

### Clarification on Queries received from M/s Tata Steel, NYK & IQ Martrade

Sl. No.	Query	Clarification
1	What would be the period of concession?	As long as it is required to make the project viable.
2	Can an interested party submit its EOI for fewer locations and not for all locations?	Interested party can submit its EOI for fewer locations too.
3	It is understood that the ownership of the waterfront is with IWAI. However, the ownership of adjoining land, which would be required for development of infrastructure like yards, approach roads, utilities etc, shall be provided by IWAI. Request clarification.	Land for the development of infrastructure like yards, approach roads, utilities etc, to be acquired by State Government, as per the requirement placed by IWAI based on the project components
4	Has there been any technical and commercial pre-feasibility study conducted by IWAI? In case it is done can we obtain copy of the study report?	The DPR for NW-5 prepared by WAPCOS LIMITED is available at the website of IWAI and also the DPR prepared by Feedback Infra Private Limited is available in the website of IWAI which may be referred.
5	Has there been any traffic study conducted for the proposed waterways?	For traffic study agreement has been signed with KPMG on 20.07.2022 and the same is under progress. This can be made available after completion and acceptance by the Competent Authority.
6	It is whose responsibility to maintain the navigability of the waterways?	It is the responsibility of the bidder to maintain the navigability of the waterways.
7	Shall there be any provision for Gap Funding in case the proposal doesn't work out to be commercially viable of its own?	The VGF funding planned is as per the VGF Scheme of the GoI
8	What would be the evaluation criteria for the proposals received by IWAI from various interested bidders?	With due procedure of RFQ & RFP and the Procurement Manual 2022

\*\*\*

Sl. No.	Clause No.	Queries from Adani	Informations								
1	Clause 2.2 Overview of the Project, Sub Clause 2.2.2	<p>2.2.2. As per recent detailed project report<sup>1</sup> prepared by IWAI, below mentioned Least available depth ("LAD") along NW-5 and NW-64 need to be maintained:</p> <table border="1" data-bbox="548 260 1440 387"> <thead> <tr> <th>Section</th> <th>LAD (m)</th> </tr> </thead> <tbody> <tr> <td>Mangalgadi – Dhamra</td> <td>2- 4</td> </tr> <tr> <td>Mangalgadi – Paradip</td> <td>2</td> </tr> <tr> <td>Marshaghai – Paradip</td> <td>2</td> </tr> </tbody> </table> <p>IWAI proposes that the applicant undertakes the development and maintenance of the mentioned LADs, fairways, dredging and related works along the identified stretches of NW-5 and NW- 64.</p> <p>As it is proposed that the applicant undertakes the development and maintenance of the mentioned LADs, fairways, dredging and related works along the identified stretches of NW-5 and NW- 64.</p> <p>Hence, we request you to share the latest/ historical bathymetry survey data (XYZ and AutoCAD) for designing and dredging estimation in the identified stretches, if available.</p> <p>Also, request you to share the WAPCOS report, Feedback Infra DPR-2016 as mentioned in the EOI document.</p>	Section	LAD (m)	Mangalgadi – Dhamra	2- 4	Mangalgadi – Paradip	2	Marshaghai – Paradip	2	<p>For NW-5 the MLTS survey data upto May,2022 available in IWAI Office which may be shared.MLTS in NW-64 has not been started</p> <p>-----</p> <p>The DPR prepared by WAPCOS Limited is available in IWAI,website which can be referred/shared.</p>
Section	LAD (m)										
Mangalgadi – Dhamra	2- 4										
Mangalgadi – Paradip	2										
Marshaghai – Paradip	2										
2	General	<p>Please provide details of IWAI concept on Design, Build, Finance, Operate and Transfer basis mode of functioning i.e.:</p> <p>2.1 How Bidder will collect revenue in this model? What is the regulatory regime for same.</p> <p>2.2 Any techocommercial study done for evaluating viability on DBFOT model or comparison study done with functioning of NW 1 model</p>	<p>The revenue may be generated after development of stretches of NW5 &amp; NW64 and cargo availibty. This may be through Water and terminal Charges.</p>								
3	General	<p>What kind of surveys and investigations have been formed for the proposed stretch of development?</p>	<p>For NW-5 the MLTS survey is being conducted in regular basis. MLTS in NW-64 has not yet started. The detailed survey is required for terminal planning at terminal locations (proposed) and for the fairway developmant purposes.</p>								
4	General	<p>What kind of information is available on water flow during peak and lean seasons and for what duration is such information available?</p>	<p>There is a Gauge station of WR Department, Govt of Odisha located at Aul Rajbati .The HFL recorded as 17.00Ft (5.18m) till date.The stretch from Padanipal to Dhamara- Paradip is a tidal zone.The peak flow and duration depends upon the Quantity of rain fall data / flood data etc.</p>								

5	General	What kind of commitment is being assured by Government of Odisha in this bid? What are the list of permissions needed from State Government for developing the waterway and proposed terminals?	During the meeting held on 04.07.2022 under the Chairmanship of Chief Secretary to Govt., Odisha ensured that the Govt. of Odisha will provide all kind of assistane& facilities to IWAI for development of NW5 & NW64.
6	2.1 & 2.2	It is requested to provide more clarity and details on the scope of work	This was clarified in the Meeting with the Interested parties. Scope includes development of the waterways , structures and the terminals.
7	General	Kindly explain the process in details for online registration and submission and if possible provide demo in pre-bid conference	Re. to EoI clause 4.7 (Annex-7)
8	General	What would be the benefits / exemptions / assistance from central and states agencies for the project	During the meeting held on 04.07.2022 under the Chairmanship of Chief Secretary to Govt., Odisha ensured that the Govt. of Odisha will provide all kind of assistane& facilities to IWAI for development of NW5 & NW64.
9	General	For development of business proposal please share the avaiable cargo wise traffic and cargo projections.	Availabe in the DPR (2016) prepared by WAPCOS Limited.
10	General	Availability of land and utilities like water and power on proposed terminal locations.	Land to be acquired by the State Government
11	General	Clarity on societal and environmental bottlenecks and risks and State and Central agency assistance on the same. (for impact considerations in Business proposal)	Meeting in 1st Phase has been conducted on 04.07.2022 among IWAI and State officers in the level of Chief Secretary ,Odisha & Chairman IWAI .
12	General	Assuming that bidder shall consider route and land survey details by IWAI or its appointed agency, we request Scope Clarity with reference to:	
		1. Fairway development	1.To be done by the Bidder. No fair way development activity has been taken up by IWAI between Padanipal and Dhamara-Paradip till date.
		2. Navigational aids and channel markings	2.Tobe done by the Bidder / investor.
		3. Terminal facilities	3.Terminals sites are to be selected and developed by the Bidder. The existing Terminal at Dhamara can be utilised as decided in the meeting on 24.04.2022
		4. Ancillary facilities and facilities	4.It is a natural navigational route which is to be developed by the Bidder.No fair way development activity has been taken up between Padanipal and Dhamara-Paradip.

		5. Any other area/facility for consideration not mentioned in points 1 to 4	5.Nil.
13	General	Scope clarity at battery limits like ports and hinterland terminals.	100 Tonne - 200 Tonne Barges can move safely between Padanipal and Dhamara - Paradip after Maintenance dredging and can smoothly pass under bridges at Gadgadi ghat & Rajnagar except the time of high flood.
14	General	Space for barge repair and cleaning	Space will be selected by the bidder

Reply to OSL Group

Sl. No.	Questions on IWAI Tender for EOI	Reply
1	IMT/MMT proposed at Marshaghai is without rail connectivity. IMT/MMT at Padanipal is without any road and rail connectivity. How the export cargo is expected to reach the proposed terminals?	Badapaldia (Marshaghai) is connected with NH-53 and Chandikhol - Paradip rail line. The proposed terminal location at Badapaldia (Marshaghai) can be connected with a separate rail line for proposed MMT. Padanipal is connected to Manpur through Water Resources Black Topped road (1.50KM) and Manpur is connected to SH-9A at Aul by rural works road (6KM).
2	The route between Padanipal and Paradip is uncharted. The bathymetry chart for both the routes may be made available to the bidders.	Monthly Longitudinal Thalweg Survey (MLTS) is being conducted from Badamanitia (i.e. u/s of Padanipal) to Paradip 91KM regularly & charts are available in the IWAI Office which can be shared to the bidders.
3	In case a feasibility study is undertaken for cargo movement in the above routes, the same may be shared with the bidders.	WAPCOS Ltd. has carried out a Detailed Project Report for development of IWT and submitted the report in January, 2016. This is available in IWAI website which can be referred (Chapter-10).
4	There is likely to huge Capex on capital dredging requirement for all the 3 stretches so as to maintain a draft of 3.0 mtrs. Any study made in this regard may be shared with the bidders.	WAPCOS Ltd. has carried out a detailed Project Report for development of IWT and submitted the report in January 2016. This is available in IWAI website which can be referred (Chapter-12).
5	The confluence point at Mahanadi appears to be the bottleneck. Is there any MOU with PPA for regular dredging so as to maintain a draft of 3.0 mtrs. throughout the year.	Proposal for dredging of Mahanadi mouth by Paradip Port Authority(PPA) is in process as discussed in the meeting held on 02.02.2022 & 28.02.2022. However the bidder is expected to maintain the channel as per the requirement.
6	Is there any plan to dredge all three stretches to 3.0 mtrs draft by IWAI and then leave it to operators to maintain the same?	There is no plan for dredge 3 stretches to 3 m by IWAI and then leave it to operators. The bidder is expected to dredge and maintain the navigability of waterways.
	There is no adequate cargo back up for business proposal on DBFOT	For the present situation Gypsum & Fertilizer from IFFCO are the products available.

IWAI/NW-5/trafficstudy/2019-22/part-II

I/15006/2022

7		M/s. Ultratech also wants to transfer cement from Marshaghai through NW-64 to various locations in NW-1.
8	Any plan for rail connectivity to the above terminals by Railways. If so, the details may be shared.	The Rail connectivity may be planned with the existing rail line at Badapaldia (Marshaghai). There is no proposal to Padanipal at present.
9	Can the stretches be separated for bidding?	The bidders can submit the EoI for fewer location or for all locations.
10	Is there any plan by IWAI to make available the land required for construction of IMT/MMT at Padanipal / Marshaghai from Government of Odisha?	Land acquisition process has not yet started. Based on the requirement / cargo projection, the land acquisition process will be taken up through Govt. of Odisha.
11	Has all the required statutory clearances been accorded to the Project – if 'yes', kindly share the same with the prospective applicants. It is suggested that pending clearances (from any/all quarter be dealt with and secured by IWAI for the sake of expeditious and unhindered progress of the project(s) so as to arrest any cost overruns.	As per the MoEF&CC notification no clearance is required for maintenance dredging. For Forest & Wild life clearance from State Govt. is under Process.
12	We would like to seek clarifications on the EOI contents as detailed below:  i. Under Clause 2.1.2, Dhamra Port has not been listed though it is also a point of origin and/or destination – any specific reason pl ?  ii. Under Clause 2.1.2 : Padanipal – Paradip & Padanipal – Dhamra and vice versa are meant to be a straight line two way voyage with no intermediate	(i)At Dhamara an IWT Terminal has already been constructed by M/s DPCL and can readily be utilised as discussed during the inspection of IWAI ,Chairman at Dhamara on 24.04.2022.  (ii)Dhamara, Mangalgadi and Paradip are in a straight line. No intermediate operation is required. Padanipal is at about 27km U/S from Mangalgadi in the river Brahmani(NW-5).  Paradip and Badapaldia (Marshaghai) are in a straight line in the river Mahanadi(NW-

I/15006/2022

	<p>operation like cargo transshipment (NW-5) Similarly, Paradip – Marshaghai – Paradip are also meant to be straight like 2 way voyage with no intermediate operation. Pl. confirm.</p>	64).
13	<p>i. Clause 2.2.2: Instead of / in addition to what is appearing in this clause, please provide point to point LAD for the stretches listed in the Table</p> <p>In the instant EOI, Mangalagadi – Dhamra stretch has not been considered at all. Therefore, it seems incorrect to fix the responsibility on the Applicant to maintain LAD for that stretch.</p>	Clause 2.2.2: In Section Mangalgadi – Dhamra, LAD mentioned as 2-4m .

\*\*\*