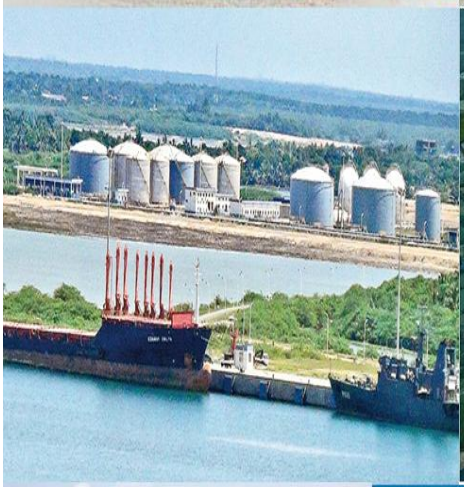
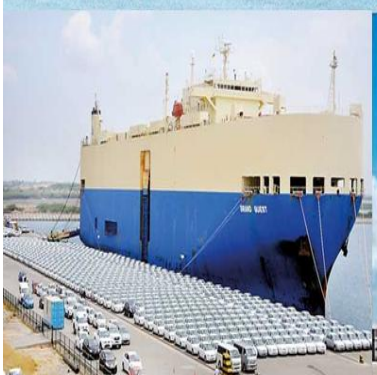
2016

PORT OF HAMBANTOTA





SRI LANKA PORTS AUTHORITY

1. INTRODUCTION

Located in the Indian Ocean, bordering on the equator, the island of Sri Lanka boasts of a rich history of civilization, rulers, religion, traditions and marvels of engineering. A 30,000 year history beginning with the "Balangoda Manawaya" to the present Democratic Socialist Republic of Sri Lanka, the country has had its fair share of influences but has always remained true to its identity of being the "Pearl of the Indian Ocean".

Due to the unique geographical nature as well as its global position, the island of Sri Lanka became a prime target for European Conquerors during the Colonial Era. From the beginning of 16th century up to the mid-20th century, initially the coastal areas and later the whole island was under the governance of European Empires. Since, the independence in 1948, Sri Lanka has been through its thick and thin of geo-political troubles and has blossomed into a unique destination for multinational trade, tourists, entrepreneurs, etc.

Trade via sea routes has always been the prime source, which generated international trade to Sri Lanka. Hence, the establishment of Sri Lanka Ports Authority in 1979 under the act "The Sri Lanka Ports Authority Act No. 51 of 1979" was a critical juncture in the economic development timeline of Sri Lanka. It enabled a single entity to develop maintain, operate and oversee all activities in relation to the Port Sector of Sri Lanka.

Sri Lanka Ports Authority currently owns a total of seven Ports located all around the island. The Port of Colombo located on the western coast of the island is the primary Port which has been ranked at no 28 of the "Top 101 Ports 2014" published by "Lloyd's" (www.lloydslist.com/topports). However, in 2015 the Port has been ranked at no 26 by "Alphaliner". The total container volume handled in Port of Colombo for the year 2014 is 4.9 million TEU and in 2015 handling of TEUs have been increased up to 5.2 million. Further, a major portion of bulk cargo imports for domestic as well as industrial use is also carried out through the Port of Colombo. Expansion projects are ongoing at Port of Colombo to increase the number of terminals and generate more throughput to challenge its rivals in South East Asia

Port of Hambantota is the latest major Port development project embarked on by the SLPA. The proposed development is directed to develop a major industrial and service Port with an attached industrial zone. It is still at its initial stages of operation and has shown great potential of being an industrial and service hub in the region of South East Asia.

In addition to Colombo and Hambantota, Two more international Ports are located at Galle and Trincomalee. The Port of Galle is to be developed as a commercial leisure port, while the Port of Trincomalee with its natural harbour and land availability is to be developed along with the district of Trincomalee as a metropolis growth center.

In addition, three more minor ports are located in Point Pedro, Oluvil and Kankasanturai.

(Visit www.slpa.lk for further information)

Figure 1-1 Ports in Sri Lanka

1.1 Hambantota Port Development Project

The Government of Sri Lanka is in the process of expanding Port related activities, due to the rapid market growth of Asian continent as well as the shift in power of the global economic arena. It is therefore, the Hambantota Port Development Project was proposed back in 2006 so that, once its' development is complete it is in a position to cater to the rapid growth in trade. Further, the proposal also was directed to counter one of the major issues observed at Port of Colombo which is the limited availability of hinterland for the establishment of industries. Whereas the Port of Hambantota with a proposed land allocation of 1,815 Ha for the development will not be hindered by the same issue.

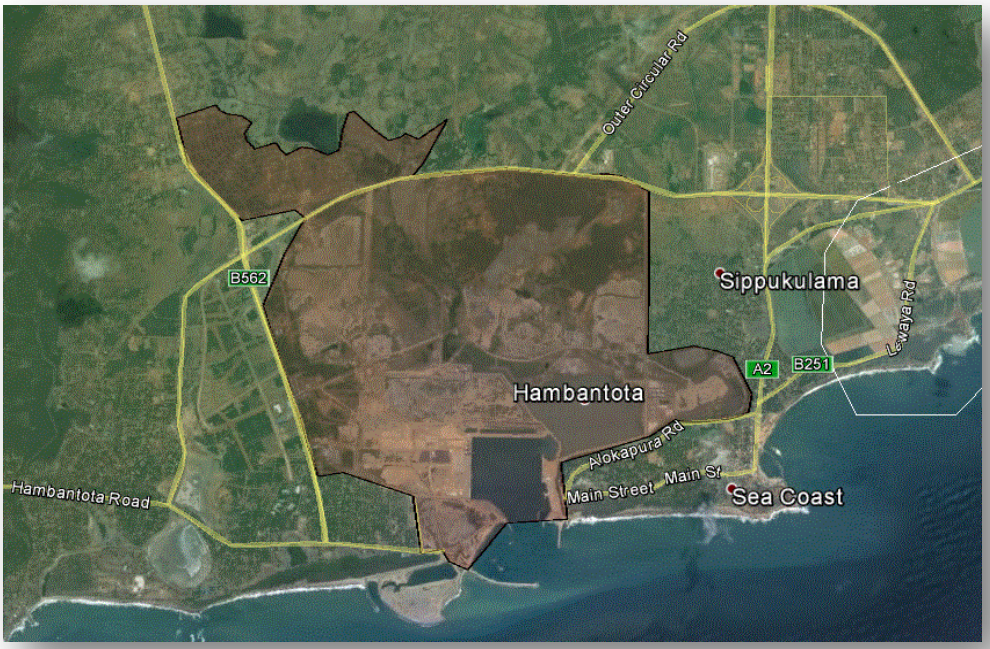


Figure 1-2 Total Land Allocation

The project is proposed to be completed in multiple phases and has already nearing the completion of its second phase.

Figure 1-3 Hambantota Port Development Project

2. PORT OF HAMBANTOTA

The Port of Hambantota is located at 6º07' North and 81º06' East facing the southern ocean, with direct access to the main international shipping routes (approximately 10 nautical miles from Hambantota to main maritime route), linking Asia Pacific region with Europe and North America. Furthermore, the short transit time to India, Africa and Upper Gulf creates an opportunity to access the expanding markets of the Indian subcontinent.

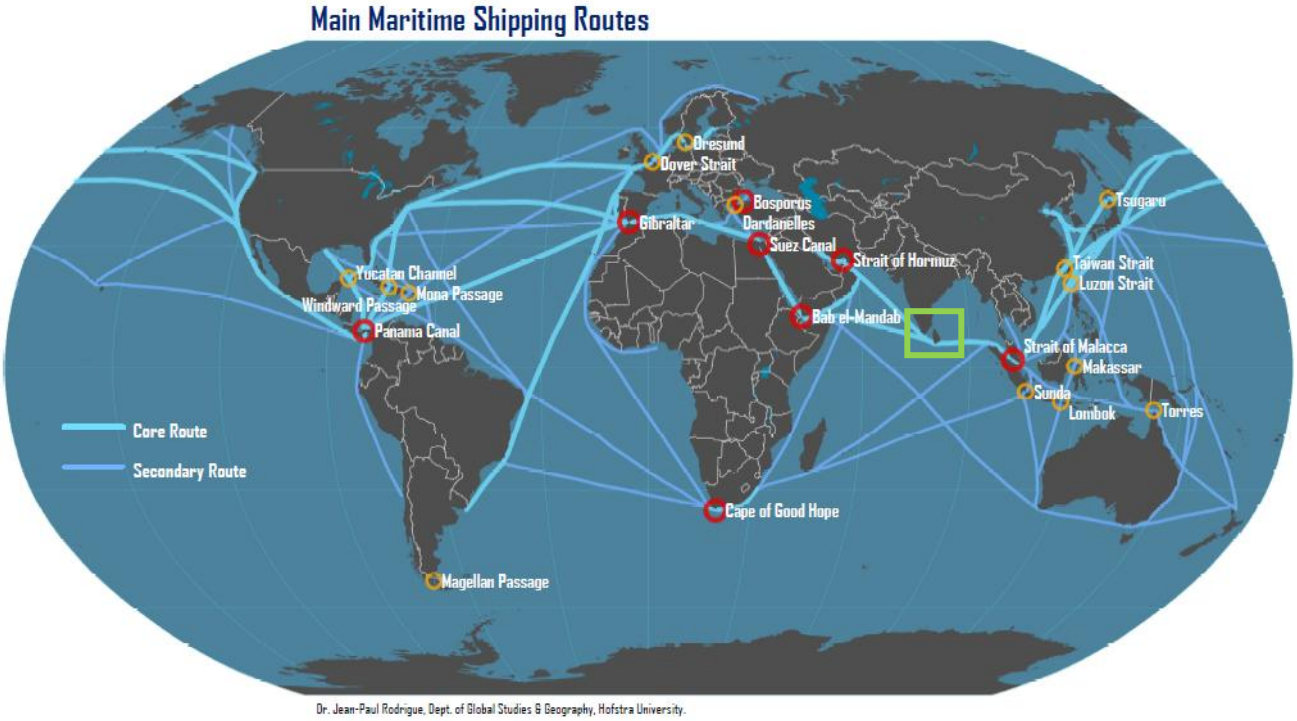


Figure 2-1 Main Maritime Shipping Routes

Hambantota Port Development Project (HPDP) as referred in Section 1.1 was proposed to be carried out as a multiphase project. The master plan of the HPDP describes the multiphase development as illustrated in figure 2-2 below.

Phase I of the project has already been completed and currently operations are ongoing in forms of bunkering and Ro-Ro transshipment & import. The construction work of phase II of the project is substantially completed.

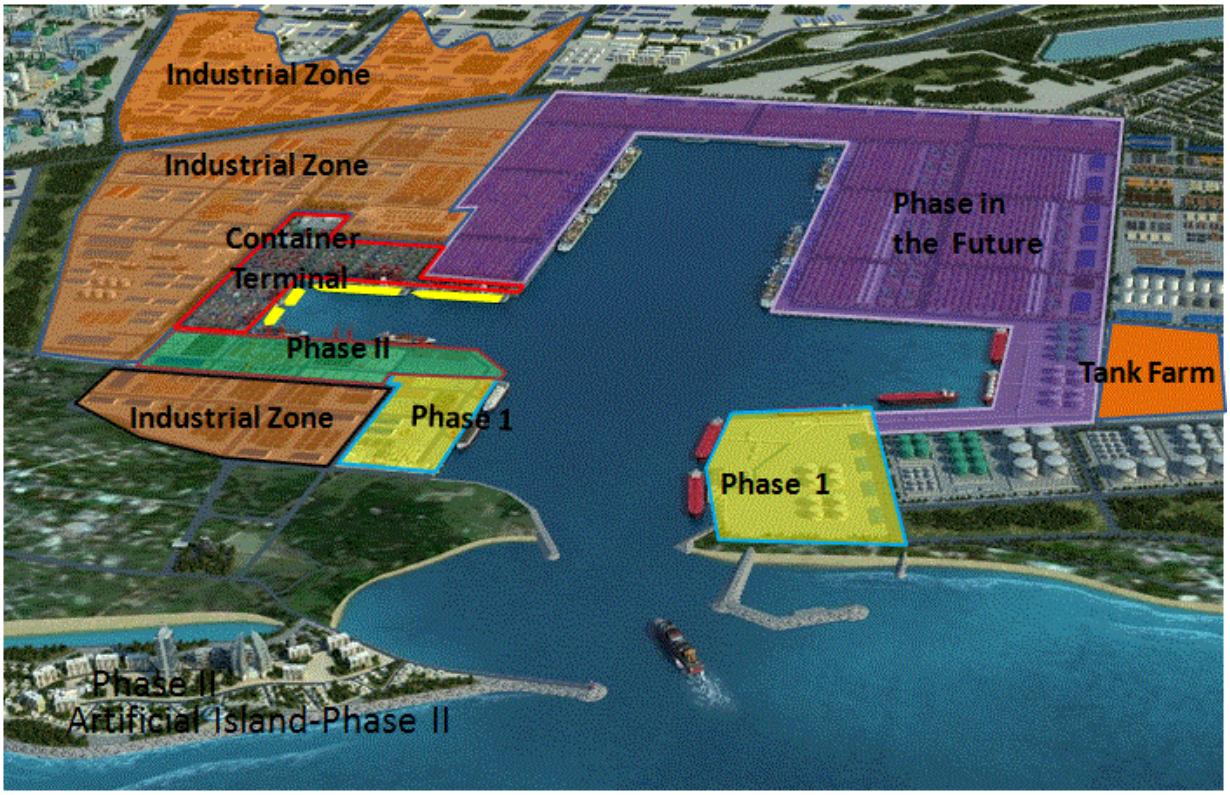


Figure 2-2 Master Plan - HPDP Multiphase Development

2.1 HPDP- Phase I

Phase I of Port of Hambantota commenced on January 2008 and the construction work was completed on December 2011. Currently operations are ongoing in the phase I terminals. Further details regarding operations are in "2.4. Operational Details". The scope of the project is as follows;

- Two number of breakwaters
  - 312m long eastern breakwater
  - 988m long western breakwater
- Excavation of 17m deep harbor basin
- Dredging of 210m wide entrance channel
- Construction of service berth with a total length of 105m
- Construction of general purpose berth of 100,000 DWT capacity and a berth length of 600m,
- Construction of oil berth of 100,000 DWT capacity and a berth length of 300m
- Access Roads and ancillary buildings.

2.2 HPDP-Phase II

After completion and commissioning of phase I of HPDP, the second phase of the project commenced in November 2012 and it is substantially completed. The development details of HPDP - Phase II is as follows;

- Construction of Multipurpose berth of 838.5m length and 100,000 DWT capacity
- Construction Main Container berth of 838.5m length and 100,000 DWT capacity
- Construction of Feeder Container Terminal of 460m length and 20,000 DWT capacity
- Construction of Transition Berth of 208m length
- Construction of dolphin type Oil berth of 300m length and 100,000 DWT capacity
- Construction of the Artificial Island with an extent of 42.6 Ha
- Deepening of entrance channel from -16m to -17m
- Construction of coffer dam
- Construction of Access Roads, Yards and Handling Facilities

2.3 Bunkering Facility & Tank Farm

The Bunkering Facility and Tank Farm at Hambantota has been constructed approximately 1.2 km away from the water front and is connected to the oil terminal through a pipeline. This facility consists of 14 tanks with a total storage capacity of 80,000 m^3 and has individual storage capacities of 51,000 m^3 for bunker fuel, 23,000 m^3 for aviation fuel and 6,000 m^3 for LPG. Apart from storing, the tank farm comprises of oil blending facility, fuel testing facility, firefighting equipment including 2 fire trucks, weigh bridge, truck loading facility etc. There are two oil terminals in which a total of 16 loading arms are installed to provide loading/unloading services to and from the storage tanks. Both loading terminals are fitted with flow meters for each product to ensure accuracy of measurement.

Figure 2-3 Overview of the Tank Farm at Port of Hambantota

Table 2-1 No of Loading Arms Details at jetties

Loading Arm(in both jetties)	Product	Operation	Capacity m^3/h
L6101/L7101	LPG	Loading/Unloading	380
L-6102/L-7102	AFO	Unloading	1290
L-6103/L-7103	AFO	Unloading	1290
L-6104/L-7104	MFO-180/MFO-380	Loading/Unloading	1010/400
L-6105/L-7105	MFO-180/MFO-380	Unloading	1010/400
L-6106/L-7106	MFO-180/MFO-380	Loading	400
L-6107/L-7107	MDO/MGO	Unloading	1140
L-6108/L-7108	MDO/MGO	Loading	400

LPG Facility

A Lease Agreement was signed for a term of 10 years between Litro Gas Terminals Lanka (Pvt) Ltd & Sri Lanka Ports Authority for the operation of LPG facility. The facility is currently operational.

2.4 Administration Building

Transcending in unique architectural features the 14 storey administration building overlooks the Port of Hambantota and into the horizon beyond. Adapting the form of a ship sail, the building is expected to be occupied by any number of entrepreneurs already interested in Port of Hambantota and presents an invaluable opportunity to all Project Proponents interested in this Request for Proposal to stake their claim on this prized real estate property. The building has total floor area of 10,447 m^2 with and underground car park and ground floor to 5^{th} floor is available to be rented.

Figure 2-4 Administration Building

2.5 Operations

Two types of operations are conducted currently at Port of Hambantota. Automotive Ro-Ro operation from phase I general purpose berth and bunkering operations are carried out from the oil berths 1 & 2. Ro- Ro operations commenced in June 2012 and has remained a lucrative business despite not been considered as such in the initial planning stages. As of 31st December 2015 a total of 717 Ro-Ro vessels have been handled by SLPA. Therefore SLPA expects to invest further and improve the available facilities and enhance the Ro-Ro operations.

Figure 2-5 Ro-Ro Operation

The bunkering operations commenced on June 2014 and operations continued until February 2015 where it was decided to re-analyze alternatives for enhancing operations and on using the facility to its maximum potential. As a result, currently calling of expressions of interests is underway to select a suitable operator with experience to operate the bunkering facility and further expand the business. During the short operational period of total of 164 vessels called Port of Hambantota for bunker services and a total fuel volume of over 68,000 MT were supplied to customers.

Figure 2-6 Offshore Bunkering

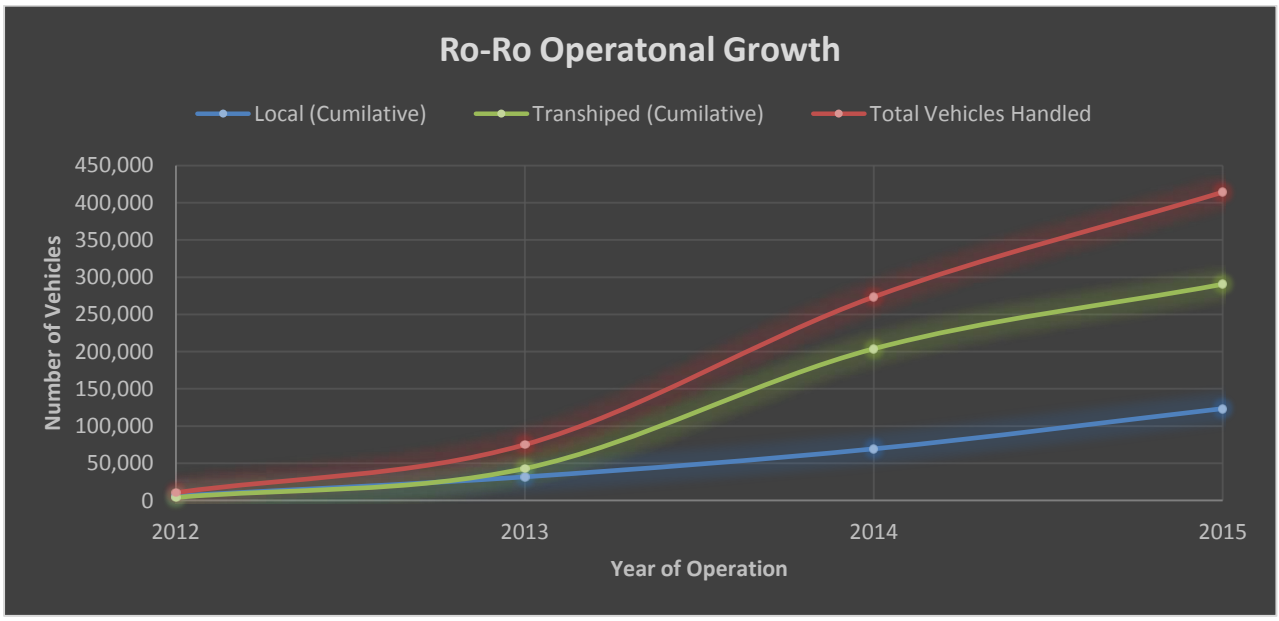


Figure 2-7 Ro-Ro Operational Growth

2.6 Yard Facilities

Port of Hambantota up to now operates 11 Ha of land adjacent to the phase I general purpose terminal as dedicated Ro-Ro cargo yard. The finishes are of varied type and they were constructed in a short timeframe to cater to the significant increase of Ro-Ro operations. Under the phase II of the development project an additional 25 Ha of heavy duty yards have been developed adjacent to the multipurpose terminal to cater for the expected container and other cargo operations.

2.7 Equipment

Two Ship to Shore cranes have been installed at the phase I general purpose berth. Both the cranes are of 50 MT Capacity. Further one number of Rubber Tyred Gantry with a capacity of 41 MT cranes have also been installed in order to service the same berth.

2.8 Ancillary Infrastructure

Sri Lanka Ports Authority has taken necessary action to obtain electricity and water supply connections to the Port of Hambantota and the installation of these services are currently in progress. Further, the Port is well equipped with two numbers of six (06) lanes port access roads covering East and Western sides of the Port. In addition several four (04) and two (02) lanes road have also been constructed.

2.9 Artificial Island

In order to fully utilize the available resources Sri Lanka Ports Authority (SLPA) has already constructed an Artificial Island an approximate extent of 43 Ha using the excavated material from the Phase-II development area of the Hambantota Port. This island is located within the Port boundary. The top the land has been leveled at + 10m level and layer wise reclamation has been carried out.

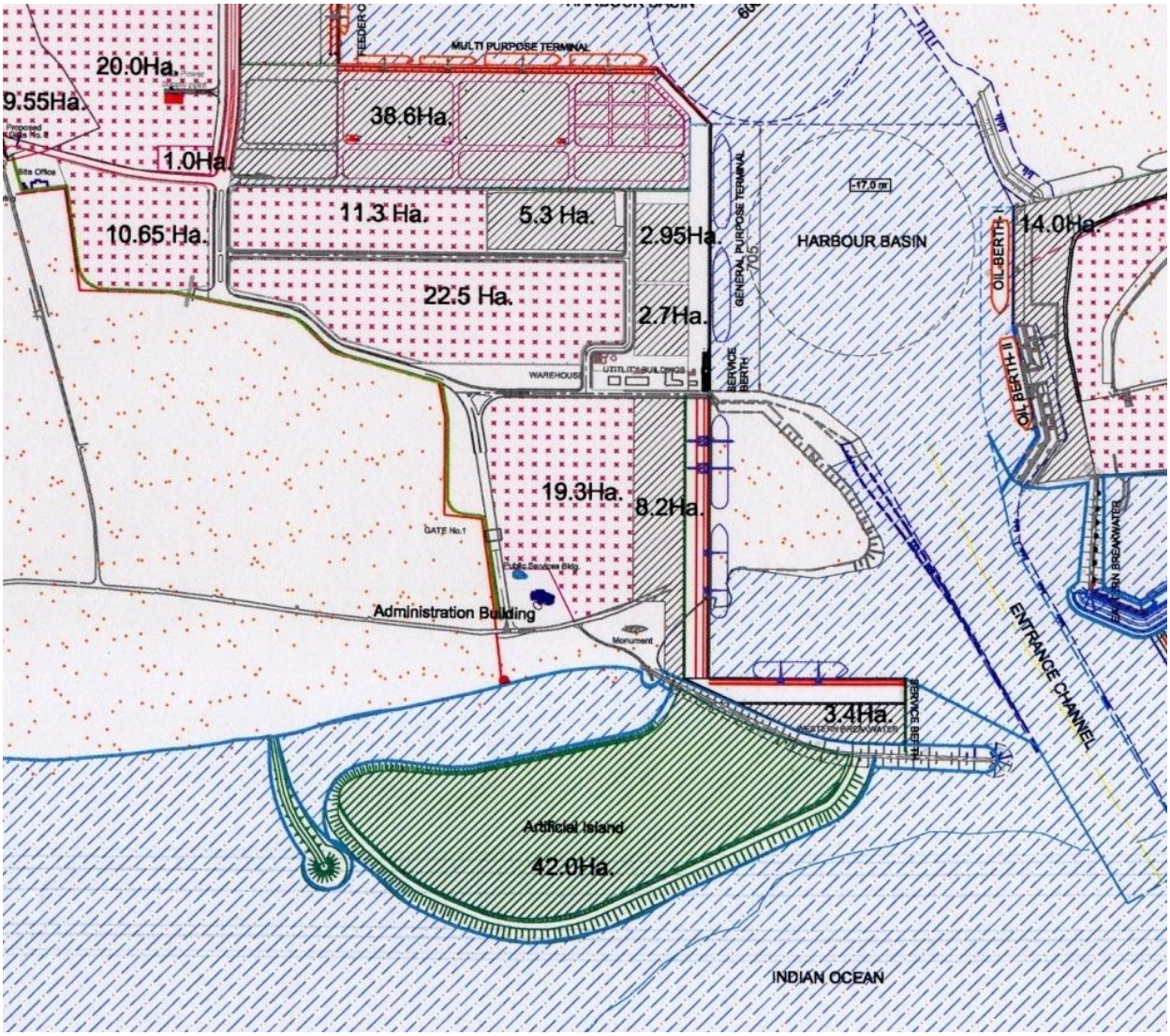


Figure 2-8 Artificial Island

Table 2-2 Summary of Port Facilities

Facility/Terminal	Berths	Length (m)	Depth/ Vessel	Present/ Intended Use
Main Container Terminal	02	838 m	17 m / 100,000 DWT	Container Handling
Multi-Purpose Terminal	02	838 m	17 m / 100,000 DWT	Multipurpose Vessels and other Common Activities
Feeder Terminal	02	460 m	12 m / 20,000 DWT	Container Handling Purposes
General Purpose Terminal	02	600 m	17 m / 100,000 DWT	General Purpose Vessels & Ro-Ro operations
Oil Terminal	02	600 m	17 m/ 100,000 DWT	Loading/ Unloading Bunker Fuel, Aviation Fuel and LPG

Facility/Terminal	Berths	Length (m)	Depth/ Vessel	Present/ Intended Use
Transition Berth	01	200 m	17 m	Ro-Ro vessels
Service Berth	01	105 m	05 m	To berth tug boats and pilot launches
Totals	12	3,651 m		

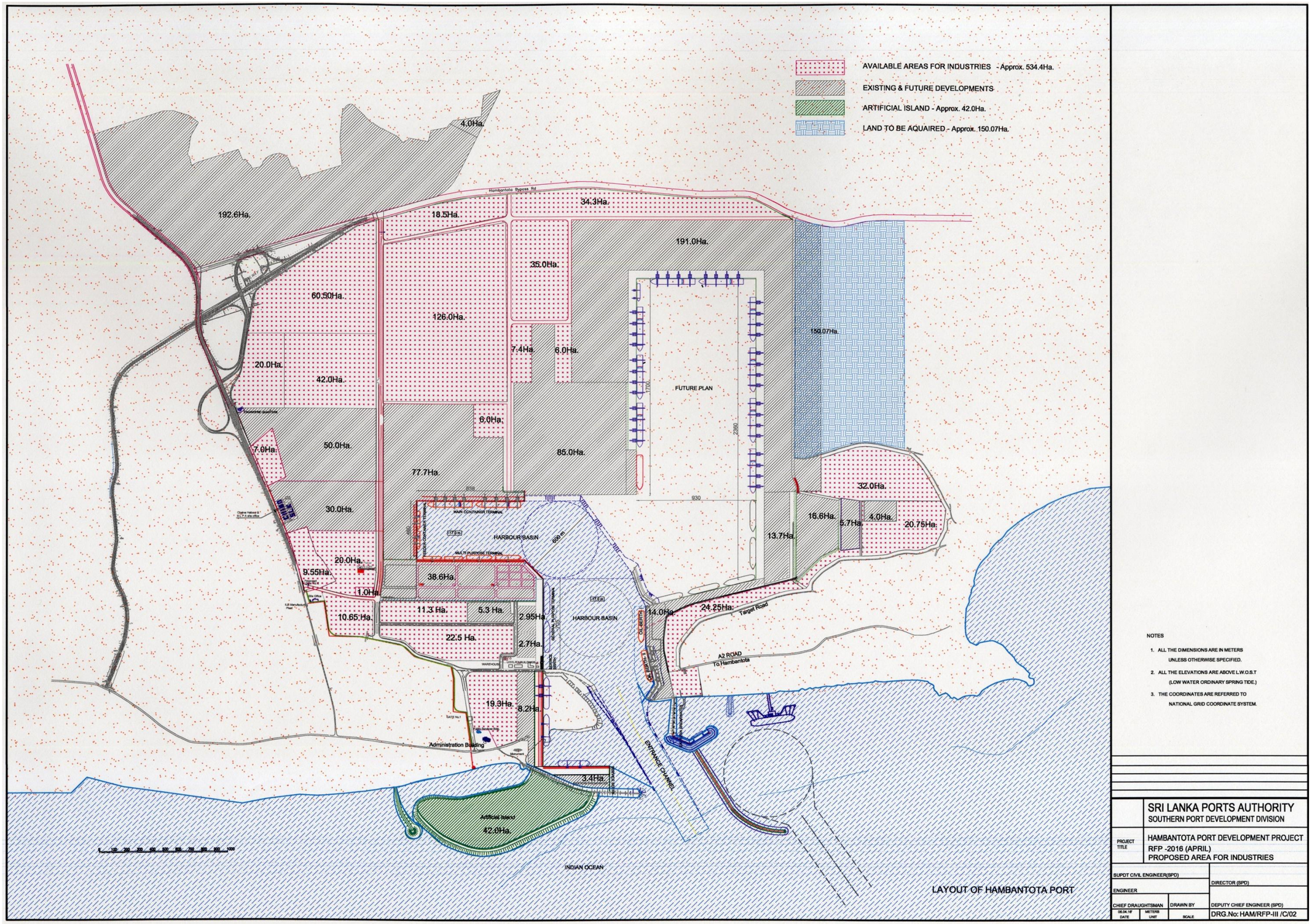
2.10 Future Plans

Already plans are in place to expand the existing Ro-Ro and Bunkering operations and with the development of businesses and industries through this Request for Proposals and the revenue generated, it is expected that the implementation of the next phases of Hambantota Port Development Project will be a reality in the not so distant future. If the master plan is to be followed for future expansions it is expected that more berths with deeper drafts would become available with advanced operational facilities for the Port users.

2.11 Regional Infrastructure Facilities/ Other Facilities

Following regional infrastructure facilities are ready to be of service to you;

- Southern Expressway connecting the business capital of Colombo and the southern region of the country. Proposals are already underway to extend the expressway to Hambantota.(www.rda.gov.lk/supported/expressways/stdp.htm)
- Mattala International Airport (www.srilankan.com)
- Proposed expressway between Mattala International Airport and Port of Hambantota
- State-of- art International Conference Hall
- Fully fledged General Hospital with state-of-the-art facilities


AVAILABLE AREAS FOR INDUSTRIES - Approx. 534.4Ha.
EXISTING & FUTURE DEVELOPMENTS
ARTIFICIAL ISLAND - Approx. 42.0Ha.
LAND TO BE AQUAIRED - Approx. 150.07Ha.
Hambantota Bypass Rd
4.0Ha.
192.6Ha.
18.5Ha.
34.3Ha.
191.0Ha.
35.0Ha.
60.50Ha.
126.0Ha.
150.07Ha.
7.4Ha
6.0Ha.
20.0Ha.
42.0Ha.
FUTURE PLAN
6.0Ha.
7.0Ha.
50.0Ha.
85.0Ha.
77.7Ha.
32.0Ha.
930
MAIN CONTAINER TERMINAL
HARBOUR BASIN
600 m
16.6Ha.
5.7Ha.
4.0Ha.
20.75Ha.
13.7Ha.
30.0Ha.
MULTI PURPOSE TERMINAL
20.0Ha.
9.55Ha.
38.6Ha.
1.0Ha
11.3 Ha.
5.3 Ha.
2.95Ha.
HARBOUR BASIN
14.0Ha.
24.25Ha.
Target Road
10.65 Ha.
22.5 Ha.
2.7Ha.
A2 ROAD
To Hambantota
19.3Ha.
8.2Ha.
Administration Building
ENTRANCE CHANNEL
3.4Ha.
Artificial Island
42.0Ha.
INDIAN OCEAN
LAYOUT OF HAMBANTOTA PORT
NOTES
1. ALL THE DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
2. ALL THE ELEVATIONS ARE ABOVE L.W.O.S.T (LOW WATER ORDINARY SPRING TIDE.)
3. THE COORDINATES ARE REFERRED TO NATIONAL GRID COORDINATE SYSTEM.
SRI LANKA PORTS AUTHORITY
SOUTHERN PORT DEVELOPMENT DIVISION
PROJECT TITLE
HAMBANTOTA PORT DEVELOPMENT PROJECT
RFP -2016 (APRIL)
PROPOSED AREA FOR INDUSTRIES
SUPDT CIVIL ENGINEER(SPD)
DIRECTOR (SPD)
ENGINEER
CHIEF DRAUGHTSMAN
DRAWN BY
DEPUTY CHIEF ENGINEER (SPD)
DESIGN
DATE
METERS
UNIT
SCALE
DRG.No: HAM/RFP-III /C/02