
EXPRESSION OF INTEREST

Development of the Second Container Terminal at Kamarajar Port Limited
under PPP Mode on DBFOT basis.



December 2025

SUBMISSION OPEN UNTIL:05/01/2026



Kamarajar Port Limited

Global Expression of Interest (EOI) From Potential Developers or Consortium of Developers For Development of the Second Container Terminal at KPL under PPP Mode on DBFOT basis.

Kamarajar Port Limited (KPL), in the light of increasing future demand for Container Terminal facilities at the port, proposes to undertake the “Development of the Second Container Terminal under Public-Private Partnership (PPP) mode on DBFOT basis.” (the “Project”).

In this regard, Kamarajar Port Limited invites ‘Global Expression of Interest’ (EOI) from eligible Investors / Developers / Operators on their own or in Consortium, having experience in financing, building, operation and implementation of similar projects. The EOI document can be downloaded from Kamarajar Port Limited’s website www.kamarajarport.in

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 & pushpalatha@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 05.01.2026 upto 16:00 Hrs.

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



Kamarajar Port Limited

Global Invitation of Application for Expression of Interest from Potential Developers or Consortium of Developers for “Development of the Second Container Terminal 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 2024-25, the total traffic handled by the Port was 48.41 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.

In the light of increasing future demand for container handling facilities at KPL, it is envisaged and proposed to undertake the Development, Operation & Maintenance of Second Container Terminal under Public-Private Partnership (PPP) mode. In this regard, the present EOI is invited to give an opportunity to interested parties to share their views on the potential suitable development models at the subject facilities for the proposed development to make the project attractive to the stakeholders. The berth shall be utilized exclusively for handling Container Cargo.

The proposed project is envisaged to have berth length of 1000 m (approx.). This new Next-Gen Container Terminal will cater to future EXIM trade demands connecting the hinterland regions to global markets and shall also cater to the transshipment container cargo.

Past Container Handling trend in Kamarajar Port Limited:

Details of Container cargo handled in single berth of Kamarajar Port Limited is as follows:

(in Million TEU's)

Commodity	2020-21	2021-22	2022-23	2023-24	2024-25
Container	0.20	0.48	0.55	0.67	0.68



2. Envisaged Salient Features of the Project Facility:

The core objective of the subject Project is to design, finance, build a Mechanized Container Terminal facility within KPL's port limits, followed by its operation and maintenance with a Concession Period of 30 years. This initiative is designed to significantly enhance the efficiency of container vessel handling at KPL, leading to faster Vessel Turnaround Times and improved port productivity. The project scope encompasses the complete container logistics chain:

- **Marine Works & Equipment Installation:** This includes development of berth with dimension of 1000 m x 30 m, backup area development of 1000 m x 470 m. Installation of specialized Container Handling Equipment specifically Ship-to-Shore Gantry Cranes and Rubber-Tired/Rail-Mounted Gantry Cranes for yard operations.
- **Yard Development:** The project involves paving to develop a robust container stack yard (or storage area).
- **Horizontal Transport:** The facility must provide necessary mechanisms (such as Internal Terminal Vehicles or Automated Guided Vehicles) for the efficient conveyance of containers from the quay to the stack yard and then onward to trailers and rail loading points.
- **Landside Operations:** Installation of an Automated Gate System and mechanized/automated rail loading systems is required for efficient loading of containers onto rail wagons and trucks.
- **Ancillary Systems:** Commissioning of Terminal Operating Systems and related IT infrastructure are integrated to manage the logistics seamlessly. Pollution control systems and other necessary ancillary systems shall be provided wherever

required to completely mitigate environmental pollution and its consequential effects, ensuring full compliance with State and Central pollution control norms.

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

3. Scope of the Project:

- (a) The project site shall be provided for design, finance, build, operation, maintenance and transfer (DBFOT) of the Project Facility to handle Container Cargo.
- (b) The Concession period shall be thirty (30) Years which shall include the Construction Period.
- (c) KPL shall provide the takeoff point for road and railway connectivity, from which the further necessary infrastructure for connecting with the Project Site shall be the responsibility of the Concessionaire.
- (d) KPL shall provide and maintain the outside road connectivity to the subject berth.
- (e) All statutory clearances required for construction and operation of the Project shall be the liability of the Concessionaire.

4. Submission of EOI:

KPL invites '**Global Expression of Interest**' (EOI) from eligible Investors / Developers / Operators on their own or in Consortium, having experience in financing, operation and implementation of similar projects. The EOI is invited to give an opportunity to interested parties to share their views / requirements on the Container cargo to be handled at the subject facilities and model for the proposed development to make the project attractive to the stakeholders.



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.

4.1 Pre-Application Conference:

An Pre-Application Conference has also been envisaged by KPL for showcasing the project and providing an open forum for the Investors / Developers / Operators to air 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 22.12.2025 at 11.00 Hrs. In case of any queries or require clarification, they are requested to address the same to Smt. C. Pushpalatha, Manager (Projects), KPL, through a written communication addressed to: pushpalatha@kplmail.in

4.2 Schedule of events:

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

1. Release of EOI Advertisement: 10.12.2025
2. Investor/Pre-Application Conference: 22.12.2025 at 11.00 hrs.
3. Last date & time for EOI Submission: 05.01.2026 upto 16.00 Hrs.
4. Time & date of opening of EOI: 05.01.2026 at 16.30 Hrs.



4.3 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 05.01.2026 upto 1600 Hrs in Email addressed to gm-csbd@kplmail.in & pushpalatha@kplmail.in or shall submit the hard copies in a closed cover duly marked **“Expression of Interest” for “Development of the Second Container Terminal at KPL under PPP Mode”**, 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.	Legal Status of the firm	Individual Company / Partnership Company / Joint Venture Company / Trust / Others
3.	Registered Address, telephone No., fax no. e-mail ID, website	
4.	Contact Person, Designation and address including contact no. and e-mail ID.	
5.	Organizational Profile:	
6.	Financial Capability (For Past Three Completed Financial Years) (To be supported by and submitted with Audited Financial Statements)	
(a)	Net Worth	
(b)	Turnover	
7.	Do you intend to tie-up with a consortium partner for the project	



Sr. No.	Description	Details
	(if Yes, Please specify the details of the partner)	
8.	Reason for venturing into this project	
9.	Technical Experience of firm	Please provide similar project experience details including Name of Work, Project Experience , Location, Capital Cost, etc.

2. Project Inputs:

Sr. No.	Description	Details
Technical Inputs:		
1.	Mode of operation	Public Private Partnership
2.	Envisaged Handling Capacity per year	
3.	No. of Berths to be taken up	
4.	Capacity envisaged in MTEUs	
5.	Phases of development, if any.	
6.	Expected traffic of the envisaged cargo to be handled during the Concession Period.	
7.	Equipment's required for handling the Container cargo	
(a)	At Wharf	
(b)	At Backup area	



Sr. No.	Description	Details
8.	Backup area required (elaboration with any required additional infrastructures, if any)	
9.	Required Statutory Clearances.	
10.	Required years of Concession	(Concession Period is envisaged to be 30 years, however the applicant may specify if any relaxation is required)
Financial Inputs:		
11.	Expected Capital, operation & maintenance cost(s) along with Revenue/ Return calculation from the Project	
Miscellaneous:		
12.	Any other relevant details required for project	
13.	Any other input/view which help better formulate the Project	

Annexure – II

Project Site location of the proposed second Container Terminal at KPL:

