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RTI REQUEST DETAILS (आरटीआई अनुरोध विवरण)	
Registration Number (पंजीकरण संख्या) :	MPTRS/R/2018/50017
Date of Receipt (प्राप्ति की तारीख) :	21/05/2018 31/5/18
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Language of Request (अनुरोध की भाषा) :	English
Name (नाम) :	CHARUL T VYAS
Gender (लिंग) :	Female 21/5/18
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Status (स्थिति)(Rural/Urban) :	Urban
Education Status :	Graduate
Is Requester Below Poverty Line ? (क्या आवेदक गरीबी रेखा से नीचे का है?) :	No
Citizenship Status (नागरिकता) :	Indian
Amount Paid (राशि का भुगतान) :	10) (original recipient)
Mode of Payment (भुगतान का प्रकार) :	Payment Gateway
Request Pertains to (अनुरोध निम्नलिखित संबंधित है) :	S.B. Lagwankar
Information Sought (जानकारी मांगी) :	<p>3. Particulars of information required :-</p> <p>(i) Subject matter of information Seeking information on the reason for the annulment of the Tender raised for floating storage and re-gasification unit (FSRU)</p> <p>Tender Number :RFQ No.CE.FSRU/2015 Date of Tender : 2015. Nature of Work : To build an LNG re-gasification terminal at Mumbai Port Trust.</p> <p>(ii) The period to which the information Relates For the period between January 2015 to till date.</p> <p>(iii) Officer Concerned where the information is likely to be available: Chief Engineer (Mr. R. Murugadoss), Mumbai Port Trust</p> <p>(iv) Description of the information required :</p>

1) Please provide us with complete details and the reasons for annulling the said project

2) Please let us know if this project is likely to floated again with changes in the project specifications, location, qualifications, and facilities etc

Print Save Close

1. -

~~CPIA~~ Shri Jagannathan
This is already applied
[Signature]
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Shri. Patade

Please connect the earlier papers.
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B/HCRIA) R T. Aney from Charul Vyas, Nagpur 12/6 444

SETTING UP OF FLOATING STORAGE AND REGASIFICATION UNIT (FSRU) IN MUMBAI HARBOUR

Mumbai Port Trust (MbPT) have proposed to set up the Floating Storage and Regasification Unit (FSRU), a floating substitute to land based Liquefied Natural Gas (LNG) Terminal, in the Mumbai Port Water limits. The location has been decided keeping in view the tranquility conditions and the existence of the National Gas Pipeline grid of GAIL in the vicinity. It is located at about 7 km away from the nearest shore which is in conformity to safety guidelines. The advantages of the FSRU is that the facility can be installed within 3 years and the cost is about 50% compared to LNG terminals on land.

2. The capacity of the proposed terminal is 5 MTPA with optimum capacity of 3.5 MTPA. The estimated cost of the Project is Rs. 2690 crore. The Project is being implemented on DBFOT basis and the entire investment will be done by the Developer. Mumbai Port will provide water front and provide pilotage services during the operation period.

3. The Proposal consists of development of the Marine facilities for berthing LNG vessels and the FSRU. The LNG vessel is brought to the terminal and the LNG is transferred to the FSRU which has the storage capacity of 1,73,000 m³. This LNG is then converted to Natural Gas in the Regasification Unit and transferred through the Submarine Pipeline to the shore and connected to the National grid pipeline of GAIL, through which the gas is supplied to the end customers. The project is expected to be completed within 36 months

from the Date of Award of Concession. The selected Developer would develop , operate and maintain the assets for a period of 30 years on Royalty Basis.

4. PROJECT DESCRIPTION

4.1 The project is for setting up of Floating Storage and Re-gasification Unit of 5MMTPA capacity alongwith supporting infrastructure in Mumbai harbour as below:

- FSRU vessel with storage capacity of 170,000 cubic meter and 5 MMTPA regasified LNG production capacity
- Marine Terminal including of berthing and mooring facilities for FSRU and LNG carriers.
- Offloading and transfer, riser systems for gas send out.
- Sub sea pipeline of about 7 kms.
- Dredging to cater to Q- Max vessels (12.50 m draft)
- Landfall point facilities for metering station.
- Sub-sea pipeline of about 7 kms

4.2 The Concessionaire shall be responsible for the design, engineering, financing, procurement, implementation commissioning, operation and maintenance of the facilities proposed throughout the concession period including attending to repairs and replacements of the infrastructure/ facilities as may be needed during the concession period and handing over of the entire infrastructure facilities and

equipment to the Concessioneing Authority in satisfactory working condition at the time of handing over of project at the end of the concession period or earlier as the case may be.

The PPPAC had recommended the project for approval of CCEA in the meeting held on 29.12.2015.

In the meantime, the RFP as per the terms approved by the PPPAC was issued to the 3 qualified bidders. The extended last date of submission was 5.5.2016. Two bidders submitted their bids. Since the CCEA approval was still awaited, it was decided to receive the bids but to open the bids only after CCEA approval is received.

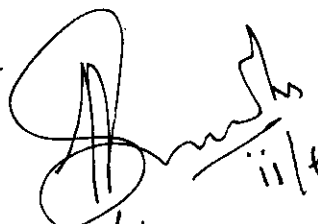
Since the CCEA approval was still awaited, the bidders were requested to extend their validity of bids and had extended till 14.4.2018. The Ministry's advice was also sought as to whether to further extend the validity of bids, since CCEA approval was not forthcoming, and extension of validity for more than 2 years was not desirable.

As per the Ministry's advice, the validity of bids were not extended further and the bidding process was annulled.

Indian Ports Association (IPA) are formulating the guidelines for setting up the FSRU in the major ports. Once the same is approved the Ministry, MbPT would re-invite the bids. The qualification criteria and other terms including the project specification would depend on the final approval of the Ministry for FSRU.

Shri. Patil

Information uploaded on RTI/MIS on 12/06/2018 2.40 pm. - Moreover copy forwarded to applicant on personal email id.


ii/b
(KESHAV SUNDAR)

CPHO

(F) CE.B/K-1, (RTI) ^{shmb} 12/6/18.