

MALABAR INTERNATIONAL PORT & SEZ LTD

EXPRESSION OF INTEREST (EOI)

FOR DEVELOPMENT, OPERATION AND MAINTENANCE OF MALABAR INTERNATIONAL PORT AT AZHIKKAL IN NORTH KERALA

EOI submission due date: 28 February, 2026

(This document is meant for exclusive purposes of submitting a response to the EOI document for development, operation and maintenance of Malabar International Port and shall not be construed as a part of any bidding document or bidding process)



**Managing Director,
Malabar International Port & SEZ Ltd
N-5, Jawahar Nagar, Kowdiar,
Thiruvananthapuram, Kerala, India
PIN : 695 003
Tel: 0471- 401 9300
Email: mdapl.port@kerala.gov.in**

January 2026

NOTICE INVITING EXPRESSION OF INTEREST (EOI)

Introduction: The Government of Kerala through the special purpose vehicle Malabar International Port & SEZ Ltd (MIPS Ltd) proposes to develop a Greenfield International Port at Azhikkal (Kannur district) in the northern part of Kerala State in India.

Expression of Interest (EOI): Malabar International Port & SEZ Ltd (MIPS Ltd) is a Company incorporated and wholly owned by Government of Kerala for undertaking development of a Greenfield international port and Special Economic Zone (SEZ). MIPS Ltd, on behalf of Department of Ports, Government of Kerala, invites interests and suggestions from organizations or consortium of organizations having relevant technical expertise, financial capability, and operational experience required for development, operation, maintenance and profitable growth of the proposed port through a Public Private Partnership (PPP) framework.

MIPS Ltd proposes to finalize the project structure and bid qualification criteria after taking views of the interested applicants. Based on the responses received, MIPS Ltd shall initiate a bidding process for selection of implementing agency/Concessionaire by floating Request for Qualification (RFQ) /Request for Proposal (RFP) and Draft Concession Agreement document through a global competitive bidding process. The purpose of this EOI is specifically to elicit the views of the various investors/developers so that the project contract can be structured addressing their genuine concerns and suggestions.

All other details including any date extensions, clarifications, amendments, etc., will be uploaded only on the website of MIPS Ltd and may not necessarily be published in Newspapers. Hence, applicants are advised to regularly visit the websites as mentioned above to keep themselves updated.

How to Apply: Interested Applicants are requested to submit EOI on the website of Malabar International Port and SEZ Limited (malabarport.kerala.gov.in) or to the email address mdapl.port@kerala.gov.in no later than the date mentioned in Para 3.1.15. Late submissions will not be accepted.

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Disclaimer

The information in this document (other documents shared by the MIPS Ltd (“Authority”)) has been prepared to assist the applicants in preparing a 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 MIPS Ltd 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 MIPS Ltd or any of their respective officers, employees, advisors or agents, or otherwise.

Glossary

| | |
|----------|--------------------------------------|
| DPR | Detailed Project Report |
| GDP | Gross Domestic Product |
| GoK | Government of Kerala |
| INR | Indian Rupee |
| O&M | Operations and Maintenance |
| PPP | Public Private Partnership |
| SPV | Special Purpose Vehicle |
| USD | US Dollar |
| MIPS Ltd | Malabar International Port & SEZ Ltd |

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1 PROJECT INTRODUCTION

1.1 Background

- 1.1.1. MIPS Ltd is incorporated by Government of Kerala with an objective of promoting the development of an international port at Azhikkal (Kannur district) in the Northern part of Kerala State along with Special Economic Zones in the area to provide the much-needed logistic efficiency to northern Kerala and adjoining areas of Karnataka. The proposed location for the development of port has an existing back up area of 60 hectares consisting of Government land. The Port is expected to further unlock the development potential of the North Kerala through a mix of industrial and agricultural commodity exports thus boosting economic growth of the Malabar region while earning forex.
- 1.1.2. As the promoter of the proposed Port, MIPS Ltd has undertaken several field studies from 2018 to establish the various techno-commercial attributes of the project, environmental impact, etc. and has prepared a Detailed Project Report through a reputed port engineering and consulting organization. The DPR covers the detailed study of field parameters and suitable technical design for breakwaters and port facilities along with the market demand assessment by delineating the potential markets and cargo commodities. The design of the breakwater foundation is also reviewed by IIT, Madras, India for its technical validation.
- 1.1.3. Interested agencies before submitting their EOIs, on request, shall be provided access to the DPR and the full studies and reports preceding the DPR containing detailed data of field survey reports prepared by a reputed port consultant. On receipt of such request, MIPS Ltd shall provide access to the digital data room for the authorized persons of the entity requesting for such access till the end of EOI submission period specified by MIPS Ltd. All prospective agencies are encouraged to review these documents in full before submitting their EOIs. The list of the reports is attached as Annexure V.**
- 1.1.4. MIPS Ltd proposes to develop the port via Public Private Partnership framework wherein the Concessionaire shall be responsible for design, construction / procurement, finance, operation and maintenance of the proposed port infrastructure, container handling equipment, container yard, onshore utilities etc. required, under a long-term concession.
- 1.1.5. The Concessionaire when selected through an appropriate selection

process is proposed to be awarded a long-term PPP concession of 35 years for the development, operation and maintenance of the port.

1.1.6. The Concessionaire shall be responsible for the provision(s) of port services and shall have the rights to levy, collect and retain charges from port users. Further, he shall have freedom of fixing and revising tariff for its various offered port service(s), subject to applicable regulations.

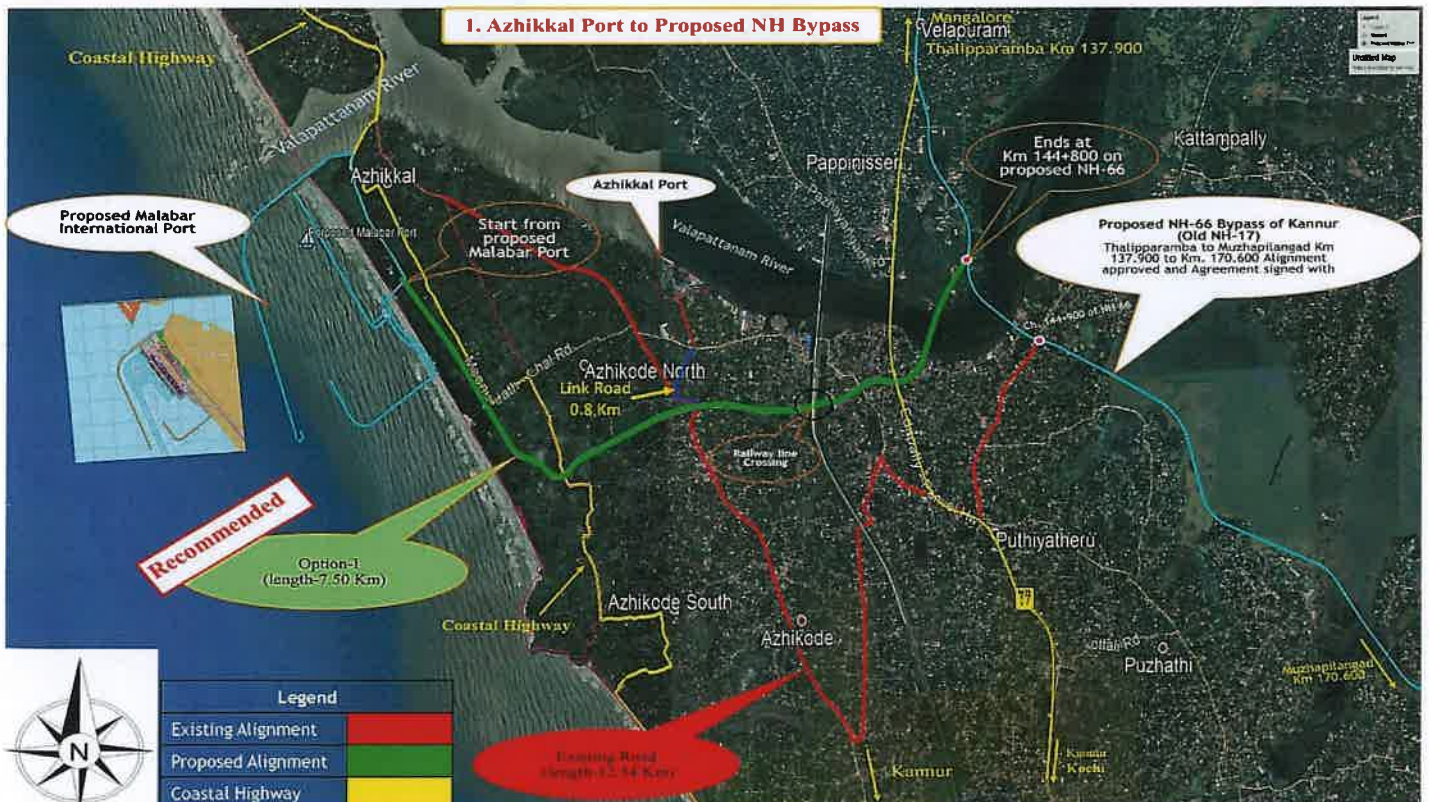
1.2 Details of the Proposed Site

1.2.1 The proposed location for port development is the open coast on the southern side of the Valapattanam river mouth. The indicative location plan is placed below.





1.2.2 The proposed port location is only 7.50 km from NH 66 that connects Mumbai via Panvel-Goa-Karnataka to Kerala. NH 66 that is currently being widened to 6 lanes road runs from north to south on the Malabar Coast passing through Kasargod, Kannur, Kozhikode up to Trivandrum, covering the primary hinterland of MIPS Ltd.



Upcoming road connectivity to the proposed Port from NH 66 by NHA

1.2.3 The Railway line connecting Mumbai - Ratnagiri - Goa - Mangalore - Kochi - Trivandrum passes through Kannur. The distance from the proposed port to the nearest rail line, which is the Valapattanam Railway Station, is only 7 km. The nearest airport is Kannur International Airport which is about 30 km east of the proposed port site.

1.3 Traffic Projections

1.3.1 The main feeder market areas for the Malabar Port are identified as (a) North Kerala covering 4 Districts (Kasargod, Kannur, Wayanad and Kozhikode) and parts of the Districts of Malappuram and Palakkad and (b) South Karnataka covering areas around Mysuru and south western districts of Karnataka.

1.3.2 The proposed Project enjoys the advantage of closer proximity to some of the large shipping cargo generating markets in south India in addition to the North Kerala region.

| Cargo Centers | Distance to Kannur (Azhikkal Port) | Distance to Cochin | Distance to Mangalore | Comments |
|---------------|------------------------------------|-------------------------|------------------------|--|
| Bengaluru | 311 Kms (7 Hours) | 551 Kms (10.5 Hours) | 352 Kms (7 Hours) | Similar travel time to Kannur and Mangalore. However most cargo happens through ICD to Chennai Port. |
| Hosur | 342 Kms (7.5 Hours) | 546 Kms (10 Hours) | 399 Kms (8 Hours) | Slight advantage for Azzhikkal in terms of both time and distance. |
| Mysore | 180 Kms (4.5 Hours)* | 394 Kms (9 Hours) | 255 Kms (6 Hours) | Clear advantage to Azzhikkal in both distance and time parameters. |
| Nanjangud | 206 Kms (5 Hours)* | 372 Kms (9 Hours) | 282 Kms (6.5 Hours) | Clear advantage to Azzhikkal in both distance and time |

1.3.3 Proposed Azhikkal Port is estimated to handle about 1.7 Mn MT of Traffic (including Exim and Coastal Traffic) in Year 1 of operation which is expected to increase to about 12.24 Mn MT in Year 17 the final year of the Forecast period

including new Port based SEZ/ FTWZ and Industrial Parks in North Kerala. In tonnage terms, the share of Exim Traffic is expected to be 58% in Year 17 with the remaining 42% being coastal traffic.

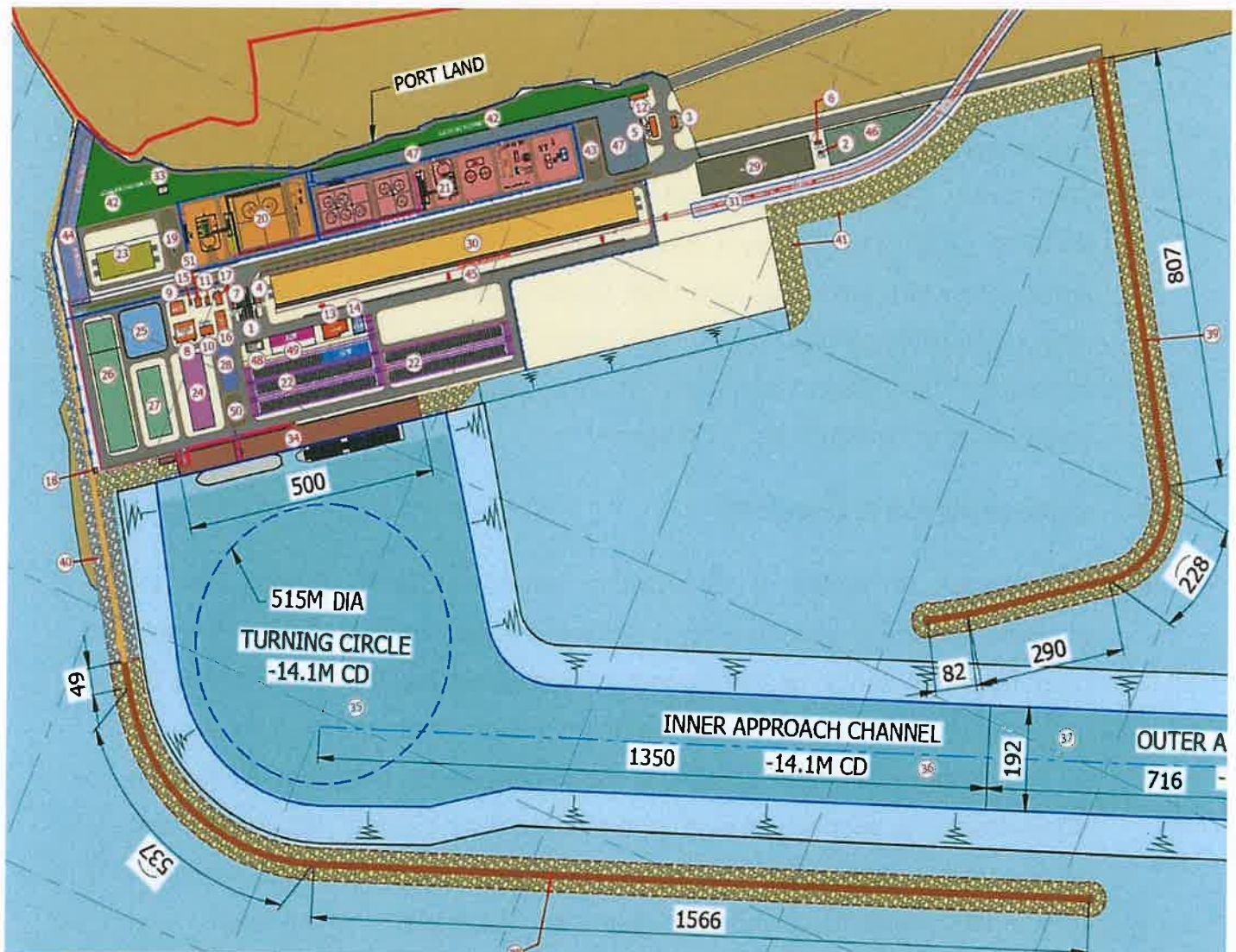
- 1.3.4 With the removal of Cabotage restrictions by Government of India on foreign flagged container vessels, there will be boost to the Exim transshipment along the Indian coast ports and would thus help in increasing the future container traffic at a port like Azhikkal. Proposed Azhikkal Port can serve as a one of the main feeder ports in the region.
- 1.3.5 Container Cargo is expected to have a dominant share of the traffic at the proposed Azhikkal Port. The estimated total Loaded Container (Containers carrying Cargo) Traffic at the proposed Azhikkal Port in Year 1 of operation would be about 1.17 Mn MT (~82,500 TEUs). The Container Traffic in final Year of the Traffic Forecast i.e. Year 17 is expected to reach about 9.6 Mn MT (~6,26,700 TEUs). Thus, the share of container traffic would increase to almost 78% of the total traffic in tonnage terms over the forecast period.
- 1.3.6 As per the Market Assessment carried out during preparation of DPR, the important focus cargoes include containers (both Coastal and Exim) including Exim Containers traffic of SEZ/ FTWZ and Industrial Parks, imported bulk cargo such as edible oil and fertilizers and coastal cargoes such as bulk cement, POL products, and Iron & Steel.

1.4 Details of the Proposed Port

- 1.4.1 Facilities of the proposed port have been planned as per the Detailed Project Report prepared for the project. The port is proposed to be developed in 3 phases. Lay out of the Phase 1 development of the port is presented in Figure below. Subsequent phases are proposed to be developed according to the cargo build up.
- 1.4.2 Marine facilities have been planned for the navigation of up to fully loaded Panamax Class container Vessels (5000 TEUs capacity) with a maximum draft of 12.8m.
- 1.4.3 It is envisaged that the facilities developed during Phase 1 would have an annual capacity of 4.65 Mn MT.
- 1.4.4 Broad details of the Key infrastructure and port facilities proposed in Phase 1

development are given below:

- 1.4.5 Two breakwaters with total length of about 3560m
- 1.4.6 Navigational channel comprising of Outer channel 155m wide x15.40m depth, Inner channel 192m wide x 14.10m depth, and Turning circle 570m dia x 14.10m depth.
- 1.4.7 Total berth length – 500m
- 1.4.8 Mobile Harbour Cranes, RTGs in container yard and other container handling and cargo handling equipment.
- 1.4.9 Marine craft including 3 tugs
- 1.4.10 Shore side facilities comprising of container parking yard, storage sheds and silos, and tanks for edible oil and POL



Proposed Malabar International Port Layout – Phase 1

KEYNOTES

- | | | |
|---|---|--|
| 1 GATE COMPLEX FOR MAIN PORT ENTRY & EXIT (27M x 13.1M) | 19 LIQUID TRUCK PARKING (3300 SQ.M) | 37 OUTER APPROACH CHANNEL 155M WIDE (-15.4M CD) |
| 2 PRE-ADVISE BUILDING (6.6M x 4.65M) | 20 POL STORAGE (35000 SQ.M) | 38 NORTH BREAKWATER 2152M LONG |
| 3 SECURITY BUILDING (19.4M x 9.1M) | 21 EDIBLE OIL + OTHER LIQUID STORAGE (56000SQ.M) | 39 SOUTH BREAKWATER 1407M LONG |
| 4 IN GATE ACCESS CONTROL SHED (10.9M x 7.5M) | 22 CONTAINER STORAGE YARD AREA (66750 SQ.M) | 40 EXISTING BREAKWATER |
| 5 PORT USER, ADMINISTRATIVE & CUSTOM BUILDING (PUB) (38M X 12.9M) | 23 FOOD GRAIN STORAGE (5600 SQ.M) | 41 SHORE PROTECTION |
| 6 CUSTOM CHECK POINT (13.7M x 4.7M) | 24 BREAK BULK STORAGE (6300 SQ.M) | 42 PROPOSED GREEN BELT (40000 SQ.M) |
| 7 OUT GATE ACCESS CONTROL SHED (10M x 8.9M) | 25 CEMENT STORAGE (7600 SQ.M) | 43 OTHER TRUCK PARKING (3150 SQ.M) |
| 8 SUB STATION & TRANSFORMER AREA (40.5M x 35.5M) | 26 DRY BULK STORAGE (13475 SQ.M) | 44 AREA FOR IWT (13150 SQ.M) INLAND WATERWAY TRANSPORT |
| 9 DG SHED (28.15M x 20.35M) | 27 SAND STORAGE (6100 SQ.M) | 45 CONTAINER RAIL YARD (23270 SQ.M) |
| 10 WATER TANK & PUMP HOUSE (25.0M x 15.4M) | 28 FUEL STATION FOR ITV (3050 SQ.M) | 46 OTHER FACILITIES (9900 SQ.M) |
| 11 CANTEEN (15M x 7M) | 29 TRUCK PARKING (14600 SQ.M) | 47 FUTURE EXPANSION AREA (25950 SQ.M) |
| 12 LEAKING BAY (35M x 9.5M) | 30 FERTILIZER GODOWN (55Mx750M SQ.M) | 48 EQUIPMENT PARKING (600 SQ.M) |
| 13 WORKSHOP (50.5M x 21.4M) | 31 RAIL YARD AREA (18400 SQ.M) | 49 EMPTY CONTAINER YARD (3100 SQ.M) |
| 14 RTG WASH SLAB (30.5M X 23M) | 32 ROAD & RAIL CORRIDOR (267550 SQ.M) | 50 ITV PARKING AREA (1950 SQ.M) |
| 15 TOILET (8.6M X 4.7M) | 33 STP / ETP (300 SQ.M) | 51 DRIVER REST ROOM (11.1M x 18.7M) |
| 16 PORT OPERATION BUILDING (POB) (39.6M x 19.7M) | 34 MULTI PROPOSE CUM CONTAINER BERTH 41.5x500M LONG | |
| 17 FIRE STATION (23M X 12.6M) | 35 TURNING CIRCLE 515M DIA | |
| 18 WATCH TOWER (7M x 6.5M) | 36 INNER APPROACH CHANNEL 192M WIDE (-14.1M CD) | |

1.5 Estimated Cost

The estimated cost of the overall development of the port in 3 phases is Rs. 5047 Crore (2022 price level), of which the Phase 1 development cost is Rs.3742 Crore. This Phase 1 development cost includes estimated cost of construction of breakwaters (Rs.1428 Crore) and cost of land acquisition for road connectivity to NH 66 (Rs. 190 Crore). Thus the estimated cost of the development of Phase 1 of the port facilities (excluding breakwaters and road connectivity to NH 66) is Rs. 2124 Crore.

1.6 Implementation Framework

1.6.1 Government of Kerala is considering several possible frameworks for implementing the project. In order to achieve the desired level of execution and operational efficiency of this project, it is desired that the project may be implemented with the active involvement of a competent private sector agency as PPP Concessionaire. Considering the benefits of the project to the state in accelerating the economic growth and employability together with logistic cost saving in the Northern districts of the state, Government of Kerala is committed to offer all possible fiscal and policy support to the implementing partner.

1.6.2 For implementing the project under PPP framework, GoK shall adopt the

Guidelines issued by the Government of India to promote the PPP Projects in Infrastructure sector in respect of Ports. As per the current guidelines of Government of India for Port projects, where financial viability is not strong enough to attract private sector investment in DBFOT basis, proposals for Viability Gap Funding (VGF) of upto 20% of the capex can be considered. Further the policy allows an additional VGF of upto 20% of the capex by state government making the total VGF eligibility for a project upto 40% of the capex.

- 1.6.3 In addition, considering the high capex estimated for the breakwater for this project, Government of Kerala is also considering the breakwater development under Hybrid Annuity Mode (HAM) with about 25% of the capex payable during the construction period (4 years) and thereafter, the remaining over a period of 8 years.

1.7 Suggestions from Prospective Bidders

- 1.7.1 With the objective of providing adequate technical and economic freedom to prospective investors, GoK is open to consider any constructive suggestions through this EOI for strengthening the implementation framework to achieve the stated public objective. Therefore, prospective Investors may provide their suggestions with specific inputs on parameters critical to the project such as Project phasing, capex financing, policy support from the GoK, fiscal incentives that can improve the competitiveness of the port without impacting the overall economic benefits to the state etc.

2 DETAILS TO BE PROVIDED IN THE EXPRESSION OF INTEREST

- 2.1** It is envisaged that the Applicant shall be a legal entity or consortium of such entities registered in India or in the respective country of their incorporation and having experience in development of port infrastructure and/or core infrastructure projects and/or operation and maintenance of at least one port terminals and/or involvement in cargo logistics operations and/or mainline container operator in India or overseas. In case of applicants not registered in India, they shall get copy of their registration certificate issued by the competent authority of the respective country duly vetted by the Indian Embassy in respective country.
- 2.2** The Applicant can be a single registered entity or a consortium of maximum three registered entities. In case if any member of the Consortium is not an entity registered in India at the time of submission of the EOI, they may get their registration certificate in their respective country of Incorporation duly vetted by the Indian Embassy in their respective country.
- 2.3** The following documents may be used to establish the eligibility
- a) Details of the company / each member of the consortium
 - b) Details of the technical expertise and operational experience in port sector giving following details for each project as per the format provided in annexure to this note.
 - Location of the project,
 - Date of award of the project,
 - Current status of the project,
 - Cost of the project,
 - Design / rated handling capacity &
 - Port Infrastructure facilities provided by the Applicant

3 INFORMATION AND INSTRUCTIONS TO APPLICANTS

3.1 Instructions

- 3.1.1 All information called for in the enclosed forms should be furnished against the relevant columns in the forms. If for any reason, information is furnished on a separate sheet, this fact should be mentioned against the relevant column. Even if no information is to be provided in any column “nil” or “no such case” entry should be made in that column. If any particular(s) / query(s) is not applicable in case of the applicant, it should be stated as “not applicable”.
- 3.1.2 The application should be type written in “English”. The applicant should sign & stamp each page of the application.
- 3.1.3 The applicant may furnish or suggest any additional information, which could be considered necessary to establish capability to successfully complete the envisaged project.
- 3.1.4 A pre-proposal conference will be held as per the schedule given in para 3.1.15.
- 3.1.5 The interested players are requested to send their interest to attend the pre-proposal conference through an official e-mail at least one working day prior to the pre-proposal date giving the following information:
- Name of entity:
 - Name (designation) of the attendee/s:
 - E-mail ID/s:
 - Contact No.:
 - Queries / Suggestion on EOI (if any):
 - Interested in site visit and follow up meeting : Yes/No

MIPS Ltd holds the discretion to allow / reject participation basis review of the intents.

- 3.1.6 All communications pertaining to pre-proposal conference shall be addressed to the following:

Contact Person:

Shri Devdas G,

Dy Manager i/c, MIPS Ltd

Phone No.: +91 7994435561

E-mail: mdapl.port@kerala.gov.in

3.1.7 The EOI document in prescribed form duly completed, signed & stamped should be submitted on the website of Malabar International Port and SEZ Limited (malabarport.kerala.gov.in) or to the email address mdapl.port@kerala.gov.in. Documents submitted in connection with EOI will be the property of MIPS Ltd.

3.1.8 Prospective applicants facing technical issues in online submission of EOI can seek clarification from the following email address: mdapl.port@kerala.gov.in

3.1.9 The particulars of the project given in this document are indicative only. These are subjected to change and may be considered only as advance information to assist the applicants.

3.1.10 **Letter of Transmittal:** The applicant should submit the letter of transmittal attached with the EOI document as Annexure-I in the company letter head.

3.1.11 **Suggestions:** The applicant(s) are requested to submit their suggestion(s) and views, which are considered important by them in a separate sheet, Annexure II : Form-A. Such suggestion(s) may be on the following aspect(s):

- Support required from the GoK / MIPS Ltd.
- Desired attributes of Concession Framework such as Period of Concession, Rights desired for the Concessionaire, Suggestions to improve the competitiveness of the Project based on evolving need of global marine logistics
- Other aspects related to the project

3.1.12 **Other Inputs:** The applicant(s) may also submit other input(s) regarding contract structuring of the Project along with their EOI as part of Annexure II : Form-A.

3.1.13 Applicant should also furnish the following:

- a) **ORGANISATION INFORMATION:** Applicant is required to submit the information in respect of his organization as given in Annexure III: Form-B. In case of a consortium, Form B in respect of each member of the Consortium should be submitted.
- b) **LIST OF PROJECTS:** Applicant is required to submit the list of similar projects claimed to meet the eligibility (successfully completed / ongoing during the last ten years as given in Annexure IV: Form-C. In case of a consortium, Form C in respect of each member of the Consortium may be submitted.

3.1.14 The interested bidders are requested to send their intent to attend the pre-proposal conference through through email to the email address mdapl.port@kerala.gov.in

3.1.15 Important dates with critical list of activities are specified below

| | | |
|---|---|------------|
| i) Hosting of EOI on website | : | 02.02.2026 |
| iii) Pre-EOI meeting (1500 hrs) | : | 17.02.2026 |
| iv) Closing date of EOI 1500 hrs | : | 28.02.2026 |
| v) Opening of Interest received 1600 hrs. | : | 02.03.2026 |

3.2 Submission of EOI

- 3.2.1 EOI should be submitted by the interested applicant(s) at websites at websites of Malabar International Port and SEZ Limited (malabarport.kerala.gov.in) or to the email address mdapl.port@kerala.gov.in not later than the time specified on the prescribed date (as the server time displayed on the website).
- 3.2.2 Applicants interested in the Project are required to submit their Expression of Interest **on or before 1500 hours IST on 28.02.2026** and the same will be opened at **1600 hours IST on 02.03.2026**
- 3.2.3 The Applicants are advised in their own interest to ensure that completed Expression of Interest is submitted well before the dates stipulated in the document.
- 3.2.4 If any unscheduled holiday occurs on the date of submission / opening of the EOI response, then the next working day shall be the prescribed date of submission / opening of the EOI response. Venue and time shall remain unchanged.
- 3.2.5 All details including any due date extensions, clarifications, amendments, addenda, corrigenda, etc., in respect of this notification will be uploaded to the website of MIPS Ltd only. Applicants are advised to regularly visit these websites to keep themselves updated.

3.3 Steps Subsequent to Submission of EOI

- 3.3.1 MIPS Ltd may get in touch with the applicants submitting a response to the EOI to get further clarifications, if required.
- 3.3.2 Meeting(s) will be conducted with interested applicants after the submission of EOI to discuss their views and suggestions submitted by them as part of their respective EOIs.
- 3.3.3 After assessing the suggestions and concerns from the applicants, MIPS Ltd will initiate a competitive bidding process (through the issuance of RFQ and RFP) for selecting an entity for the development, operations and maintenance of the port facilities under concessionaire's scope as per the project structuring.

4 PROPOSED BIDDING PROCESS

Proposed bidding process shall be as per the latest PPP guidelines i.e. Model RFQ cum RFP documents and Model Concession Agreement (MCA) published by Government of India, with suitable modifications as may be permitted by the competent authority.

5 ANNEXURES

5.1 Annexure I:

LETTER OF TRANSMITTAL

(To be typed in Applicant's Letter head)

From:

To
Managing Director,
Malabar International Port & SEZ Ltd
N-5, Jawahar Nagar
Kowdiar, Thiruvanthapuram
India PIN 695 003

**Subject: Submission of Expression of Interest (EOI) for development,
operations and maintenance of International Greenfield Port at
Azhikkal in North Kerala, India**

Sir,

Having examined the details given in EOI Notice for the subject project, I / we hereby submit our Expression of Interest and the relevant information

1. I / We hereby certify that all the statements made in the information supplied in the enclosed form and the accompanying statements are true and correct.
2. I / We have furnished all information and details necessary for EOI and have no further pertinent information to supply.
3. I / We also authorize MIPS Ltd or their authorized representatives to approach individuals, employers and firms to verify our competence and general reputation.
4. I / We submit the following certificates in support of our suitability, technical know-how and capability for having successfully developed / constructed Ports along with prescribed format.
5. We understand that MIPS Ltd will be at liberty to finalize project parameters and issue RFQ for the project.

Signature(s) of Applicant(s)

Enclosures

Seal of applicant & Date of submission

5.2 Annexure II:

FORM-A

Suggestions of the applicant

1. Name of the Applicant :

2. Suggestions:

- a. Suggestions with respect to Project phasing, capex financing, support(s) required from the GoK/MIPS Ltd, fiscal incentives that can improve the competitiveness of the port without impacting the overall economic benefits to the state etc.

| Sl.No. | Item | Suggestion | Rationale |
|---------------|-------------|-------------------|------------------|
| 1 | | | |
| 2 | | | |

- b. Desired attributes of Concession Framework such as Period of Concession, Rights desired for the Concessionaire, Suggestions to improve the competitiveness of the Project based on evolving need of global marine logistics

| Sl.No. | Item | Suggestion | Rationale |
|---------------|-------------|-------------------|------------------|
| 1 | | | |
| 2 | | | |

- c. Suggestions for the development, operations and maintenance of the International port at Azhikkal, North Kerala, India:

| Sl.No. | Item | Suggestion | Rationale |
|---------------|-------------|-------------------|------------------|
| 1 | | | |
| 2 | | | |

- d. Other relevant inputs, if any

| Sl.No. | Item | Suggestion | Rationale |
|---------------|-------------|-------------------|------------------|
| 1 | | | |
| 2 | | | |

5.3 Annexure III:

FORM-B

Organization Information

[If the Applicant is a Consortium of Members, details of each member should be submitted
in separate Form B]

| Sl. No. | Description | Details |
|----------------|---|----------------|
| 1 | Name of the Applicant(s) | |
| 2 | Communication details of the Applicant | |
| | a. Address | |
| | b. Phone No. | |
| | c. Email ID | |
| | d. Name of Contact Person(s) with Mobile No | |
| 3 | Legal Status of the Applicant <i>[Please attach the certificate of Incorporation]</i> | |
| 4 | Principal nature and places of Business | |
| 5 | Name & Title of Directors and key officers of the Applicant | |
| 6 | Experience in Port facilities developed and / or operated and / or maintained | |
| 7 | Other infrastructure experience | |

5.4 Annexure IV:

Form-C

Project Credentials of the Applicant

(Separate form shall be furnished for each project experience claimed)

- 1 Project Name:**
- 2 Location:**
- 3 Registered Name of the Project Company :**
(if the Project is housed in a SPV/Subsidiary of the Applicant)
- 4 Brief description of the project:**
- 5 Current Status of the Project (completed / ongoing / operational):**
- 6 Name of the associated Firm(s), if any in the Project :**
- 7 Date of:**
 - a) Award of Projects:**
 - b) Project Completion Date:**
 - c) Commercial Operations Date:**
- 8 Project Cost:**
- 9 Design / Rated Capacity:**

Signature(s) of Applicant(s) with Date and Seal

5.5 Annexure V:

List of Reports

| Sl. No. | REPORTS |
|------------|---|
| A | Reports by Technical Consultant (M/s Howe) |
| 1 | Detailed Project Report (RP 20) |
| 2 | Port Layout Report (RP 10) |
| 3 | Detailed Traffic & Shipping Study Report (RP 11) |
| 4 | Topographic, Bathymetric & Geophysical Survey Report (RP 12) |
| 5 | Design Basis Report (RP 13) |
| 6 | Dynamic Mooring Analysis Report (RP 14B) |
| 7 | Shipping Navigation Simulation Study (RP 14C) |
| 8 | Hydrodynamics, Sediment Transport Modelling, Offshore Dumping Pond & Shoreline Evolution Studies Report (RP 16) |
| 9 | Wave Tranquility Report (RP 15) |
| 10 | Design of Various Structures Including Berth & Breakwater (RP 18) |
| B | Reports by Geotechnical Consultant (M/s Fugro) |
| 11 | Geotechnical Factual Report |
| 12 | Geotechnical Interpretative Report |
| C | Report by IIT Madras |
| 13 | Review of Preliminary Design of Stone Column Foundation Proposed for the Breakwaters |
| D | Reports by Financial Consultant (M/s CMD) |
| 14 | Report on Breakwater Construction Financing |