

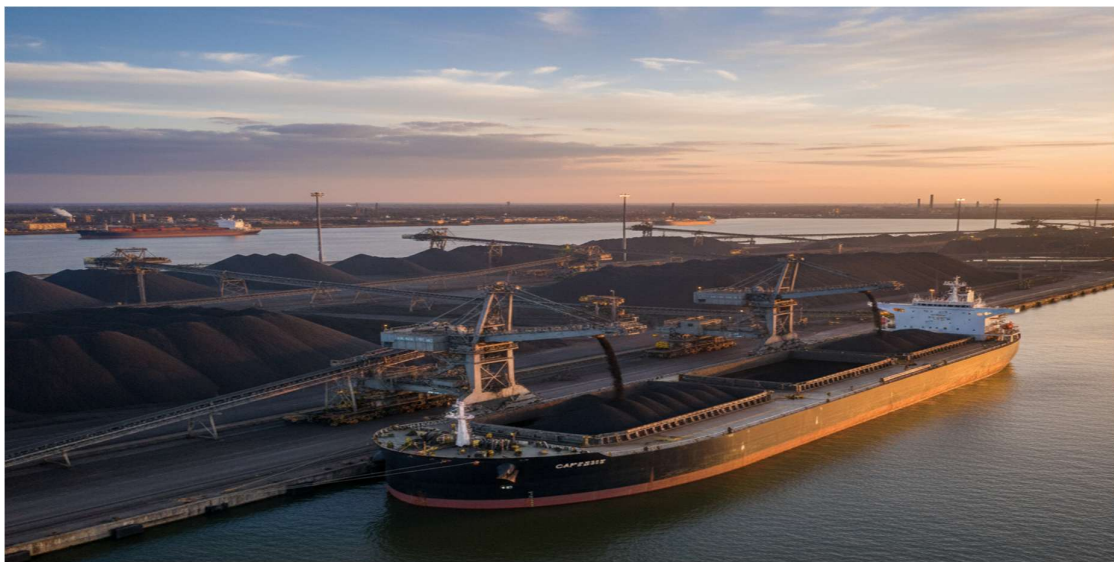


KAMARAJAR PORT LIMITED

INVITATION FOR EXPRESSION OF INTEREST (EOI)

FOR

DEVELOPMENT OF BULK TERMINALS AT KAMARAJAR PORT
LIMITED UNDER PPP MODE ON DBFOT BASIS



(This document is meant for exclusive purposes of submitting a response to the EOI document and shall not be transferred, reproduced, or otherwise used for purposes other than that for which it is specifically issued)



NOTICE INVITING EXPRESSION OF INTEREST (EOI)

Introduction

Kamarajar Port Limited (KPL), in the light of increasing demand for Dry Bulk cargo proposes to undertake the “Development of the Bulk Terminals under Public-Private Partnership (PPP) mode on DBFOT basis.” (the “Project”).

KPL is interested to finalize the project structure and qualification criteria after taking views of the interested applicants. Based on the responses received, Request for Qualification (RFQ) cum Request for Proposal (RFP) and Draft Concession Agreement (DCA) will be prepared and circulated for bidding purpose.

In this regard, Kamarajar Port Limited invites ‘Global Expression of Interest’ (EOI) from eligible Investors / Developers / Operators on their own or in Consortium, having relevant technical expertise, financial capability, operational experience required for the Development, Operation and Maintenance of the proposed project in the PPP framework. The EOI document can be downloaded from Kamarajar Port Limited’s website www.kamarajarport.in. All other details including any date extension, clarification, amendment etc. will be uploaded in the KPL website.

The EOI may be submitted in response to the suggested pattern of development detailed herein. The potential Investors / Developers / Operators are welcome to propose alternate development & Financial models, which shall be examined by KPL, before finalizing the Project. It has to be categorically ensured that EOI submission shall be done along with complete filling of the Annexure sought along with this EOI. Submissions that fail to provide all the details as sought under Annexure I shall be considered invalid unless the complete document, along with Annexure I, is submitted.



Interested parties shall send their 'Expression of Interest' for the proposed Project along with details of their Financial & Technical capability and other requested details in this EOI, through E-mail addressed to gm-csbd@kplmail.in & bsenthil@kplmail.in or shall submit the hard copy in a closed cover addressed to the **General Manager (CS&BD), Kamarajar Port Limited, No: 17, Jawahar Building, Rajaji Salai, Chennai - 600001;** on or before **18.05.2026 upto 16:00 Hrs.**

**General Manager (CS & BD)
Kamarajar Port Limited**



Disclaimer

The information in this document (other documents shared by Kamarajar Port Limited (KPL) ("Authority")) has been prepared to assist the applicants in preparing the non-binding EOI and it is clarified that:

- a) It does not constitute an invitation to offer or an offer in relation to the transaction.
- b) This document does not constitute any contractor agreement of any kind whatsoever.
- c) It shall not be assumed that there shall be no deviation or change in any of the herein mentioned information. While this document has been prepared in good faith, neither KPL nor any of their respective officers or employees or advisors or agents make any representation or warranty or shall have any responsibility or liability whatsoever in respect of any statements or omissions here from. Any liability is accordingly expressly disclaimed by KPL or any of their respective officers, employees, advisors or agents, whether negligent or otherwise.



Kamarajar Port Limited

Global Invitation of Application for Expression of Interest from Potential Developers or Consortium of Developers for “Development of Bulk Terminals at KPL under PPP Mode on DBFOT basis.”

1. Introduction:

Kamarajar Port Limited (KPL) is the 12th major port under Ministry of Ports, Shipping and Waterways, Government of India was commissioned in 2001. KPL is situated in the east coast about 24km North of Chennai Port. Since March 2020, KPL is a wholly owned company of Chennai Port Authority.

Presently, the Cargo handling capacity of KPL is 58.44 Million Tonnes with 9 (nine) operational berths. Out of the nine operational berths, three berths are for handling bulk Coal, two berths are for handling Liquid Cargo (POL, LPG & LNG), two berths for Automobile export/import and associated capital goods; and one berth each to handle Container and Multi-purpose Cargo. During FY 2025-26, the total traffic handled by the Port was 49.08 Million tonnes.

All the Terminals are equipped with ‘State of the Art’ infrastructure facilities with fully mechanized cargo handling operations for faster evacuation and pollution free environment.

Over the years, KPL has made significant investments in modernizing its infrastructure and expanding its capacity to meet the demands of a growing economy. The port boasts deep draft berths, state-of-the-art cargo handling facilities and efficient rail and road connectivity, making it an ideal location for handling various types of cargo, including coal, automobiles, liquid bulk, containers and project cargo.



Its ability to handle large volumes of cargo with minimal turnaround time has earned it a reputation for being one of India's most efficient ports. The port's deep draft enables the accommodation of larger vessels, further enhancing its operational capacity.

Dry Bulk Cargo handling trend in Kamarajar Port Limited during last 5 years:

(in Million Tonnes)

Commodity	2021-22	2022-23	2023-24	2024-25	2025-26
Dry Bulk					
Coal	21.48	24.24	24.19	25.58	25.72
Barytes, Gypsum, Limestone etc	0.64	1.58	1.20	1.97	1.34
Total Dry Bulk	22.12	25.82	25.39	27.55	27.06

Kamarajar Port Limited (KPL) has demonstrated consistent growth in dry bulk cargo handling over the past five years. This upward trend in dry bulk cargo handling reflects sustained demand as well as improved operational efficiency at the port.

Key commodities contributing to this growth include coal, limestone, gypsum, barytes etc which continue to play a significant role in driving bulk cargo volumes at KPL.

2. Need for the Project:

In light of the increasing future demand for dry bulk cargo handling facilities at KPL, it is proposed to undertake the Development, Operation, and Maintenance of bulk terminals under the Public-Private Partnership (PPP) mode. The project aims to facilitate efficient handling of dry bulk cargoes such as barytes, gypsum, limestone, bauxite, slag, ore, iron pellets etc through a fully mechanized system, ensuring dust-free operations and improved vessel traffic at KPL.



In this context, the present Expression of Interest (EOI) is being invited to provide an opportunity for interested parties to share their views, innovative business ideas, and potential solutions regarding suitable development models for the proposed facilities.

The objective is to enhance the project's attractiveness and viability for all stakeholders.

The proposed berths shall be utilized exclusively for handling bulk cargo. Additionally, a backup area of approximately 100 to 150 acres is available outside the port premises to support terminal operations, storage, and associated logistics infrastructure.

The proposed project envisions the development of two berths, each measuring 425 m in length and 30 m in width. These berths are planned as part of a bulk terminal facility designed to accommodate Cape Size bulk carriers with DWT ranging from 1,50,000 to 1,80,000 DWT.

The terminal infrastructure will be developed to meet anticipated future EXIM (export-import) trade demands, enabling efficient handling of large-volume bulk cargo. The project aims to strengthen connectivity between hinterland regions and global markets by providing high-capacity, modern maritime logistics support.



Backup yard:

The backup storage and handling area is located approximately 2.5 km from the proposed berths, outside the port premises. This area can be effectively utilized for the development of storage facilities, cargo handling infrastructure, and evacuation systems, including rail connectivity via Holding Yard-2.

For the proposed development:

- A backup area of about 7 acres adjacent to the berths is earmarked for immediate operational requirements.
- An additional backup area of approximately 100 to 150 acres, located near Railway Holding Yard-2, is identified for large-scale storage, processing, and evacuation infrastructure.

These provisions will ensure efficient cargo handling, seamless logistics, and enhanced connectivity for bulk cargo movement.

4. Envisaged Salient Features of the Project Facility:

The core objective of the subject Project is to design, finance, build, operate, and maintain a mechanized Bulk Cargo Handling Facility within KPL's port limits under a Concession Period of 30 years. The proposed development is intended to substantially enhance bulk cargo vessel handling efficiency, resulting in reduced vessel turnaround time and improved overall port productivity. The project scope encompasses the complete bulk cargo logistics chain as outlined below:

• Marine Works & Equipment Installation:

This includes development of 2 berths of approximately 425 m × 30 m, along with development of backup within the KPL Port limit. Installation of specialized bulk cargo handling systems such as ship unloaders/loaders, conveyor systems, hoppers, stackers, reclaimers and associated mechanized handling equipment shall be undertaken to facilitate efficient transfer of cargo between vessels and storage areas.



- **Storage Yard Development:**

The project involves development and paving of designated bulk cargo stockyard areas including provision of drainage, dust suppression, environmental control measures, and infrastructure required for stacking, storage and handling of bulk commodities.

- **Internal Conveyance / Horizontal Transport:**

Provision of mechanized cargo transfer arrangements such as belt conveyor networks and transfer towers for seamless movement of bulk cargo between berth, storage yard, and evacuation points to minimize handling losses and improve operational efficiency.

- **Landside Operations:**

Development of integrated evacuation infrastructure including mechanized truck loading stations, rail loading systems, weighbridges, and gate automation systems to ensure efficient dispatch of cargo via road and rail networks.

NOTE: The specifications provided above are indicative; the applicants may suggest their parameters as per their requirement.

5. Scope of the Project:

It is proposed to develop 2 bulk terminals for handling of dry bulk cargoes like barytes, gypsum, limestone, bauxite, slag, ore, iron pellets etc. Interested parties are invited to propose suitable development approaches for the 2 terminals, including execution in a single phase or in multiple phases (e.g., two-phase development), based on technical feasibility, market demand, and financial viability.



The Berth and backup area for handling dry Bulk Cargo will be handed over to the PPP operator to develop facilities including storage. Installation of handling equipment's at the berth shall be done by the PPP operators.

- (a) The project site shall be provided for design, finance, build, operation, maintenance and transfer (DBFOT) of the Project Facility to handle Dry Bulk Cargo.
- (b) The Concession period shall be thirty (30) Years which shall include the Construction Period.
- (c) KPL has already obtained a one-time Environmental Clearance on 30th October 2018 for its Port Master Plan projects, which includes the development of two bulk terminals for handling coal, ore, and other cargo, with a combined capacity of 18 MTPA.
- (d) All statutory clearances required for construction and operation of the Project shall be the liability of the Concessionaire.

6. Pre-Application Conference:

A Pre-Application Conference has also been envisaged by KPL for showcasing the project and providing an open forum for the Investors / Developers / Operators to share their views, before the EOIs are submitted.

The Conference will be held at Kamarajar Port Limited, No: 17, Jawahar Building, Rajaji Salai, Chennai – 600001 on 05.05.2026 at 11.00 Hrs. In case of any queries or require clarification, they are requested to address the same to Shri. B. Senthil, Senior Manager (Projects), KPL, through a written communication addressed to: bsenthil@kplmail.in.



7. Schedule of events:

The Schedule of events for the EOI submission is given below:

S.No	Particulars	Date
1	Publishing of EOI	17.04.2026
2	Investor/Pre-Application Conference	05.05.2026 at 11.00 hrs.
3	Last date & time for EOI Submission	18.05.2026 upto 16.00 Hrs.
4	Time & date of opening of EOI	18.05.2026 at 16.30 Hrs.

8. Submission Procedure:

Interested applicants shall send their Expression of Interest in the prescribed format with all required information(s) requested at Annexure-I, on or before **18.05.2026** upto 1600 Hrs in Email addressed to gm-csbd@kplmail.in & bsenthil@kplmail.in or shall submit the hard copies in a closed cover duly marked **“Expression of Interest”** for **“Development of the Bulk Terminals at KPL under PPP Mode on DBFOT basis”**, and addressed to: **General Manager (CS&BD), Kamarajar Port Limited, No: 17, Jawahar Building, Rajaji Salai, Chennai - 600001.**



Annexure - I

Information and Documents to be submitted by the Applicant

1. Applicant Details:

Sr. No.	Description	Details
1.	Name of the Principal firm submitting the proposal	<i>(Attach photocopy of Certificate of Registration along with a one page write up or brochure of the company.)</i>
2.	a) Year of Establishment b) Date of Commencement of operations	
3.	Legal Status of the firm	Individual Company / Partnership Company / Joint Venture Company / Trust / Others
4.	Registered Address, telephone No., fax no. e-mail ID, website	
5.	Contact Person, Designation and address including contact no. and e-mail ID.	
6.	Organizational Profile:	
7.	Financial Capability (For Past Three Completed Financial Years) (To be supported by and submitted with Audited Financial Statements)	
(a)	Net Worth	
(b)	Turnover	



Sr. No.	Description	Details
8.	Do you intend to tie-up with a consortium partner for the project (if Yes, Please specify the details of the partner)	
9.	Reason for venturing into this project	
10.	Any other information considered necessary but not included above	

2. Details of similar facilities developed/ operated by the Applicant in the last five years (Project wise):

Name	
Role and Responsibility in the project	
Location	
Description	
Time taken to complete the project	
Time for which the project has been successfully in operation	
Project cost (Rs. In Cr)	
Any other information considered necessary but not included above	



3. Project Inputs:

Sr. No.	Description	Details
Technical Inputs:		
1.	Suggested Model (PPP/Captive)	
2.	Envisaged cargo(s) to be handled at the facility .	
3.	Envisaged Handling Capacity per year	
4.	No. of Berths to be taken up	
5.	Capacity envisaged in MT	
6.	Phases of development, if any.	
7.	Expected traffic of the envisaged cargo to be handled during the Concession Period.	
8.	Equipment's required for handling the Bulk cargo	
(a)	At Wharf	
(b)	At Backup area	
9.	Backup area required (elaboration with any required additional infrastructures, if any)	
10.	Required Statutory Clearances.	
11.	Required years of Concession	(Concession Period is envisaged to be 30 years, however the applicant may specify if any relaxation is required)
Financial Inputs:		
12.	Expected Capital, operation & maintenance cost(s) along with Revenue/ Return calculation from the Project	
Miscellaneous:		
13.	Any other relevant details required for project	
14.	Any other input/view which help better formulate the Project	