

# EOI DOCUMENT

## **INVITATION FOR EXPRESSION OF INTEREST (EOI) FOR SHORTLISTING OF MAIN CONTRACTOR FOR CONSTRUCTION OF MULTI MODAL TRANSIT TRANSPORT FACILITY IN MYANMAR**

### PART –A

1. The **Project parameters** of works proposed to be contracted are given in brief in PART-B of this document.
2. Indian contracting firms having proven calibre, capacity and experience in the areas indicated in EOI Notice in the realm of Port, IWT and dredging projects of comparables size are eligible to submit their Expression of Interest for the work. The contractor should have successfully completed during the past seven years infrastructure project of comparable nature costing as below:
  - One Port / IWT development work costing not less than Rs. 240 crores or
  - Two Port / IWT development works costing not less than Rs 150 crores each or
  - Three Port / IWT development works costing not less than Rs 120 crores each.
3. Following documents shall be submitted along with the EOI.
  - i) Full profile of the firm with details such as composition/ ownership/shareholding pattern, registration, management structure, details of top management (Board members), key officials.
  - ii) General organizational capability and resources, major clients served during past 7 years
  - iii) Tables showing organizational strength including manpower, other resources like major construction equipments, dredgers etc.
  - iv) List of projects costing Rs. 50 crores and above completed during the past 7 years. Copies of completion certificates issued by client shall be enclosed.
  - v) List of construction projects executed overseas during past 7 years
  - vi) List of similar works at hand at present.

- vii) Proof of financial strength of the firm. Attach Annual reports and audited financial statements for the last three years.
- viii) Any other proof/document considered relevant in the context of the proposed assignment.

If the EOI is by a consortium of firms, lead partner/firm should be specified and requisite information/documents as above should be given in respect of each consortium partner. Nature of association among partners should also detailed out. Acceptable evidence of formation of the consortium should be furnished.

A meeting with prospective contractors in this regard will be held at 1100 hrs. on 22-06-09 in the Conference room of IWAI HQ office at Noida (Minutes of the pre-bid meeting will form part of the EOI document)

- 4. The EOI duly complete in all respect shall be submitted before 1500 hrs. on 06-07-09 in the office of Chief Engineer, IWAI , A-13 , Sector 1 , Noida - 201301 and shall be opened on 06-07-09 at 1630 hrs. in the presence of representatives of contractors, whoever is present.
- 5. In case the above scheduled dates are declared public holidays the EOI will be received and opened at the same time on next working day.
- 6. IWAI reserves the right, without any obligation or liability, to accept or reject any or all of the EOIs at any stage of the process, to cancel or modify the process, or any part thereof, or to vary any of the terms and conditions at any time, without assigning any reasons whatsoever.

CHIEF ENGINEER  
IWAI

DATE: \_\_\_\_\_

## **PART-B**

### **PROJECT PARAMETERS OF**

### **KALADAN MULTIMODAL TRANSIT TRANSPORT PROJECT IN MYANMAR**

#### **I. Background:**

The objective of the Multi modal transit transport project on river Kaladan is to develop an alternate transport route to the North eastern states of India. Inland Water Transport (IWT) on the river can be integrated with shipping at Sittwe port to form a transport link. Government of India and the Government of Myanmar have entered into a Framework agreement for construction and operation of the multimodal transit transport facility. The project area is located entirely in Myanmar and the various components of the Project are:

- Construction of a port/Inland Water Transport (IWT) terminal and related infrastructure facilities at the port of Sittwe in Myanmar for trans-shipment from ships to inland vessels and vice versa, including development of the navigation channels.
- Development of Kaladan waterway from Sittwe to (Kaletwa) – about 225 km by undertaking river engineering works such as dredging, removal of rock out-crops/ rapids, navigation aids, etc.
- Construction of an IWT / Highway trans-shipment terminal and related facilities at (Kaletwa).
- Construction of 10 no. 260 tonne capacity IWT vessels.
- Construction of a highway from (Kaletwa) to India-Myanmar border. (62 kms).

**II.** Ministry of External Affairs (MEA), Govt. of India is the nodal agency and is funding the project. The Inland Waterways Authority of India is the Project Development Consultant.

#### **III. Scope of work:**

- i) **Sea dredging:** The channel dimensions and dredging quantity estimated for the proposed sea vessel to be operated to Sittwe port are as follows:

Channel	Option 1 (16.9 m beam) 6000 DWT	Option 2 (19.4 m beam) 10000 DWT	Option 3 (21.7 m beam) 15000 DWT
Width at draft level	59.15 m	67.9	75.95
Bed width	52.15 m	60.9	68.95
Depth below CD	7.9 m	8.9	9.8
Side slopes	1:5	1:5	1:5
Full loaded draft	7.2 m	8.2 m	9.1 m
Dredging quantity in cu m			
Offshore area	12,216	1,38,563	4,02,953
Harbour area	5,49,738	9,07,431	13,18,419
Total in cu.m.	5,61,954	10,45,994	17,21,372

Initially it is recommended that dredging is carried out to suit 6000T DWT vessels (option-1).

**ii) Port at Sittwe:** The port is planned to accommodate vessel of 6000 DWT capacity in the initial stages. However, keeping in view of the possible expansion in the long run, the port terminal is planned for a ship size of 20,000 DWT. The length of the RCC pile & deck-slab type port jetty proposed is 219 m with an apron width of 15.2 m, suitable for installation of a rail mounted level luffing crane for handling general cargo. The approach to the jetty will be RCC open type approximately 140 m. Long and 9.5 m wide.

The facilities proposed at the Port terminal back-up area are the following:

- Two covered transit storage sheds of 24 m x 36 m with suitable partitions for food grains, fertilizer and other agricultural products and cement.
- Provision for future covered storage area of 24 m x 36 m for cement and food grains
- Open storage area of 40 m x 30 m for timber logs

Besides, 4 Tractors, 16 Trailers and 4 Fork lift trucks of 3 Tonne capacity are proposed for the Sittwe Port

In addition, the terminal facilities include office space, electrical room as well as watch & ward office. The terminal back up area requirements include provision of internal roads, general area lighting, and compound wall and gate complex. The backup area requirement is 240 m x 120 m for development proposed (Port & IWT Terminal at Sittwe) which can be further expanded to 495 m x 120 m in the future.

**iii) IWT Terminal at Sittwe:** The IWT jetty is planned for accommodating the design vessel of 260 DWT for which the length of IWT jetty proposed is 54 m with an apron width of 15.2 m and structures similar to the port jetty. The approach will be also similar to the port jetty.

The following facilities are proposed for the back-up area of IWT terminal:

- One covered storage shed of 24 m x 36 m with adequate partition walls for segregating commodities such as food grains and other agricultural products
- Open storage area of 20 m x 30 m for iron & steel, commodities such as machinery & other miscellaneous general cargo
- Truck parking area of 20 m x 25 m

Besides, 2 Tractors, 8 Trailers and 2 Fork lift trucks of 3 Tonne capacity are proposed for the IWT terminal.

**vi) IWT Terminal at Kaletwa:** The length of jetty proposed is 54 meters with an apron width of 15 meters for loading/unloading operations with adequate provision for the turning of the trucks on the jetty. The approach comprises 192 meters long, 9.8 meter wide RCC structure, comprising 8 meters carriage way and a footpath of 1.35 meters with a service duct below the footpath..

The facilities to be provided at the IWT terminal at Kaletwa back-up area shall be as follows:

- One covered transit storage shed of 24 m X 36 m with suitable partitions for segregation of commodities.
- An open storage area of 30 m X 20 m & truck parking area of 40 m X 25 m.
- IWT Office Building (15 m X 12 m)

- Area for future development (170 m X 100 m which may be further expended to 300 m X 100 m in future).
- In addition to the above the terminal facilities include office building, electrical room, generator room, rest room, fencing, water supply facilities, procurement of portable diesel generator set, procurement of mechanical handling equipments (mobile crane, trucks, fork lift trucks) and security office.

**v) Waterways development in Sittwe-Kaletwa stretch:**

The river between Sittwe and Paletwa (Ch 158 km) is very wide. The width between Paletwa(158 km) and Numbu is about 100 mtr. to 175 mtr while u/s Numbu upto Kaletwa the width is about 50 mtr. About 26 no. shoals having depths between 0.5 mtr and 1.8 mtr exist between Paletwa and Kaletwa. 17 no. impediments in the form of rock out crops / landslides / rapids exist between Paletwa and Kaletwa (222 km).

The following design channel is proposed to be developed

Top width of channel	: 57.5 Mtrs.
Bed width of channel	: 37.5 Mtrs.
Depth below CD (LWL)	: 2.0 Mtrs.
Side slope	: 1:5
Additional width Allowance at bends	: 8 Mtrs.
Minimum radius of bend	: 200 Mtrs.

In order to achieve the above channel the following river conservancy works are estimated;

River dredging comprising the following types of soil

i)	Sand and soft material	4,75,551 M3
ii)	Deposited material (Pebbles / Boulders)	12,08,335 M3
iii)	Rock (Hard material)	3,30,746 M3

Approximate depth and width available between Sittwe & Kaletwa are as follows;

Reach	Width	Depth	Shoals
Sittwe (0.00) – Kyauktau (92.71 km)	380 M- 8800 M	2.2M to 20 M	3 shoals exist at following chainage 14.85 – 15.7 km 69.17 – 70.75 km 86.2 – 86.72 km
Kyauktau (92.7 km) – Paletwa (153.5km)	200 – 250 M	3M to 20.3 M	Shoal of 892 M x 1.50 M x 1.5 M exists near Laungagaddo ( 4 km d/s Paletwa)
Paletwa(158.51 km) – Kaletwa (226.6 km)	100 – 175 M between Paletwa –Numbu 50 M between Numbu and Kaletwa	0.5M to 1.8 M	26 shoals Impediments at 17 locations.

#### vi) Navigational Aids

The project of navigational development along the Kaladan River includes procurement and installation of 10 nos navigational buoys with solar lights and also 70 numbers shore marks to facilitate safe navigation

#### vii) Inland vessels

Design, construction and delivery to the site 10 numbers self propelled cargo vessels of 260 tonnes capacity is also in the scope of works of main contractor. The vessels may be built in India or Myanmar.

#### viii) Cost Estimates

The estimated cost of Rs. 295 crores (2006) of the project comprise of following broad itemwise division:-

- River dredging and rock removal including blasting : Rs. 113 crores
- Construction of Sittwe port : Rs. 74 crores
- Construction of IWT terminal – Sittwe : Rs. 25 crores
- Construction of IWT terminal – Kaletwa : Rs. 25 crores
- Inland vessels : Rs. 29 crores
- Navigational aids : Rs. 1 crore
- Additional items like cranes, tractors, trailers, bunkering barges etc.: Rs. 28 crores

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