



INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Shipping, Govt. of India)

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INVITATION FOR EXPRESSION OF INTEREST (EOI) FOR SHORTLISTING OF SUPERVISION CONSULTANTS FOR KALADAN MULTI MODAL TRANSIT TRANSPORT PROJECT, MYANMAR.

Inland Waterways Authority of India (IWAI) invites EOI from Indian consultancy firms for supervision of implementation of Port & Inland Water Transport components of the Kaladan Multimodal Transit Transport Project in Myanmar.

The broad scope of work of the Supervision Consultant consists of Supervision of construction activities including quality control and Contract management from beginning of works till commissioning. Various components of works to be monitored for execution as per the physical and financial targets specified in the contract are;

- Dredging of approach channel and harbour channel at Sittwe port.
- Construction of an integrated Port cum Inland Water Transport (IWT) jetty at Sittwe.
- Construction of an IWT jetty at a suitable location along the river Kaladan.
- Navigational Channel development works like dredging and installation of navigational aids along the river and;
- Construction of self propelled inland cargo barges (6 nos. barges of 300 t. capacity).

The estimated cost of the project is Rs 350 crores and the project area is located entirely in Myanmar. Estimated duration of the project is 3 years.

IWAI propose to shortlist reputed, resourceful and experienced Indian consultancy firms having proven track record in handling similar projects in India or abroad. The detailed EOI document can be obtained by sending a request to the Chief Engineer at e-mail address given above or obtained from the Coordinator, KPMU, IWAI, A-13, Sector-1, Noida (U.P), PIN 201 301 during office hours on all working days from 08.03.2010 to 25.03.2010 or downloaded from IWAI website www.iwai.nic.in under Kaladan project.

The EOI is not a prequalification. The EOI is to be submitted to the Chief Engineer, Kaladan Project Management Unit, IWAI, A-13, Sector-1, Noida (U.P), PIN 201 301 latest by 26.03.2010. at 1500 hrs. A pre-bid meeting in this regard will be held at 1100 hrs, on 19.03.2010 in the conference room of IWAI HQ office at Noida.

Chief Engineer

EOI DOCUMENT

INVITATION FOR EXPRESSION OF INTEREST (EOI) FOR SHORTLISTING OF CONSULTANCY FIRMS FOR CONSTRUCTION SUPERVISION 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 consulting firms (Consultant) having proven competence, capacity and experience in the sphere of Port, IWT and dredging projects of comparables size are eligible to submit their Expression of Interest for the work. The Consultant should have , during last 7 years, supervised successful execution of infrastructure project of comparable nature and costing as below:
 - One Port / IWT development work costing not less than Rs. 150 crores, or
 - Two Port / IWT development works costing not less than Rs. 100 crores each, or
 - Three Port / IWT development works costing not less than Rs. 50 crores each.

EOI submitted by Consultants not having above mentioned experience Or experience in only other sectors may not be considered for evaluation.

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, address for communication, telephone numbers, e-mail address etc.
 - ii) General organizational capability and resources, major clients served during past 7 years
 - iii) Tables showing organizational strength, especially manpower and professional staff relevant to the works proposed to be supervised.
 - iv) List of infrastructure projects costing Rs. 50 crores and above completed during the past 7 years under the contract management & supervision of the Consultant. Copies of certificates issued to that effect by client(s) shall be enclosed.
 - v) Details of supervision of construction projects executed overseas during past 7 years
 - vi) List of similar works on hand at present.
 - vii) Proof of financial strength of the firm. Attach copies of audited financial statements for the last three years.
 - viii) Any other proof/document considered relevant in the context of the proposed assignment.

A meeting with prospective Consultants this regard will be held at 1100 hrs. on 19.03.2010 in the Conference room of IWAI HQ office at Noida (Minutes of the meeting will form part of the EOI document)

4. Expression of Interest (EOI) duly complete in all respect together with requisite documents shall be submitted in sealed envelope superscribed with “Expression of Interest for Supervision Consultant” on or before 1500 hrs. on 26.03.2010 in the office of Chief Engineer, IWAI , A-13 , Sector 1 , Noida - 201301 and shall be opened on 26.03.2010 at 1630 hrs. in the presence of representatives of Consultants, who may chose to be present.
5. In case the above scheduled date is declared public holiday, 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

Background:

The objective of the Multimodal 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 and highway on the Mizoram side to create 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. The proposed consultancy is for the execution supervision of the Port & IWT components only. Various components of the Project are:

- Construction of a Port of about 220 m. long berth & Inland Water Transport (IWT) terminal berth of 54 m. length and related infrastructure facilities at the port of Sittwe in Myanmar for transshipment from ships to inland vessels and vice versa, on Design & Build terms.
- The Works at Sittwe involves dredging & reclamation by Cutter Suction Dredger approx. 6.00 Ha of land required for the backup facilities of the port as well as dredging the leading channel to the port by deploying Trailing Suction Hopper Dredger and disposing the materials to the specified place in the sea. This is an item rate work.
- Development of Kaladan waterway from Sittwe to Paletwa about 160 km by undertaking works such as dredging and removal of rock out-crops, installation of navigational aids, etc. This is also an item rate work.
- Construction of an IWT to Highway trans-shipment terminal and related facilities at Paletwa as a Design & Build item.
- Construction of 6 nos. 300 tonne capacity self propelled barges as Design, Build & supply item.

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) Dredging at Sittwe: Estimated quantity to be dredged at Sittwe is 12 lakhs cu.m. \pm 20% comprising broadly of 6.0 lakhs cu. m. by Cutter Suction dredger for reclamation / land disposal / open discharge and balance by TSHD for disposal in to designated place in sea. An area of approx 6.0 Hectares is required to be reclaimed at Sittwe for developing the required backup area for the proposed integrated Port & IWT terminal. A rubble mounted dyke of approximately 500 m. length is proposed to be constructed to protect / retain the seaward side of the reclamation area.

ii) Port at Sittwe: The port at Sittwe is planned for ship size up to 20,000 DWT. The port is expected to receive ships of 6000 DWT capacity in the initial stages. The port is planned as an open type structure of RCC pile & deck-slab type with a berth length of 220 m. A rail mounted level luffing crane is proposed to be installed on the 15.20 m. wide jetty for handling general cargo. The approach to the jetty will also be RCC open type, approximately 140 m. long and 9.50 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 or such goods
- Open storage area of 40 m x 30 m.

In addition, allied facilities proposed include office space, electrical room, generator room as well as watch & ward office. The terminal backup area requirements include provision of internal roads, parking area, general area lighting, compound wall and gate complex. Provision is also made for supply and commissioning of generators, pumps and other smaller handling equipments like Tractors, Tractor and Forklifts etc. to facilitate cargo operations of the port.

iii) IWT Terminal at Sittwe: The IWT jetty is planned to be constructed integrated with the port for accommodating inland barges of 300 tonnes capacity for which the length of IWT jetty proposed is 54 m with an apron width of 15.2 m and structure 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

Provision is also made for supply and commissioning of other smaller handling equipments like Tractors, Tractor and forklifts etc. to facilitate cargo operations at the IWT terminal.

iv) IWT Terminal at Paletwa: The length of jetty proposed is 54 meters. Detailed design of the RCC structure is to be made by the Contractor and approved by the IWAI. The facilities required to be provided at the IWT terminal are identified to consist of;

- 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.
- 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 - Paletwa stretch:**

The river between Sittwe and Paletwa (Ch 158 km) is fairly wide and having reasonably good navigability round the year. The navigational channel is proposed to be developed with following dimensions;

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.

The estimated quantity of dredging works to be undertaken in the Sittwe – Paletwa section of river Kaladan is 1.20 lakh cu. m.

vi) Navigational Aids

The development along the Kaladan River includes procurement and installation of 10 nos FRP navigational buoys & 5 nos. steel buoys respectively in the river section & in the Sittwe harbour area with solar lights and also 20 numbers shore marks along the river to facilitate safe navigation.

vii) Inland vessels

Design, construction and delivery at Sittwe 6 numbers self propelled cargo vessels of 300 tonnes capacity is also in the scope of works of main contractor. The vessels may be built in India or Myanmar conforming to appropriate class.
