting documents (if any)	
	Annexure 3 with supporting documents (if any)	
	Annexure 4 with supporting documents (if any)	

Annexure 6: Instructions for online submission

Instructions to the Bidders for the e-submission of the Bid online through the Central PublicProcurement Portal for procurement

<https://eprocure.gov.in/eprocure/app>

1. Possession of valid Digital Signature Certificate (DSC) and enrolment/registration of the Concessionaires/bidders on the e-procurement/e-tender portal is a prerequisite for e-tendering.
2. Bidders should do the enrolment in the e-Procurement site using the <https://eprocure.gov.in/eprocure/app> option available on the home page. Portal enrolment is generally free of charge. During enrolment/registration, the bidders should provide the correct/true information including valid email id. All the correspondence shall be made directly with the Concessionaires/bidders through email id provided
3. Bidder need to login to the site through their user ID/ password chosen during enrolment/registration.
4. Then the Digital Signature Certificate (Class II or Class III Certificates with signing key usage) issued by SIFY/TCS/n-Code/e-Mudra or any Certifying Authority recognized by CCA India on e-Token/Smart Card, should be registered.
5. The DSC that is registered only, should be used by the bidder and should ensure safety of the same.
6. Concessionaire/Bidder may go through the tenders published on the site and download the required tender documents/schedules for the tenders he/she is interested.
7. After downloading / getting the tender document/schedules, the Bidder should go through them carefully and then submit the documents as asked.

8. If there are any clarifications, this may be obtained online through the tender site, or thro' the contact details. Bidder should take into account of the corrigendum published before submitting the bids online.
9. Bidder then logs in to the site through the secured log in by giving the user id/ password chosen during enrolment/registration and then by giving the password of the e-Token/Smart Card to access DSC.
10. Bidder selects the tender which he/she is interested in by using the search option & then moves it to the 'my favourites' folder.
11. From the My favourites' folder, he selects the tender to view all the details indicated.
12. It is construed that the bidder has read all the terms and conditions before submitting their offer. Bidder should go through the tender schedules carefully and upload the documents as asked, otherwise, the bid will be rejected.
13. Bidder, in advance, should get ready the bid documents to be submitted as indicated in the tender document/schedule and generally, they can be in PDF/xls/rar/jpg/ formats. If there is more than one document, they can be clubbed together and can be provided in the requested format. Each document to be uploaded through online for the tenders should be less than 2MB. If any document is more than 2MB, it can be reduced through zip/rar and the same can be uploaded, if permitted.
14. If there are any clarifications, this may be obtained through the site, or during the pre- Bid meeting if any. Bidder should take into account the corrigendum published from time to time before submitting the online bids.
15. The Bidders can update well in advance, the documents such as certificates, annual report details etc., under My Space option and these can be selected as per tender requirements and then send along with bid documents during bid submission. This will facilitate the bid submission process faster by reducing uploadtime of bids.
16. Bidder should submit the Tender Fee/ EMD as specified in the tender. The original payment instruments should be posted/couriered/given in person to the Tender Inviting Authority within the due date as mentioned in this tender document. Scanned copy of the instrument should be uploaded as part of the offer, if asked for.
17. While submitting the bids online, the bidder reads the terms & conditions and accepts the same to proceed further to submit the bid packets.

18. The bidder has to select the payment option as offline to pay the Document Fee as applicable and enter details of the instruments.
19. The details of the DD/any other accepted instrument, physically sent, should tally with the details available in the scanned copy and the data entered during bid submission time. Otherwise submitted bid will not be acceptable.
20. The bidder has to digitally sign and upload the required bid documents one by one as indicated. Bidder to note that the very act of using DSC for downloading the bids and uploading their offers shall be deemed to be a confirmation that they have read all sections and pages of the bid document including General conditions of contract without any exception and have understood the entire document and are clear about the requirements of the tender requirements.
21. The bidder has to upload the relevant files required as indicated in the cover content. In case of any irrelevant files, the bid will be rejected.
22. The bidders are requested to submit the bids through online e-tendering system to the Tender Inviting Authority (TIA) well before the bid submission end date & time (as per Server `System Clock). The TIA will not be held responsible for any sort of delay or the difficulties faced during the submission of bids online by the bidders at the eleventh hour.
23. After the bid submission, the acknowledgement number, given by the e-tendering system should be printed by the bidder and kept as a record of evidence for online submission of bid for the particular tender and will also act as an entry pass to participate in the bid opening date.
24. The bidder should ensure/see that the bid documents submitted should be free from virus and if the documents could not be opened, due to virus, during tender opening, the bid is likely/liable to be rejected.
25. The time settings fixed in the server side & displayed at the top of the tender site, will be valid for all actions of requesting, bid submission, bid opening etc., in the e-tender system. The bidders should follow this time during bid submission.

26. All the data being entered by the bidders would be encrypted using PKI encryption techniques to ensure the secrecy of the data. The data entered will not be viewable by unauthorized persons during bid submission & not be viewable by any one until the time of bid opening.
27. Any bid document that is uploaded to the server is subjected to symmetric encryption using a system-generated symmetric key. Further this key is subjected to asymmetric encryption using buyers/bid opener's public keys. Overall, the uploaded tender documents become readable only after the tender opening by the authorized bid openers.
28. The confidentiality of the bids is maintained since the secured Socket Layer 128 bit encryption technology is used. Data storage encryption of sensitive fields is done.
29. The bidder should logout of the tendering system using the normal logout option available at the top right hand corner and not by selecting the (X) exit option in the browser.
30. For any queries regarding e-tendering process, the bidders are requested to contact through the modes given below:

E-mail: chairman.iwai@nic.in
mt.iwai@nic.in
vcdialani@nic.in
srafat.iwai@nic.in

Contact Telephone Numbers: 0120- 2544036/2543972/2527667
