



**Expression of Interest for Consolidation of Cargo on NW-10 , NW- 28, NW-85
& NW-91 in the State of Maharashtra on PPP mode.**



INLAND WATERWAYS AUTHORITY OF INDIA
Ministry of Ports Shipping & Waterways, Govt of India

A-13 Sector-1 Noida-201301

<https://iwai.gov.in>

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Inland Waterways Authority of India (Ministry of Ports, Shipping & Waterways Govt. of India)	Eol for Consolidation of Cargo on NW-10, NW-28 , NW-85 and NW-91 in the state of Maharashtra on PPP mode
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The issue of this EOI does not imply that the Authority is bound to select an Applicant or to appoint the selected Applicant Joint Venture (JV), as the case may be, for the Project and the Authority reserves the right to reject all or any of the Applicants or EOIs without assigning any reason whatsoever.

The Applicant shall bear all its costs associated with or relating to the preparation and submission of its Eol including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by Authority, or any other costs incurred in connection with or relating to its Eol. All such costs and expenses will remain with the Applicant and Authority shall not be liable in any manner whatsoever for the same or for any other costs or other expenses incurred by an Applicant in preparation for submission of the Eol, regardless of the conduct or outcome of the Eol process. Laws of the Republic of India are applicable to this EOI.

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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 IWA for Operationalization of NW-10 and NW- 28 & NW-85 in the State of Maharashtra on Design, Build, Finance, Operate and Transfer basis.
DPR Consultant	Means the consultant who have prepared the DPR for these NW-10, NW-28 and NW-85.
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 IWA
EOI stage	means and includes the first stage of the Bidding Process to seek EOI applications from interested Applicants

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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
MoPSW	Ministry of Ports Shipping & Waterways
IWAI	Inland Waterways Authority of India
Hinterland/Catchment	Means an area having a radius of 25 km around the designated NW
Lead Member	Lead member of the Consortium
MMT	Multimodal terminal
RFP	Request for Proposal
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 theEOI process

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. Total 13 nos National Waterways either pass through or are in the state of Maharashtra.
- 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** From the point of view of development based on the cargo potential, tourism potential IWAI categorised national waterways into 3 categories A, B, C.

- 2.7** In the state of Maharashtra 4 nos National Waterways has been categorised as Category A viz River Amba(NW-10), NW-28 (Dabhol Creek-Vashishti River), NW-85 (Revadanda Creek & Kundalika River) & NW-100 (River Tapi). River Tapi passes through the State of Gujarat and Maharashtra.
- 2.8** IWAI floated an EoI for operationalization of NW-10, NW-28 and NW-85 for which a few bids has been received. IWAI has also appointed a consultant for this project which in its draft assessment report has suggested that volume of cargo in small packets is available in the hinterland of these 3 NWs that can be consolidated by some experienced cargo handlers.
- 2.9** IWAI intends to carry out this project on PPP mode and accordingly, the Chairman, IWAI through this EoI intends the stakeholders to submit a business plan for consolidation of cargo in these 3 national waterways i.e. NW-10, NW-28 and NW-85.
- 2.10** The interested applicants can submit an EoI as per the format prescribed in this document. After assessing the EoI, IWAI will release a RFQ (Request for qualification) for selection of appropriate applicants for next stage of work.
- 2.11** The EoI is available on IWAI website as well as CPPP (Central Public Procurement Portal) as per the following salient dates

Date of downloading of documents	11.05.2023 @ 1800 hrs
Date of online pre-bid meeting	25.05.2023 @ 1500 hrs
Date of submission of bids	10.06.2023 till 1800 hrs
Date of opening of bids	12.06.2023 @ 1030 hrs

- 2.12** The applicants should the EoI as per the format prescribed herein on <https://eprocure.gov.in/eprocure/app> with all the supporting documents.
- 2.13** The pre-proposal meeting will be held in online mode and the link for the meeting is as follows

Join Zoom Meeting

<https://us06web.zoom.us/j/89167709990?pwd=aWptTUplQWdmRFBQQmxJR1V3RHIHUT09>

Meeting ID: [891 6770 9990](https://us06web.zoom.us/j/89167709990?pwd=aWptTUplQWdmRFBQQmxJR1V3RHIHUT09)

Passcode: ujm2uP

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2.14 Interested firms/ companies/ joint ventures/consortium may obtain further information at the 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** A total cargo movement of 108.79 MMT through the national waterways happened during the F.Y 2021-22 out of which the cargo movement through the state of Maharashtra was around 40 MMT duly accounting for 40% of cargo movement across the country.
- 3.3** The four category -A National Waterways in the state of Maharashtra are viz River Amba(NW-10), NW-28 (Dabhol Creek-Vashishti River), NW-85 (Revadanda Creek & Kundalika River) & NW-100 (River Tapi). The DPR of all these rivers are available in open domain at <http://iwai.nic.in/waterways/dpr-report>.
- 3.4** These 4 rivers have the following declared reach as per National Waterways Act 2016

National Waterway 10 <i>Amba River:</i>	Arabian Sea, Dharamtaar creek near village Revas at Lat 18°50'15"N, Lon 72°56'31"E to a Bridge near Nagothane ST Stand at Lat 18°32'20"N, Lon 73°08'0"E.
National Waterway 28 <i>Dabhol Creek Vashishti River:</i>	Arabian Sea at Dabhol Lat 17°34'51"N, Lon 73°09'18"E to bridge at Pedhe Lat 17°32'39"N, Lon 73°30'36"E.
National Waterway 85 <i>Revadanda Creek Kundalika River System:</i>	Arabian Sea at Revadanda Lat 18°32'20"N, Lon 72°55'33"E to bridge on Roha-Astami Road near Roha Nagar Lat 18°26'32"N, Lon 73°07'11"E.
National Waterway 100 <i>Tapi River</i>	Hatnur Dam Near Mangalwadi Lat 21°04'22"N, Lon 75°56'45"E to Gulf of Khambhat (Arabian Sea) at Lat 21°02'16"N, Lon 72°39'30"E

- 3.5** A brief description of NWs along with the hinterland connectivity around these NWs is as follows

4. Overview of the Rivers

4.1 River Amba (NW-10)

- 4.1.1 Amba River is one of the waterways declared as National Waterway in March, 2016 as NW 10. The Amba River originates in the Borghat hill of the Sahyadri ranges and joins the Arabian Sea in Dharamatar creek near village Revas duly traversing about 76 Kms. The declared stretch of the river is of about 45 km length from Arabian Sea, Dharamatar Creek near village Revas to a Bridge near Nagothane ST Stand. The river is tidal in its entire reach with an average tidal variation of 3.73 m.



INDEX MAP OF RIVER AMBA (NW-10)

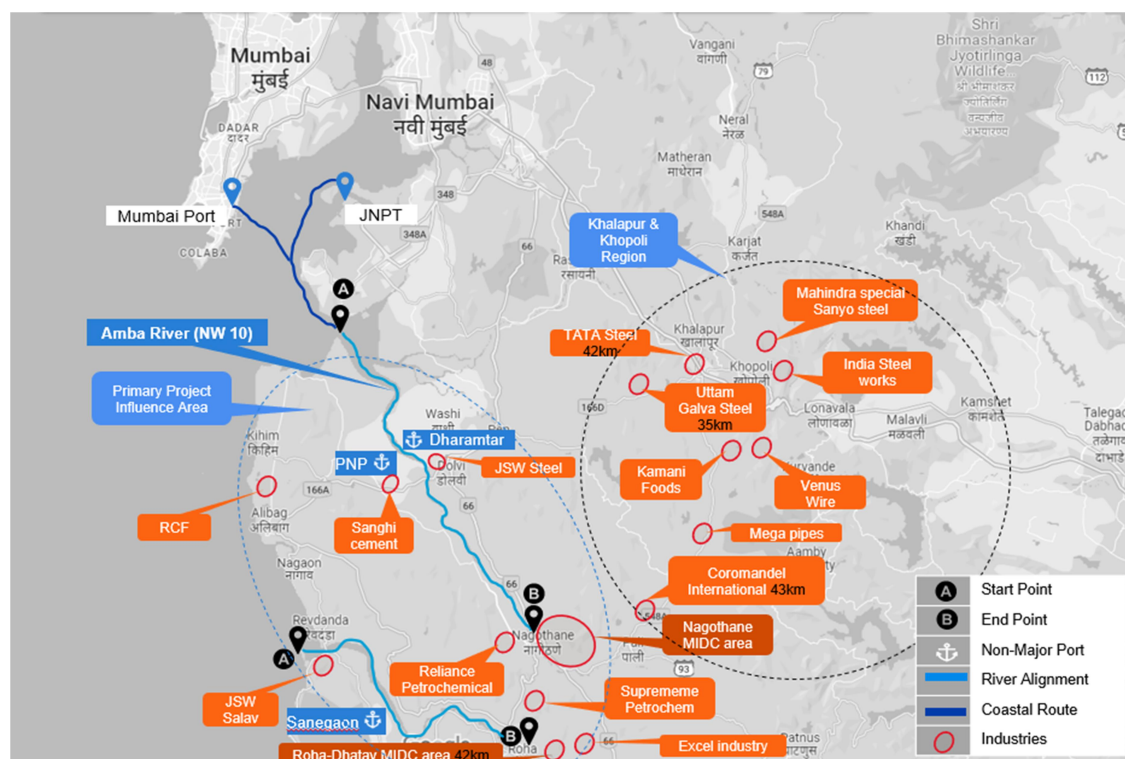
- 4.1.2 The existing waterway is being used for mobility of the cargo of M/s Karanja, Port M/s JSW and M/s PNP through their captive jetties located just downstream of the Bridge at 19.64 km. The cargo consists of Iron Ore; Coking Coal; Coal; Lime Stone; Finished Products; Cement; Clinkers and Dolomite. The total cargo movement through this NW in FY 2021-22 was 20.22 MMT.
- 4.1.3 Based on the existing fairway and the hindrances etc., it has been proposed by DPR Consultant to consider the development of the Initial stretch from Ch. 0.00 km to Ch. 19.64 km as Class VII for mobility of 8000 T as a convoy of 4 x 2000 T up to Ch. 19.00 km. The balance Stretch from Ch. 19.64 km to Ch. 44.971 km

has been limited to Class III waterway. The usage of the waterway in this stretch has been observed as minimal.

4.1.4 The future cargo projections put-forth by DPR Consultant are as follows

Total/FY	2025	2030
Cargo movement (MMT)	39.5	49.4

4.1.5 The industries/ industrial clusters in the hinterland surrounding this NWs is shown as follows



HINTERLAND OF NW-10

4.1.6 JSW Steel and Cement, Sanghi Cement are next to the vicinity of Dharamtar. Industries located just near the primary catchment area are mostly manufacturing, chemicals, food industries, etc.. Supreme petrochemical and Reliance petrochemical are in Nagothane MIDC. In addition, the Roha-Dhatav MIDC has approximately 25 industries., most of them are chemical industries.

4.1.7 Khalapur and Khopoli Region has been identified as a Second Catchment Area where there are some major industry players like TATA Steel, Uttam Galva Steel, Coromandel International, Mega Pipes, Venus Wires, Kamani Foods etc.

4.2 Dabhol Creek Vashishti River (NW-28)

- 4.2.1 Vashishti River (Dabhol Creek) has been declared as National Waterway 28 with a total length of 45.228 Km. The River Vashishti originates in the Western Ghats till its confluence with Arabian Sea at Dabhol. The entire declared reach is tidal with an average tidal variation of 2.896 m.
- 4.2.2 At the mouth of the river Dabhol port (non-major) is operational; it handles liquid, break bulk and project cargo.
- 4.2.3 As regards to connectivity NH 66 crosses over the river from tail side. SH 96 & SH 4 crosses near the mouth of the river. Apart from these two State Highways, no bridge crosses the river. Both highways are more than 30 km away from each other. Industries notably Lote Parshuram use NH66 to transport cargo to JNPT for export purpose. Chiplun & Khed are passenger railway stations in the catchment of the river. This railway line is nearby to end of the river. No rail connectivity at mouth of the river.
- 4.2.4 The index map of the river is attached below

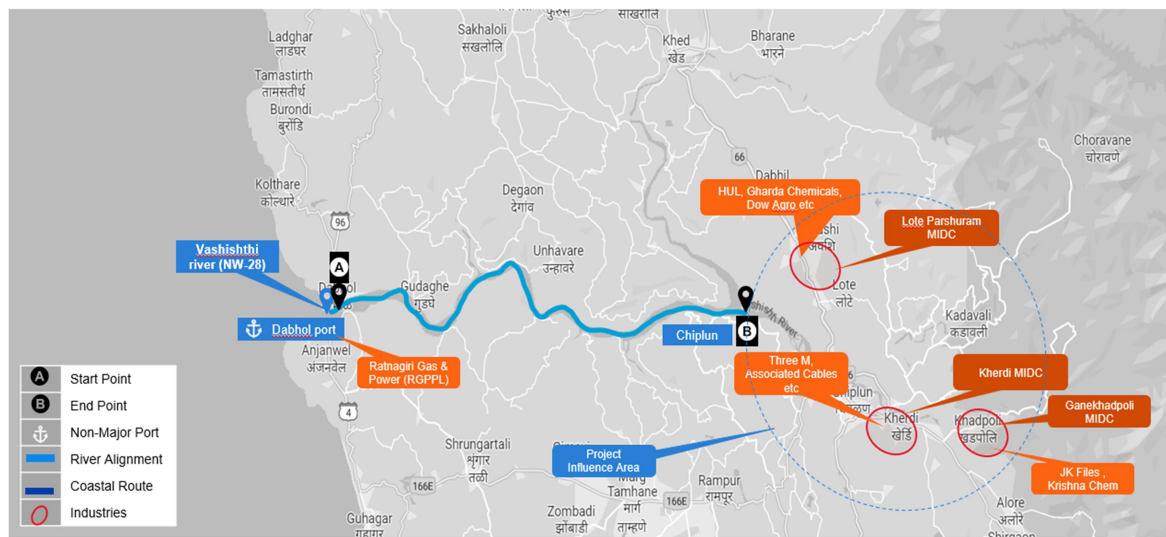


INDEX MAP OF NW-28

- 4.2.5 The future cargo projections put-forth by DPR Consultant are as follows

Total/FY	2025	2030	2035
Cargo movement (MMT)	6.0	12	15

4.2.6 The industries/ industrial clusters in the hinterland surrounding this NWs is shown as follows



HINTERLAND OF NW-28

4.2.7 Primary catchment area of NW-28 includes 3 MIDC clusters - Lote-Parshuram MIDC, Ganekhadpoli MIDC & Kherdi MIDC. Industries located just near the primary catchment area are mostly manufacturing and chemical.

4.2.8 Lote Parshuram has a large number of Chemical Industries like Gharda Chemicals, Urdhwa Chemicals, SPAB Chemicals, large FMCG players like Hindustan Unilever. In Kherdi MIDC, Three M Paper Manufacturing, Associated Cables are notable names. In Ganekhadpoli MIDC, JK Files (India) Pvt Ltd is a renowned name. Ratnagiri Gas & Power Limited (RGPPL) is also present near the Dabhol Port.

4.2.9 Kherdi MIDC

Kherdi MIDC is in Chiplun City, Maharashtra. It belongs to the Konkan Subdivision. Manufacturing plants are major industries present in this region.

Some of the industries present in this MIDC are, Three M Paper Manufacturing, Associated Cables, Prathamesh Fibre Glass. Three M Paper Manufacturing Pvt Ltd is a paper manufacturer who imports waste papers from various countries with current annual production of 72,000 TPA. It has an expansion plan to expand their production capacity to 86,400 TPA by 2024. This will be a 20% increase in production capacity than its existing production capacity.

Table 3: List of industries in Kherdi MIDC

Sr. No	Name of Company in Kherdi MIDC	Type of Industry
1	Three M Manufacturing	Manufacturing
2	Associated Cables	Manufacturing
3	Prathamesh Fibre Glass	Manufacturing

4.2.10 Ganekhadpoli MIDC

Ganekhadpoli MIDC is in Khadpoli City, Maharashtra, It belongs to the Konkan Division of Maharashtra. JK Files India Ltd is one of the major players presents in the MIDC followed by Saf Yeast Ltd., Krishna Antioxidants, etc.

4.2.11 Lote Parshuram MIDC

Lote Parshuram is one of the largest MIDC present in close proximity of NW 28. It has lot of Chemical and Agricultural Industries. Some of the Industries present in this MIDC are,

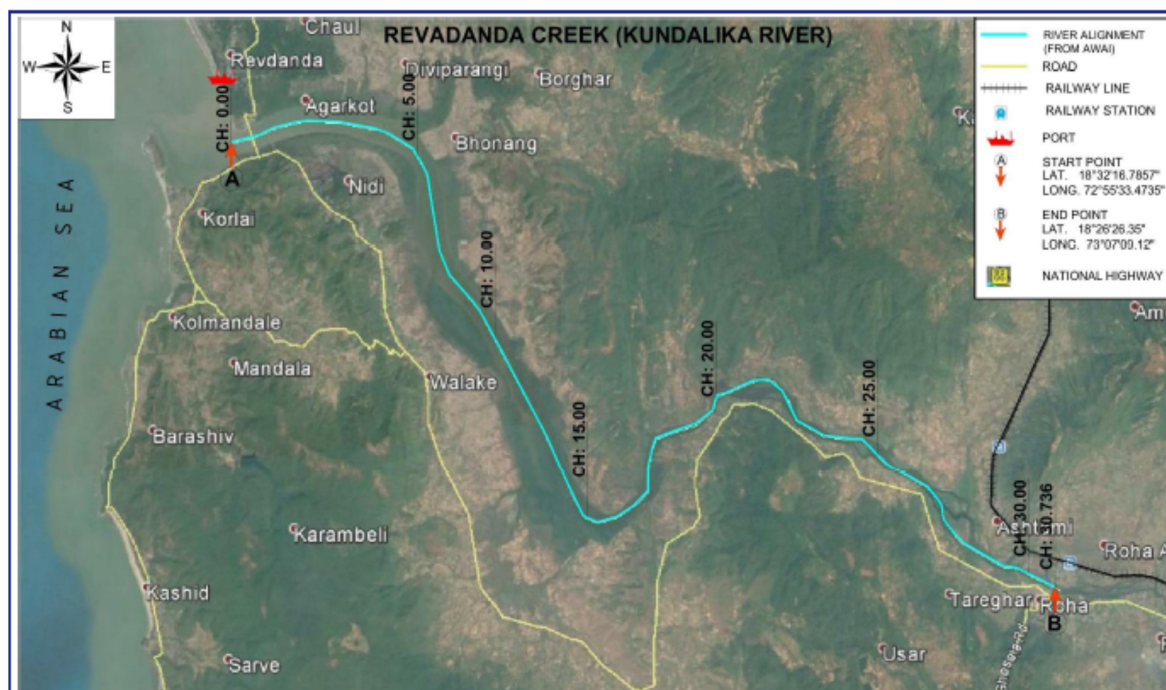
Table 4: List of industries in Lote Parshuram MIDC

Sr. No	Name of Company in Lote Parshuram MIDC	Type of Industry
1	Gharda Chemicals	Chemical
2	Dow Agro Science	Agricultural Supplies
3	Rallis India	Agricultural Supplies
4	India Oxalate	Chemical
5	SI Group India	Chemical
6	Excel Industries	Chemical
7	Omkar Specialty Chemicals	Chemical
8	Litmus Organics	Chemical
9	Ratnagiri Chemicals	Chemical
10	Arvind Industries	Chemical
11	Shree Pushkar Chemicals	Chemical

12	Ratnagiri Gas & Power	Oil & Gas
13	Hindustan Uniliver	Manufacturing
14	Urdhwa Chemical	Chemical
15	Shree Pushkar Chemicals	Chemical

4.3 **Revadanda Creek Kundalika River System (NW-85)**

- 4.3.1 Kundalika River has been declared as NW 85 having a total length of 30.736 Km. Kundalika River originates in Western Ghats and meets the Arabian Sea near Revedanda in Raigad district. The NW-28 starts from Revadanda Creek at Revadanda and extends upto to Bridge on Roha-Astami Road near Roha Nagar. The river is entirely tidal with an average tidal variation of 3.38 m.
- 4.3.2 This waterway transported around 0.7 MMT of cargo during the FY 2021-22.
- 4.3.3 At present Kundalika river is operational. Sanegaon Jetty & Salav Jetty are handling Coal & Iron Ore respectively. 3 MIDC - Dhatav, Vile Bhagad & Usar and 2 industries in Salav – JSW & Welspun Maxsteel exists within a radius of 25 km.
- 4.3.4 As regards to connectivity NH 66 cross the river and it is well connected through SH/MDR. Roha Railway Station is 5 km from the end point of river.
- 4.3.5 The index map of the river is attached below

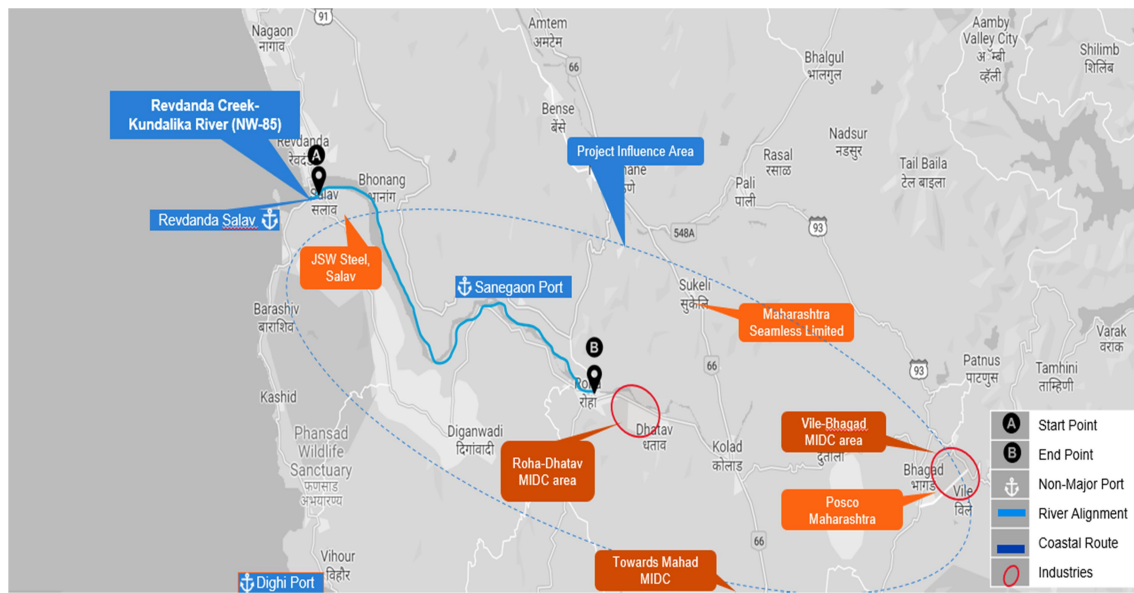


INDEX MAP OF NW-85

4.3.6 The future cargo projections put-forth by DPR Consultant are as follows

Total/FY	2025	2030	2035
Cargo movement (MMT)	2.83	3.14	3.25

4.3.7 The industries/ industrial clusters in the hinterland surrounding this NWs is shown as follows



HINTERLAND OF NW-85

4.3.8 For NW-85, a primary catchment area includes Roha-Dhatav MIDC cluster and JSW Salav steel plant.

4.3.9 The Primary Catchment Area in the PIA of NW-85 is marked with blue dotted line keeping NW 85 at the center. There are three MIDC which is situated in close proximity of NW 85 - Roha-Dhatav MIDC, Vile-Bhagad MIDC and Mahad MIDC. Some of the notable big players in this region are Gas Authority of India Limited (GAIL), POSCO Maharashtra, Maharashtra Seamless Limited and JSW Steel, Salav plant.

4.3.10 Roha-Dhatav MIDC

This industrial set up is declared as chemical industry zone by Maharashtra Industrial Development Corporation. It has approximately 25 industrial units; majority are chemical process industries. Located at a distance of 5 km from Roha, these industries are connected through rail by Roha railway station. The nearby town connected via road is Murud. Murud has good rail/road connectivity.

Table 1: List of industries in Roha-Dhatav MIDC

Sr. No	Name of Company in Roha-Dhatav MIDC	Type of Industry
1	Pepsico India Private Limited	Food & Beverages
2	Maharashtra Seamless Limited	Manufacturing
3	Sudarshan Chemicals	Chemical
4	Rhodia Speciality Chemicals	Chemical
5	Clariant Chemical	Chemical
6	Sadhna Nitro Chem	Chemical
7	DRT Anthea Aroma Chemicals Pvt Ltd	Chemical
8	Transworld Furtichem Pvt Ltd	Agricultural Supplies
9	Semperrans Nirlon Pvt Ltd	Chemical
10	Calchem Industries Ltd	Chemical
11	Roha Dyechem Pvt Ltd	Chemical
12	Unichem Laboratories	Pharma
13	Dharmasi Morarji Chemicals Co Ltd	Chemical
14	Hydril Jindal International Pvt Ltd	Manufacturing
15	Anshul Speciality Molecules Pvt Ltd	Chemical
16	Danashmand Organics Pvt Ltd	Chemical
17	Solvay Specialities India Pvt Ltd	Chemical
18	Raptakos Brett Co Ltd	Pharma
19	Mazda Colours	Chemical
20	FDC	Pharma
21	Rathi Dye Chem	Chemical
22	Finessac Food Ingredients and Colours	Chemical
23	Deepak Nitarate	Chemical
24	SPAB Chemicals	Chemical
25	Elppe Chemicals	Chemical
26	Mysore Ammonia Chemicals	Chemical
27	Taskar Chemicals Pvt Ltd	Chemical
28	Kores India	Manufacturing

4.3.11 Vile Bhagad MIDC

MIDC, Vile Bhagad area is well connected by roads, State highway 97 and MIDC road. The Dhabhol- Dahej Pipeline of GAIL Gas is at a distance of only 8 km from Kundalika River. The close proximity provides power consumers the ease of complete power evacuation within 4 km. POSCO Maharashtra Steel is located in Vile-Bhagad Industrial Area, in Mangaon Taluka. It provides high quality Galvanized and Galva annealed steel that are applicable to all types of industries, such as construction, home appliance, and automotive industries.

Some of the industries present in Vile Bhagad MIDC are, Maharashtra Seamless, Gas Authority of India Limited, Aditya Engineering Services, Indrayani Sales Pvt Ltd, Inox Air Products, Crybzo, Ryter, Saan Engineers, Glass Wall Systems India Pvt Ltd, LGPL Paper Industries, Unity Forging Pvt Ltd, Bharat Oil, M-Fab, Tubercraft, etc.

Table 2: List of industries in Vile Bhagad MIDC

Sr. No	Name of Company in Vile Bhagad MIDC	Type of Industry
1	POSCO Steel	Manufacturing
2	Maharashtra Seamless	Manufacturing
3	Gas Authority of India Limited (GAIL)	Oil & Gas
4	Aditya Engineering Services	Manufacturing
5	Indrayani Sales Pvt Ltd	Consumer products
6	Inox Air Products	Manufacturing
7	Crybzo	Manufacturing
8	Ryder	Manufacturing
9	Saan Engineers	Manufacturing
10	Glass Wall System India Pvt Ltd	Manufacturing
11	LGPL Paper Industries	Manufacturing
12	Unity Forging Pvt Ltd	Manufacturing
13	Bharat Oil	Oil & Gas
14	M-Fab	Manufacturing

Sr. No	Name of Company in Vile Bhagad MIDC	Type of Industry
15	Tubercraft	Manufacturing

4.3.12 Dighi Port Industrial Area (DPIA)

MIDC had announced the development of Dighi Port Industrial Area (DPIA) for which 5,500 acres of industrial zone was identified near Mangaon and Nizampur. 85% of land acquisition is done and the project will be implemented in 3 phases.

5. Purpose of this EOI-

5.1. This EOI intends to understand private sector participation on PPP mode and to undertake the proposed project duly assessing the market views/ responses for the same or any other opportunities which private players might like to bring on board.

5.2. General instructions

5.2.1. IAWA 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"), IAWA 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"), IAWA 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 6.

5.2.3. Submission details

- a) Applicants should submit the following as part of their Eol submission.
- b) Letter comprising application for EOI as per Annexure 1;
- c) Details of Applicant as per Annexure 2
- d) Power of attorney as per Annexure 3
- e) Business proposal as per Annexure 4

5.2.4. The following conditions are to be noted before uploading the Eol:

- 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 Eol;
- 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.

5.2.5. EOI must include a summary of business proposal intended at consolidation of Cargo in any or all the waterways as the case may be.

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 5.2.1 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 10.06.2023 till 1800 hours IST on the Central Public Procurement Portal <https://eprocure.gov.in/eprocure/app> in the formats specified at Annexure 1-4, 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. Only the documents required to be submitted in hard copy must be submitted at the address provided in Article 2.14.
- d) The Applicant shall provide documents mentioned in Article 5.2.3 in original to the address provided in Article 2.14. The envelope shall be sealed and be marked duly mentioning the work “*EoI for Consolidation of Cargo on NW-10, NW-28 , NW-85 and NW-91 in the state of Maharashtra on PPP mode*”. All documents listed in Article 3.5.3 shall be uploaded as soft copy over Central Public Procurement Portal <https://eprocure.gov.in/eprocure/app> as specified in Article 3.5.5.

5.2.11. The Application shall contain:

- (a) Letter comprising Application for EOI as per format at Annexure 6.1
- (b) Particulars of the Applicant as per format at Annexure 6.2
- (c) Power of Attorney for signing the EOI as per format at Annexure 6.3

- (d) Format for business proposal as per format at Annexure 6.4
- (e) Checklist for EOI submission as per format at Annexure 6.5
- 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 7. 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 as provided in 2.11 above. While the Authority shall endeavor to adhere to the schedule, it reserves the right to modify the schedule without providing any reasons thereof:

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. Validity of applications:

5.5.1. The EOI submitted by Applicants shall be valid for a period of 120 days from the EOI Due Date.

5.6. 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

6. Annexures

6.1. 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 Expression of Interest (Eol)for Consolidation of Cargo on NW-10, NW-28 , NW-85 and NW-91 in the state of Maharashtra on PPP mode

EOI Ref: IWAI/Tech/MahaNWs/Cargo Consolidation

Dear Sir,

Having examined the EOI, the receipt of which is hereby duly acknowledged, I/We offer to submit the Eol 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:

[•]

6.2. 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):

6.3. 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: IWA/Tech/MahaNWs/Cargo Consolidation

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.*

6.4. Annexure 4: Format for business proposal

Title of business proposal	Expression of Interest (EoI)for Consolidation of Cargo on NW-10, NW-28 , NW-85 and NW-91 in the state of Maharashtra on PPP mode.
Description of business proposal(Various activities are listed herein, the bidder is free to choose any or all of the activities)	<p>IWAI in of its study has noted that volume of cargo in small packets is available in the hinterland NW-10, NW-28, NW-85 that can be consolidated by some experienced cargo handlers.</p> <p>Scope of the initiatives proposed: Works proposed to development / services to be provided with information in this EoI</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, O-D pairs. • Sources of revenue • Key operational considerations • Key performance indicators • Estimated cost • Proposed contracting model and tenure of contract support required from the IWAI

6.5. 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)	

6.6. 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 openers 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 , vc dialani.iwai@nic.in
srafat.iwai@nic.in

Contact Telephone Numbers: 0120- 2544036/2543972/2527667
