



வ.உ.சிதம்பரனார் துறைமுக ஆணையம்
वी.ओ. चिदम्बरनारपत्तनप्राधिकरण
V.O.CHIDAMBARANAR PORT AUTHORITY
पत्तन, पोतपरिवहनऔरजलमार्गमंत्रालय
CIVIL ENGINEERING DEPARTMENT
MINISTRY OF PORTS, SHIPPING AND
WATERWAYSभारतसरकार **GOVERNMENT OF INDIA**
ADMINISTRATIVE OFFICE, HARBOUR ESTATE,
TUTICORIN 628 004, TAMIL NADU



No. CIV-OFCPD-PRJ-DEVEL-V1-21(50298)/D. 558

Date: 26.02.2025

CORRIGENDUM 6

To

All Bidders.

Sub: Development of Outer Harbour Container Terminal Project including Dredging and Construction of Breakwater at VOC Port on DBFOT Basis – Reply to the Pre bid Queries - reg.

Gentlemen,

With reference to the clarification sought by the Tenderers during the Pre – bid meeting, for the subject work held on **14.02.2025**, the pre bid reply of the subject tender is attached herewith.

The above changes are applicable to all corresponding clauses of the document wherever incorporated.

The amendment will form part of the Tender document to be signed in all pages by the Tenderers and to be enclosed along with the Tender documents –Bid - I (RFQ).

Encl: As above

Yours faithfully,

Sd/-

CHIEF ENGINEER

**Pre- Bid Clarification for " Development of Outer Harbour Container Terminal Project including Dredging and Construction of Breakwater at
VOC Port on DBFOT Basis"**

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
1.	DCA- APPENDIX-24, VGF GUIDELINES, Applicability, Clause 3.4	This Scheme will apply only if the contract/concession is awarded in favour of a private sector company (see definition).	Please confirm whether a consortium, in which multiple Public Sector Undertakings (PSUs) collectively hold 51% or more of the shareholding but each PSU individually holds less than 50%, would be eligible for Viability Gap Funding (VGF).	Kindly refer Article 3 of VGF Guidelines regarding applicability of VGF.
2.	Annexure-I (Definitions) to DCA - APPENDIX-24, VGF GUIDELINES, Applicability,	Private Sector Company means a company which is not a Government Company” as definition under Section 2(45) of the companies Act, 2013	Additionally, kindly clarify whether a Public Sector Undertaking with the status of a 'deemed Government company' is treated as a private entity and eligible for VGF.	Kindly refer reply at Sl.no.1 above.
3	General	General	After careful study of the DPR provided by VOCPT. We could not find the detailed drawings. We request VOCPT to provide the Complete set of Drawings of the facilities planned. This would support the bidder for better understanding of the facility planned	The drawings in the DPR provided by the Port are only indicative and for estimation purpose. The Concessionaire has to design the Civil infrastructure including drawings.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
			and thereby to submit the most competent tender submission.	
4	DPR. Regarding Berth Width	DPR. Regarding Berth Width	In the DPR Table 8.6, page No. 109 Berth Width is provided as 1000m X 50M . Further, in the page no. 140 and 141, the berth width is referred as 33m. Please clarify the correct width of the berth to be considered.	The Concessionaire may decide on the width of the berth without decreasing the terminal capacity and after obtaining approval from the Independent Engineer and Concessions Authority.
5	General Important Point regarding Navigational Interference	General Important Point regarding Navigational Interference.	Based on the DPR, it is understood that, the Navigational / Approach channel is going to be common for Inner and Outer harbour. During the Development of the Outer harbour, various works would be planned for the development like dredging, pipelines for transfer of dredged material etc. in the proposed outer harbour. The bidder would like to understand about; 1) Is there a separate study conducted for Navigational / Approach Channel Interference with regular vessel movement and operations in the Channel.	The approach channel is a single lane channel of width 230m. The dredging in the channel needs to be planned in such a manner that both vessel operations and dredging shall be done simultaneously without / with minimal disturbance to each of the activities. Any study if required in this regard may be done by the bidder.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
			<p>2) Will there be any disturbances caused to regular operations due to development of Outer harbour, if so, has VOCPT prepared any mitigation measures study.</p> <p>Will VOCPT provide any clear window exclusively for the regular vessel operations and also for Dredging works in the Channel.</p>	
6	Clause 1.2.4 of RFQ, Bid Security	A Bidder will be required to deposit, along with its Bid, a bid security of Rs. 70.56 Crores (Rupees Seventy crore and fifty Six lakhs only)	It is requested to reconsider the amount of Bid security, as the current value is too high. Kindly reduce the Bid Security amount.	Kindly refer corrigendum 7.
7	DCA 4.2 Pg.No.39	The Parties expressly agree that upon release of the Performance Security 6 (six) months from the Project COD, a substitute Performance Security for an amount of Rs. 352.80 Crores shall be deemed to be created as if it is a Performance Security for and	<p>Authority is requested to clarify whether the successful bidder can submit PBG of equivalent amount for a period of 5 years & undertaking to continue this PBG during the entire concession period by either extending it or issuing new BG 30 days prior to expiry of BG</p> <p>Further, please also clarify that PBG cannot</p>	Kindly refer corrigendum 8.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
		<p>in respect of the entire Concession Period. Concessioneing Authority shall be entitled to enforce the Deemed Performance Security through a withdrawal from the Escrow Account.</p>	<p>be used and specific amount is required to be earmarked then there is no obligation on the bidder in relation to source of such earmarked funds and it shall be the sole discretion of the bidder to arrange those funds via infusion of equity, debt or any other sources. Please note in such case, there will be loss on ideal funds at the rate of cost of sourcing such funds (~Rs. 2000 Cr), so please provide option of issuing BG/LC in lieu of earmarked funds OR creating FD for a period of 5 years with auto-renewal instruction till the concession period.</p>	
8	<p>DCA Article – 9: Payment to the Concessioneing Authority 9.2 Payments of Premium a)</p>	<p>The Concessioneaire shall have to pay to the Authority for the year commencing from 11th year of award of concession, a premium in the form of Revenue Share equal to 1% of the total Gross Revenue earned and for each</p>	<p>Considering the concession period of 45 yrs and need to replacement of equipment during the concession period for effectively operating the terminal, request Authority to amend the tender condition such that premium is increased for every subsequent year by an additional 0.5% instead of 1% with a capping of 17.5% of the total Gross</p>	<p>Tender clause stands.</p>

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
	Pg.No. 68	subsequent year thereafter, the Premium shall be determined by increasing the proportion of Premium in the respective year by an additional 1% as compared to the immediately preceding year subject to a ceiling of 35% of the total Gross Revenue earned in the respective year	Revenue earned in the respective year This will facilitate to make the project financial feasibility.	
9	DCA Article 22.1 Para 8.1 Pg. No. 131 & 267	The VGF shall be due and payable to the Concessionaire only after it has subscribed and expended the equity contribution required for the project and will be released in proportion to debt disbursements by Lead Financial Institution.	Please clarify that the entire VGF will be in nature of capital grant and it won't be considered as equity. Further also clarify if lead financial institution is disbursing loan simultaneously at the time of equity contribution by concessionaire i.e., before equity contribution is fully expended, then is it also allowed to disburse VGF grant as well in proportion to disbursement of debt ?	Kindly refer VGF Guidelines which is annexed as Appendix 24 of DCA.
10	DCA	The Concessioneing Authority shall collect all applicable	a. As the dredging and breakwater would be developed by the Concessionaire,	The approach Channel which will be deepened by the Concessionaire, remains as a common

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
	<p>APPENDIX 12 RATES APPLICABLE IN RESPECT OF LAND, UTILITIES AND SERVICES Pg. 200</p>	<p>charges for the land and vessel-related services rendered by it as per the prevailing Port's Scale of Rates from time to time.</p>	<p>port dues shall be collected by Concessionaire.</p> <p>b. One of the key project components of the project is deepening the access channel which would act as the common access channel. Post deepening, the existing container terminals and other terminals would also benefit from the increased draft.</p> <p>Considering the huge capex that would be required for dredging and the benefits that existing terminals would fetch from deepening of channel, it is requested that the vessel-related charges shall be shared with the Concessionaire, which would make the project financially feasible.</p> <p>It may be please note that 'Dredging Guidelines for Major Ports 2021' by MoPSW recommends PPP mode of project for dredging. Also, the upcoming Vadhvan Port</p>	<p>infrastructure that will continue to be utilized by all the Port users.</p> <p>Further it is clarified that, Port dues and pilotage shall be collected by the Concessioneing Authority and berth hire shall be collected by the Concessionaire. Kindly refer clause 2.1.18 (v) in this regard.</p>

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port																				
			also proposes dredging and reclamation on PPP under hybrid annuity modal.																					
11	DCA Appendix 13 – Minimum Guaranteed Cargo, Pg.201	<table border="1"> <thead> <tr> <th>Period (From date of award of concession)</th> <th>MGC</th> </tr> </thead> <tbody> <tr> <td>Upto 15th Year</td> <td>No MGC</td> </tr> <tr> <td>16th to 20th year</td> <td>1 MTEUs</td> </tr> <tr> <td>21st year to 25th year</td> <td>1.5 MTEUs</td> </tr> <tr> <td>26th year to 45th year</td> <td>2.0 MTEUs</td> </tr> </tbody> </table>	Period (From date of award of concession)	MGC	Upto 15 th Year	No MGC	16 th to 20 th year	1 MTEUs	21 st year to 25 th year	1.5 MTEUs	26 th year to 45 th year	2.0 MTEUs	<p>Request Authority to consider MGC as given below for viability of the project.</p> <table border="1"> <thead> <tr> <th>Period (From date of award of concession)</th> <th>MGC</th> </tr> </thead> <tbody> <tr> <td>Upto 15th Year</td> <td>No MGC</td> </tr> <tr> <td>16th to 20th year</td> <td>1 MTEUs</td> </tr> <tr> <td>21st year to 25th year</td> <td>1.5 MTEUs</td> </tr> <tr> <td>26th year to 45th year</td> <td>2.0 MTEUs</td> </tr> </tbody> </table>	Period (From date of award of concession)	MGC	Upto 15 th Year	No MGC	16 th to 20 th year	1 MTEUs	21 st year to 25 th year	1.5 MTEUs	26 th year to 45 th year	2.0 MTEUs	DCA clause stands.
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12	DCA Para 7.1 Pg.No. 266	Lead Financial Institution shall present its appraisal of the projects for consideration and approval of Empowered Committee. The appraisal shall be accompanied by an updated application in the format specified at Annexure-IV, along with project report and project agreements.	Please provide Annexure-IV	Annexure- IV of VGF Guidelines is enclosed as Annexure.																				
13	DCA Para 8.1 Pg.No 267	Prior to disbursement, the Empowered Committee, the	Please clarify if the request of lead financing institution to modify any part of	The Tripartite Agreement is required as per Annexure- V of Appendix- 24 (VGF																				

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
		Lead Financing Institution and the private sector company shall enter into Tripartite Agreement in such format as may prescribed.	Tripartite Agreement will be taken up for further approval of empowered committee since, it is not involved at the stage of bid document submission	Guidelines).
14	DCA Para 8.1 & Para 2.1, pg. no. 276 & 281	Page 276, Para 8.2 - The Empowered Committee will release the Grant to the escrow account only after the recommendations of the Sponsoring Authority Page 281, Para 2.1 - The VGF Grant shall be disbursed to the Concessionaire by Lead Institution for and on behalf of the Empowered Committee in the manner as setout in clause 2.2	It is understood that empowered committee has delegated its power to release grant to lead institution. Please clarify to what extent the empowered committee will park the funds with lead institution so as to ensure seamless disbursement of VGF in escrow account by lead institution and if it will act only on recommendations of the Sponsoring Authority.	VGF will be disbursed as per Article 8 of VGF guidelines.
15	RFP CI No 1.1.3	The Concessionaire shall commence the construction activity of Container Terminal -2	Considering the size of the project & investment required, request the Authority to allow the Concessionaire to commence	RFP clause stands.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
	Pg.no. 12	(Berths III and IV), the day following completion of 24 calendar months from the date when the average annual volume of cargo handled at the Project Facilities and Services reaches to a level of 70% of Project Capacity for 2 (two) consecutive years of stage I or the day following completion of 96 calendar months from the Date of Award of Concession, whichever is earlier.	the construction activity of Container Terminal -2 (Berths III and IV), the day following completion of 24 calendar months from the date when the average annual volume of cargo handled at the Project Facilities and Services reaches to a level of 70% of Project Capacity for 2 (two) consecutive years of stage I, in order to mitigate the risk of being Non Performing Asset of Stage-II	
16	RFP, CI no 1.2.6, Pg.No.21	Bids are invited for the Project "on the basis of the lowest VGF required by a Bidder for implementing the Project. The VGF will be limited to a maximum of Rs 1950.00 Crs or actual quote, whichever is lower.	As per the DPR, Phase – 1 cost estimate is Rs. 4687 Cr which includes about Rs. 2500 Cr towards dredging and breakwater, whereas overall cost of phase – 2 is only Rs. 2368 Cr. Considering the above, request Authority to allocate entire VGF in phase – 1 to make financially feasible.	VGF will be disbursed as per Article 8 of VGF guidelines.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
17	RFP CI no. 3.3.2 Pg.NO. 36	In the event that two or more Bidders quote the same amount of VGF (the "Tie Bidders"), the Authority shall identify the Selected Bidder by draw of lots, which shall be conducted, with prior notice, in the presence of the Tie Bidders who choose to attend.	In case of tie between any 2 bidders, authority is requested to grant an equal opportunity to both the bidders and an open competitive bidding process should be conducted between all the bidders instead of draw of lots.	Tender Clause stands as open competitive bidding process is only being followed to select the successful bidder. Only in case of tie among the pre-qualified bidders with regards to RFP bid, the successful bidder will be selected through draw of lots.
18	RFQ CI no. 1.1.1 Pg.No. 8	The indicative Project cost of Stage I is Rs 4494.46 Cr & Stage II is Rs 2561.49 Cr. However, the VGF will be limited to a maximum of Rs 1950.00 Cr or actual quote, whichever is lower.	Authority is requested to kindly increase the amount available for VGF to at least 40% in accordance with Rule 4.1 of the scheme for financial support to PPPs in Infrastructure and previously awarded port bids in the country. Current VGF (as per RFQ document) - 1950 Cr. (28% of the estimated project cost ie. 28%*7055 Cr = 1950 Cr)	RFQ clause stands.
19	RFQ 1.2 Brief description of	Documentary Proof for the payment of Bid Security for an amount of Rs. 70.56 Crores	Request Authority to consider bid security of 0.5% of the estimated project cost of Stage -1 excluding VGF to ensure more	Kindly refer corrigendum 7.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
	Bidding Process Pg.No.18	(Rupees Seventy Crores and Fifty Six Lakhs only)	participation in the bidding process.	
20	RFQ 2.14 Pg.No. 37	Application Due Date	Request Authority to provide atleast one month extension from the date of uploading the clarifications, considering the size of the project and time required for carrying out the internal assessment & other procedural requirements	Kindly refer corrigendum 9.
21	RFQ 3.2.3 Pg.No.45	c. the capital cost of the project should be more than Rs 705.60 crores (Rupees Seven Hundred five crores and sixty lakhs only); and	We understand capital cost requirement is derived as 10% of total estimated project cost (Rs. 7055.60 Cr * 10%). Considering the huge project cost, it is requested to Authority to consider 10% of estimated cost of only Stage – 1 i.e 10% of Rs. 4687.19 Cr and accordingly amend the mentioned condition in the given clause. .	RFQ clause stands.
22	DPR Note 1 Pg.No.20	The rates for all items except dredging, already provided in the draft DPR submitted during May 2020 has been updated to the current level viz., April 2022	The Project cost estimation is as per the study carried out in 2022. Since the project will be executed from the calendar year 2025 onwards, its estimated total cost must be adjusted with respective	Tender clause stands.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
		<p>by applying Wholesale Price Index (with an increase of 25.76% over the estimate cost of March 2020) and adopted in the estimate for the total Phase wise development. However, for the dredging works, as detailed above, the current market rates (as on 06.08.2022) are assessed. Hence whenever the work is undertaken in a phased manner, the rates need to be reviewed and updated.</p>	<p>wholesale price index (WPI) & current market rates for the dredging works. (envisaged increase of project cost by ~ Rs.2500 to 3000 Cr). Accordingly, the VGF amount must also be revised.</p> <p>Further, the project will be executed in a phased manner over a minimum period of 5 years. So, the inflation impact must be taken into consideration. Currently the cost is estimated on the basis of rates prevailing in 2022.</p>	
23	<p>DPR</p> <p>6.4 Detailing of container terminal capacity and stacking yard area for proposed</p>	<p>Dwell Time</p> <p>The dwell time for imports is 2 days and for export is 4 days. The existing container traffic at VOCPA has almost equal split between import and export in terms of TEUs volume. Hence the dwell time of 3 is applied to</p>	<p>The average dwell time of 3 is applied to calculate the yard capacity and accordingly 35 Ha has arrived.</p> <p>Kindly note that the transshipment containers would be requiring extended storage period, to be competitive.</p>	<p>Tender clause stands. However, for additional land requirement, kindly refer Article 9.3 of Draft Concession Agreement.</p>

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
	container terminal at outer Harbour area. Pg.No.77	calculate the yard capacity.	Therefore, request Authority to allocate the entire 51 ha of land instead of 35 Ha, which will allow flexibility in the dwell time and will assist to increase the efficiency of the terminal.	
24	DPR 6.7 Construction of Bund and Reclamation Pg.No.79	The total estimated dredged volume for 16m draught vessels is 10.96 M.Cum. The required reclamation quantity for the CT 1, CT 2 & common user area is 14.04 M.cum. The dredged material shall be used for reclamation in the above said area and for balance required reclaimed quantity around 3.08 M.cum shall be either reclaimed by dredged materials from future higher draught dredging (18m) or bringing the material from outside	As per the DPR, 3.08 M.cum of material needs is to be brought from outside to carry out the reclamation work. However, it is not considered in the capital cost. Therefore, request Authority to consider the cost towards supply, transportation and compaction of the above mentioned 3.08 M Cum in the overall project cost	The dredged quantity of 14.04 M.Cum may be required to reclaim the entire reclamation area of 100 Ha. The Concessionaire may firstly reclaim the area of 70 Ha proposed to be allotted to the Concessionaire and the balance area of 30 Ha may be reclaimed thereafter based on the availability of dredged materials.

Sl. No.	Tender Clause & Page No.	Tender Conditions	Queries by the Bidder	Clarification / Amendments by the Port
25	DPR Clause 9.9 Pg.No.121	Government support as Viability Gap Funding for construction of breakwater, dredging in the basin and channel and fund construction of the Project in the tune of Rs.2500 Crores	As per the DPR, considering Rs. 2500 cr as VGF, the IRR base case scenario is 16.54%, whereas as per the tender document, VGF of only Rs. 1950 Cr has been considered, which will reduce the feasibility of the project in accordance with DPR itself.	As per the CCEA approval, the VGF is sanctioned to a maximum limit of Rs 1950 crs.

AnnexureIV

Memorandum for Empowered Committee Scheme for Financial Support to PPPs in Infrastructure

S. No.	Item	Response
1	General	
1.1	Name of the Project	
1.2	Type of PPP (BOT, BOOT, BOLT, OMT etc.)	
1.3	Location (State/District/Town)	
1.4	Central Ministry/State Government/Statutory Authority proposing the project as owner of the underlying assets (see Rule 5.1)	
1.5	Name of the Government/statutory entity which will sign the concession agreement (see definition)	
1.6	Whether the contract/concession is to be awarded to a private sector company (see definition)	
1.7	Will the private sector company be responsible for financing, construction, maintenance and operation of the project (see Rule 3.1)	
2	Project Description	
2.1	Brief description of the project	
2.2	Justification for the project	
2.3	Possible alternatives, if any	
2.4	Estimated total project cost with break-up under major heads of expenditure. Also indicate the basis of cost estimation. (see definition)	
2.5	Phasing of investment	
2.6	Project Implementation Schedule (PIS)	
3	Financing Arrangements	
3.1	Sources of financing (equity, debt, mezzanine capital etc.)	
3.2	Indicate the revenue streams of the Project (annual flows over project life). Also indicate	

S. No.	Item	Response
	the underlying assumptions.	
3.3	Indicate the NPV of revenue streams with 12 percent discounting	
3.4	Who will fix the tariff/user charges? Please specify the process in detail.	
3.5	Will the project have pre-determined user charges/tariffs (see Rule 3.1)	
3.6	Can the user charges/tariffs be increased for reducing the viability gap? If no, please furnish the certificate as per Annexure VI. (see Rule 3.1)	
3.7	Can the concession period be increased for reducing the viability gap? If no, please furnish the certificate as per Annexure VII. (see Rule 3.1)	
3.8	Can the total project costs be restricted or phased out for reducing the viability gap? If no, please furnish the certificate as per Annexure VIII. (see Rule 3.1)	
3.9	Have any FIs been approached for funding the project? If yes, there response may be indicated.	
4	IRR	
4.1	Economic IRR (if computed)	
4.2	Financial IRR, indicating various assumptions (attach separate sheet if necessary)	
5	Clearances	
5.1	In case the project is owned by the Central Government or its statutory entities, the status of PPPAC approval may be indicated	
5.2	Status of environmental clearances	
5.3	Clearance required from the State Government and other local bodies	
5.4	Other support required from the State Government	
6	GoI Support	
6.1	Likely amount of VGF required for the project (also indicate as percent of item 2.4)	
6.2	Will the VGF be used as a capital grant at the stage of project construction? If no, please furnish details of the alternative proposal. (see Rule 4.2)	
6.3	Will the sponsoring Ministry/State Government/statutory entity provide any assistance in addition to the VGF under this	

S. No.	Item	Response
	Scheme? If yes, please furnish details. (see Rule 4.1)	
6.4	Is there any other Scheme of the Central Government under which this project is eligible for financial assistance? If yes, indicate the details thereof. (see Rule 5.6)	
7	Concession Agreement	
7.1	Is the Concession Agreement based on a duly approved model concession agreement? If yes, indicate the details thereof (in a note to be attached) along with a copy of the MCA. (see Rules 5.2 and 5.4)	
7.2	Have any variations in the MCA been proposed? If yes, please provide a detailed note. (to be attached)	
7.3	Details of the Concession Agreement (attached at Annexure IX)	
8	Criteria for short-listing	
8.1	Is short-listing to be in one stage or two stages?	
8.2	Indicate the criteria for short-listing (attach separate sheet if necessary)	
9	Criteria for Bidding	
9.1	Will the bidding parameter be the minimum VGF required? If no, please indicate the bidding parameter(s). (see Rules 3.1 and 6.1)	
9.2	Have all other conditions, specifications and project agreements been frozen prior to inviting financial bids? If no, please furnish the details with justification thereof. (see Rule 6.1)	
10	Others	
10.1	Remarks, if any	

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The(name of project) has been submitted by the undersigned as the duly authorised officer of(name of Ministry, State Government or Statutory Authority, as the case may be) forseeking Viability Gap Funding under the Scheme for Financial Support to PPPs in Infrastructure.

It is certified that the proposal complies with the provisions and eligibility criteria specified in the aforesaid Scheme.

The above statements as also the information contained in the enclosures are true to the best of my knowledge and belief.

Dated: (Name and designation of

Officer alongwith official stamp)