Kerala Maritime Board

A Statutory Board of Govt. of Kerala

EXPRESSION OF INTEREST

Utilization of Kollam Non-Major Port Logistics Facility through Specialized Rates

November 2026

Maritime Board: Expression of Interest

EOI No. HOKMB-TVM/505/2026-C1 (Devp); dated: 13-11-2026

NOTICE INVITING EXPRESSION OF INTEREST (EOI)

Introduction: The Government of Kerala, through the Kerala Maritime Board (KMB), proposes to utilize the logistics facility at the brownfield non-major port at Kollam, located in Kollam District, more intensively by bringing in regular cargo through registered Logistics Partners of KMB, at the specialized rates notified by KMB vide Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026 (Appendix 3).

Expression of Interest (EOI): KMB hereby informs the public of the Specialized Scale of Rates for Logistics Partners of KMB sanctioned vide Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026, and invites Expressions of Interest from any person, firm, company or agency, including shipping lines, freight forwarders, customs brokers, transport or CFS operators, exporters and importers, who wish to register as Logistics Partners of KMB and avail land-side container movement, cargo handling, equipment hire and storage services at the logistics facility of the port, under KMB's oversight and at the specialized rates set out in Appendix 3. Applicants seeking dedicated allotment of designated space at the facility shall demonstrate their ability to generate cargo throughput, as set out in Clause 4.4.

This arrangement is limited to the logistics facility of Kollam Port and does not cover the development or concession of the port as a whole. Applicants responding to this EOI shall be registered as Logistics Partners of KMB on payment of a non-refundable one-time registration fee of Rs. 25,000/- (Rupees Twenty-five thousand only) plus 18% GST. Registration remains open after this EOI to any party requiring the services, and services shall be provided on a first-come, first-served basis, subject to availability of space and equipment. Dedicated allotment of designated space, if any, shall be made primarily on the basis of the applicant's demonstrated ability to generate cargo throughput, and not on price, as set out in Clause 4.4.

All other details including any date extensions, clarifications, amendments, etc., will be uploaded on the e-tender portal (www.etenders.kerala.gov.in) as well as the KMB website (https://kmb.kerala.gov.in). Applicants are advised to regularly visit the websites to keep themselves updated.

How to Apply: Interested Applicants are requested to download the EOI from the KMB website and submit the EOI documents to ceo.kmb@kerala.gov.in. Applicants may also submit the EOI documents through the e-tender portal (www.etenders.kerala.gov.in). The printed copy shall be sent to the address provided in the Data Sheet of this document, clearly stating the Subject line as: "Utilization of Kollam Non-Major Port Logistics Facility through Specialized Rates". Late submissions will not be accepted.

Disclaimer

1. The information contained in this EOI or subsequently provided to the prospective Applicants, whether verbally or in documentary or any other form by or on behalf of the Authority or any of its employees or advisors, shall be considered confidential and is not to be reproduced/ adopted/ displayed for any purpose whatsoever.

2. This EOI is not an Agreement and is neither an offer nor invitation by the Authority to the prospective Applicants or any other person. The purpose of this EOI is to provide the interested parties with information that may be useful to them in the formulation of their proposals.
3. This EOI includes statements, which reflect various assumptions and assessments arrived at by the Authority in relation to the Project. Such assumptions, assessments and statements do not purport to contain all the information that each Applicant may require.
4. This EOI may not be appropriate for all persons, and it is not possible for the Authority, its employees, or advisors to consider the investment objectives, financial situation and particular needs of each party who reads or uses this EOI.
5. The assumptions, assessments, statements, and information contained in the EOI, may not be complete, accurate, adequate, or correct. Each Applicant should, therefore, conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments, statements, and information contained in this EOI and obtain independent advice from appropriate sources.
6. Information provided in this EOI to the Applicant(s) is on a wide range of matters, some of which may depend upon interpretation of law. The information given is not intended to be an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law. The Authority accepts no responsibility for the accuracy or otherwise for any interpretation or opinion on law expressed herein.
7. The Authority, its employees, consultants, representatives and advisors make no representation or warranty and shall have no liability to any person, including any Applicant under any law, statute, rules or regulations or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this EOI or otherwise, including the accuracy, adequacy, correctness, completeness or reliability of the EOI and any assessment, assumption, statement or information contained therein or deemed to form part of this EOI or arising in any way for participation in this EOI Process.
8. The Authority also accepts no liability of any nature whether resulting from negligence or otherwise howsoever caused arising from reliance of any Applicant upon the statements contained in this EOI.
9. The Authority may in its absolute discretion, but without being under any obligation to do so, update, amend or supplement the information, assessment or assumptions contained in this EOI.
10. The issue of this EOI does not imply that the Authority is bound to select/shortlist or appoint an Applicant and reserves the right to reject all or any of the Applicants or EOIs without assigning any reason whatsoever.
11. The Applicant shall bear all its costs associated with or relating to the preparation and submission of its EoI including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by Authority, or any other costs incurred in connection with or relating to its EoI. All such costs and expenses will remain with the Applicant and Authority shall not be liable in any manner whatsoever for the same or for any other costs or other expenses incurred by an Applicant in preparation for submission of the EoI, regardless of the conduct or outcome of the EoI process. Laws of the Republic of India are applicable to this EOI.

Definitions

Sl No.	Term	Definitions
1.	Applicant	Any person, firm (including a partnership firm or LLP), company or agency, or a Consortium acting through its Lead Member, submitting the EOI in accordance with the T&C of this EOI for registration as a Logistics Partner of KMB
2.	Authority/ KMB	Kerala Maritime Board, represented by its CEO/ Chairman
3.	CEO	Chief Executive Officer
4.	Consortium	Means the Applicant may be a group of Firms/entities
5.	CRZ	Coastal Regulation Zone

6.	EOI	Expression of Interest
7.	LLP	Limited Liability Partnership
8.	Logistics Facility	The designated portion of Kollam Port, comprising the stack yard, transit sheds, open storage areas and associated cargo handling equipment, made available for logistics operations under this EOI
9.	Logistics Partner (of KMB)	Any person, firm, company or agency, including a shipping line, freight forwarder, customs broker, transport or CFS operator, exporter or importer that: (i) avails land-side container movement, cargo handling, equipment hire or storage services at a port under the Kerala Maritime Board; and (ii) has completed one-time registration with KMB on payment of a non-refundable one-time registration fee of Rs. 25,000/- (Rupees Twenty-five thousand only) plus 18% GST. Registration may be obtained by responding to the Expression of Interest (EOI) issued by KMB, or at any time thereafter by a party requiring the services. The rates in the Schedule to Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026 (Appendix 3) are available only to registered Logistics Partners.
10.	SoR	Scale of Rates. "Specialized Scale of Rates" means the rates in the Schedule to KMB Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026 (Appendix 3), effective from 04-11-2026, which apply only to registered Logistics Partners of KMB and only to land-side container movement and allied services.
11.	TEU	Twenty-foot Equivalent Unit

Table 1: Definitions of words used in the document

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Data Sheet

1	**Organization**	Kerala Maritime Board
2	**Notice inviting EOI number.**	HOKMB-TVM/505/2026-C1 (Devp)
3	**Name of the Project**	EOI for Utilization of Kollam Non-Major Port Logistics Facility through Specialized Rates.
3A	**One-time Registration Fee** (non-refundable)	Rs. 25,000/- (Rupees Twenty-five thousand only) plus 18% GST, payable to KMB before availing any service. Payment details are as below: • Mode of Payment: RTGS / NEFT / Electronic Fund Transfer • Account Number: 38884941020 • Account Name: Kerala Maritime Board • IFSC Code: SBIN0070028
3B	**Applicable Rates**	Specialized Scale of Rates for Logistics Partners of KMB, Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026, effective from 04-11-2026 (Appendix 3)
4	**EOI published date.**	13-11-2026
5	**Date of site visit/inspection**	16-11-2026 to 28-11-2026
	Name of Contact Person (Kollam): 1. Capt. Aswani Prathap. K, Port Officer, Kollam 2. Mr. Sunil R, Purser, Kollam **Contact Details** Email ID: pokollam.port@kerala.gov.in, purserkollam.kmb@kerala.gov.in Phone number:9188939942	
6	**Due date for receipts of queries through email**	28-11-2026
7	**Due date of submission of EOI**	02-12-2026, 06:00 PM

8	**Opening of EOI**	04-12-2026, 11:30 AM	
9	**For downloading the EOI document please visit (Tender section)**	www.etenders.kerala.gov.in https://kmb.kerala.gov.in/	
10	**Address for communication:**	Chief Executive Officer, Kerala Maritime Board, Old Air India Building, Opposite to KELTRON, T.C 25/47, Vellayambalam, Vikas Bhavan P O, Thiruvananthapuram Email ID: ceo.kmb@kerala.gov.in Contact: 0471 2910040 Ph: 9544410029	
11	**Address for Submission:** Documents to be submitted in Digital & print version format clearly stating the Subject line as: “Utilization of Kollam Non-Major Port Logistics Facility through Specialized Rates”	Digital Copy	Digital Copy shall be submitted in the e-tender portal www.etenders.kerala.gov.in or shared to ceo.kmb@kerala.gov.in
		Print Copy	Chief Executive Officer, Kerala Maritime Board, Old Air India Building, Opposite to KELTRON, T.C 25/47, Vellayambalam, Vikas Bhavan P O, Thiruvananthapuram

1. Purpose of Expression of Interest (EOI)

The Kerala Maritime Board invites interested parties to submit an EOI to register as Logistics Partners of KMB and avail services at the logistics facility at the non-major brownfield port at Kollam, utilizing the port's waterfront, storage land and cargo handling equipment at the Specialized Scale of Rates notified by KMB (Appendix 3). The Specialized Scale of Rates applies only to land-side container movement and allied services; all other services continue to be charged as per G.O.(P) No. 28/2019/Fin dated 08-03-2019. This initiative is part of KMB's commitment to fostering a robust maritime sector that contributes significantly to the state's economic growth and development. This EOI document informs interested parties of the Specialized Scale of Rates and invites suggestions and responses regarding:

1) Proposed logistics operations and the services to be offered at the facility.
2) Anticipated cargo volumes (TEUs / tonnes per annum), commodities and hinterland.
3) Access to cargo and shipping services, including linkages with Vizhinjam International Seaport, Cochin Port and other ports.
4) Facilities, area and equipment required from KMB, and any investment proposed by the applicant.
5) Suggestions on the arrangement with KMB, and on the Specialized Scale of Rates for consideration in its annual review with reference to the WPI.
6) Feedback on any anticipated concerns or issues.

Applicants are advised to carefully study this EOI document before submitting their responses. The feedback and suggestions received will be considered when finalizing the arrangement for the logistics partnership and in subsequent stages of the process, if applicable.

2. Background

2.1. About Kerala Maritime Board (KMB)

The Kerala Maritime Board (KMB), a statutory Board of Government of Kerala was established in 2017 under the Kerala Maritime Board Act, 2017. This formation resulted from the merging of the Directorate of Ports, Kerala State Maritime Development Corporation Limited, and the Kerala Maritime Society.

2.2. KMB Mission

- To facilitate and regulate the maritime activities in the state by formulation and implementation of progressive policies.
- To ensure environmentally sustainable development of the state's maritime sector and the coastal areas and promote implementation of low carbon technologies in port operations.
- To maximize coastal benefits and strategic advantages of Kerala and transform the non-major Ports into drivers of regional growth.
- To increase the share of Kerala in the maritime trade of India by increasing the cargo throughput of non-major ports.

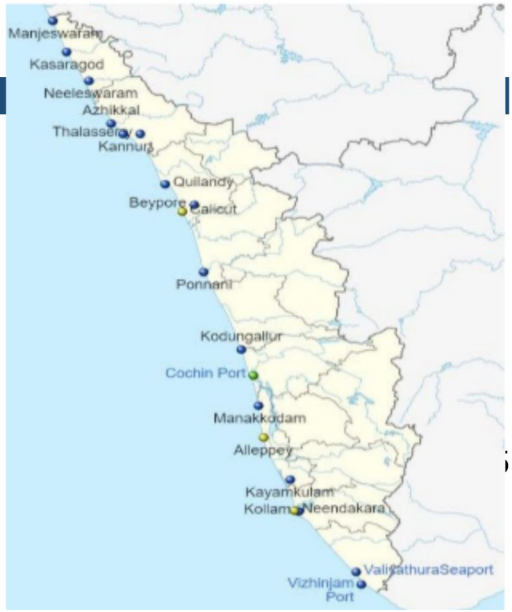
The Kerala Maritime Board (KMB) is responsible for controlling, managing, and operating the 18 non-major ports in Kerala. With the intention of converting the State's maritime sector into a vibrant blue economy, a series of strategic initiatives are being undertaken. Kerala has a geo-strategic location with respect to international logistics.

The State's maritime connectivity is facilitated through a network of 20 notified ports, including the strategically significant Vizhinjam International Seaport and the major port of Cochin. Beypore, Vizhinjam, Kollam, Azhikkal and all non-major ports under the Kerala Maritime Board also play a crucial role in the region's maritime network.

3. Project Introduction

3.1. Background

Kerala's 600-kilometer coastline along the Arabian Sea boasts unique beauty and holds significant economic importance for the state. The coastline is served by 20 ports including the major port in Cochin which provide vital maritime connectivity



for cargo, passenger, and trade services to the Middle East, Europe, and the far East. Vizhinjam International Seaport, developed under the Government of Kerala, is India's first mega container transshipment port. It has achieved a significant milestone by handling 20 lakh TEUs (twenty-foot equivalent units) of cargo within just 18 months of operations.

The state's maritime history, spanning thousands of years, has shaped its cultural and economic identity. Recognizing the ports sector's potential, the Government of Kerala has identified it as a thrust area for promoting coastal shipping, cargo transportation, port modernization, industrial activities, and coastal tourism.

Kerala Maritime Board (KMB) aims to revitalize 18 non-major ports and assets, generating revenue and jobs in port/logistics/infrastructure/commercial/tourism sectors.

3.2. Non-Major Ports of Kerala

Ports play a crucial role in facilitating trade by connecting maritime transportation to land-based networks. They enable the efficient transfer of goods from ships to roads, railways, and inland waterways, supporting the distribution of goods to various regions. Kerala's 20 notified ports including one major port are critical to the state's maritime infrastructure, facilitating trade, tourism, community development and regional connectivity. Unlike major ports governed by the central government, non-major ports focus on regional economic needs, handling smaller volumes of cargo and passengers, which is a sustainable alternative to road and rail transport.Coastal cargo movement at Kollam Port has shown relative resilience with intermittent growth over the years. This is due to the multi-faceted policy interventions of the State in the development of ports [1].

The Government of Kerala proposes to launch **"Mission Samudra,"** a visionary initiative aimed at positioning the State as a significant player on the global maritime map within the next five years. By integrating Kerala's 600-kilometre coastline, two international seaports, a container transshipment terminal, 18 non-major ports, and a wide range of aquatic resources, the mission seeks to unlock the State's maritime potential. Envisaging Kerala as a unified "**Port City**," this initiative will seamlessly connect road, sea, rail, and inland waterway networks with manufacturing hubs and greenfield urban developments, thereby transforming the State into a vibrant and sustainable maritime economy.

3.2.1. Kollam Port

Kollam, one of Kerala's oldest port cities, is a historically significant and economically vibrant district located along the Arabian Sea coast. Kollam has been an important trade centre since ancient times, particularly for spices and marine products. Its coastal location and backwater network have contributed

1 GoK. *Economic Review 2023 Government of Kerala*.

significantly to its commercial prominence. The hinterland Districts of Kollam port are Pathanamthitta, Alappuzha, parts of Thiruvananthapuram and Tenkasi.

The port currently has two wharves measuring 178 m and 101 m, respectively with an operational draft of ranging from 7 m to 7.5 m. The second wharf is proposed to be extended to 175 m, enabling it to berth vessels with a draught of up to 12 m. A spacious stacking yard of approximately 10 acres is available near the wharf area, and two transit sheds have been constructed adjacent to the new wharf. The existing draught 7 m can be increased up to 12 m by dredging in phases.

At present a 40-Foot Container Handling Crane, Reach Stacker, 25 Ton Mobile Crane- Hydra 825 Truck mounted (3km radius), Forklift, Weighing Machine, Vessel Traffic Monitoring system and a tug named M.T. Malabar is available at Kollam Port.

KMB’s objectives for the logistics facility are:

1. Utilize the existing waterfront, storage land and cargo handling equipment at Kollam Port more intensively.
2. Bring in regular cargo to the port, ahead of a long-term concession, through Logistics Partners with access to cargo and commercial reach.
3. Generate additional revenue for KMB and the State through the Specialized Scale of Rates.
4. Establish Kollam as a dry port and logistics extension of Vizhinjam International Seaport and other major / transhipment ports.
5. Foster sustainable and low-emission logistics operations at the port.

3.3. Project Rationale

The non-major ports under KMB have waterfront, storage land and handling equipment that can be used more intensively. One way of bringing in regular cargo, ahead of a long-term concession, is to register Logistics Partners of KMB, such as operators with access to cargo and shipping services, who use and market the port’s logistics facilities under KMB’s oversight and at the specialized rates notified by KMB. This arrangement suits a dedicated portion of the port that can work as a dry port or logistics extension of a major or transshipment port. Logistics Partners bring volume and commercial reach; KMB provides the facilities, the regulatory framework and the specialized tariff.

Kollam Port is well suited to such an arrangement. Located close to the international shipping route and at the southern end of National Waterway-3 (West Coast Canal), the port is a natural gateway for Kerala’s traditional industries such as cashew, seafood and coir, and for mineral resources such as titanium and sillimanite. Kollam can serve as a dry port and logistics extension of Vizhinjam International Seaport, where import containers discharged from mother vessels at Vizhinjam are moved to Kollam for clearance, de-stuffing and delivery, and export cargo from the Kollam hinterland moves in the reverse direction to connect with global shipping networks.

KMB invites prospective Logistics Partners to register and utilize the logistics facility at Kollam Port at the Specialized Scale of Rates. (Appendix 3)

3.4. Scope of the Logistics Partnership

Applicants are invited to propose commercially viable logistics operations at the designated logistics facility of Kollam Port, utilizing the existing infrastructure and equipment. The scope is limited to the logistics aspect of the port and may include, but is not limited to:

1. Cargo Handling & Container Operations
   a. Handling of laden containers, break-bulk and other cargo at the existing wharves using the port's cargo handling equipment (harbour mobile crane, reach stacker, forklifts and other cranes).
   b. Operation of the container yard and stack yard for storage of laden containers and cargo.
   c. Stuffing and de-stuffing of containers within the port premises.
2. Warehousing, Storage & Distribution
   a. Use of transit sheds, godowns and open storage areas for general, bagged and project cargo.
   b. Aggregation and distribution of cargo for the Kollam hinterland, including cashew, seafood, coir and mineral products.
   c. Operation of Kollam as a dry port / logistics extension of Vizhinjam International Seaport, with Customs-bonded movement of containers between the two ports, subject to the necessary approvals.
3. Shipping Linkages & Multimodal Connectivity
   a. Bringing in coastal shipping, feeder and barge services connecting Kollam with Vizhinjam, Kochi and other domestic and regional ports.
   b. Integration of port operations with road (NH 66), rail (Kollam Railway Station) and inland water transport through National Waterway-3 (West Coast Canal).
   c. Arranging first-mile and last-mile transport for cargo moving through the port.
4. Marketing & Logistics Support Services
   a. Marketing the logistics facility of Kollam Port to shippers, shipping lines, freight forwarders and Customs brokers.
   b. Coordination with Customs and other agencies for clearance of cargo at the facility.
   c. Cargo tracking and periodic reporting of cargo volumes and operations to KMB.
5. Applicable Charges
   a. The Specialized Scale of Rates (Appendix 3) applies only to land-side container movement and allied services, namely storage of laden containers, wharfage and lift-on / lift-off of laden containers, hire of cranes and handling equipment, and storage of cargo.
   b. All other services and charges not specified in the Schedule to the Order (for example, vessel-related charges and wharfage on non-containerised cargo) shall continue to be levied as per G.O.(P) No. 28/2019/Fin dated 08-03-2019.

3.4.1. Site Details and Advantages

Kollam Port currently has a land area of 5.25 hectares, which includes existing infrastructure such as the Port Office, wharf, berth and stack yard. An additional land area of approximately 12.57 hectares is available for expansion under Phase II of the project. Furthermore, plans are in place to reclaim and develop an area of approximately 18.56 hectares by extending the breakwater as part of Phase III development. The port also has a customs notified area of 9000 Sq.M.

The overview of the site details is shown below:

Sl. No	Parameter	Kollam Port
1.	Land Area (Approx)	Phase1(Existing Port facilities): 5.25 ha Customs Notified Area: 9000 Sq.M.
2.	CRZ Zone	CRZ II & IB
3.	Land Classification	Port land
4.	District/Taluk/Village	Kollam West, Kollam
5.	Latitude-Longitude of site	8.8932 76.5864
6.	The name & distance (kms) from the land to the nearest: Airport, Railway station and other relevant public transport points	TVM Airport: 65 Km Kollam Railway Station: 3 km
7.	Boundaries of the plot.	East: Road West: Sea North: Sea South: Sea
8.	Details of wharf a. Number of wharves b. Length and width of Wharves in m c. Deck level d. Type of construction	a. 2 nos. b. Old wharf: 178.9 m x 12 m New wharf: 101 m x 21 m c. 3.5 m d. Pile structure
9.	Draft a. Infront of wharf b. Turning Basin c. Approach Channel	a. 7.2 m b. 8 m c. 7 m

Sl. No	Parameter	Kollam Port
10.	Area of backyard	Concrete yard
11.	Transit sheds a. Numbers b. Area in Sqm	 a. 2 nos. b. 1450 Sqm each
12.	Terminal facilities in Sqm	Stack yard: 40470 m2
13.	Equipment details a. Cranes with capabilities b. Weighbridge c. Others	Liebherr Harbour Mobile Crane LHM 120 – 42 metric ton Reach stacker – 42 metric ton Forklift – 40 metric ton Hydra 825 – 25 ton at 3 km radius Weighbridge – 100 ton

SITE ADVANTAGES

1. Strategic Location and Multimodal Connectivity

Kollam port, located on the Arabian coast in proximity to the international shipping route, provides the shortest sea routes for inland destinations and is well connected by NH 66, Kollam Railway Station (3 km) and National Waterway-3, making it well placed for multimodal cargo and logistics operations.

2. Industrial support

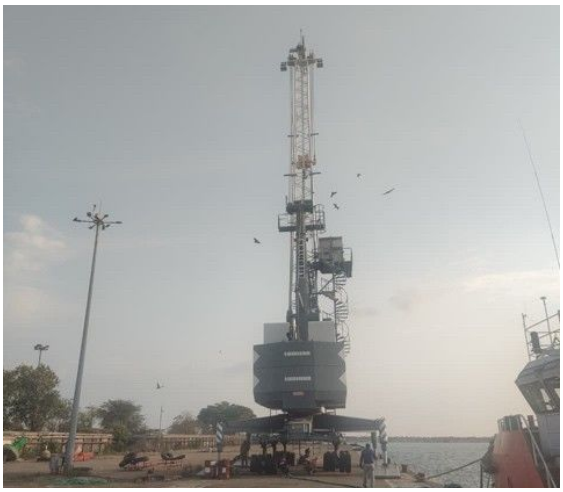
Kerala's traditional industries—such as cashew processing and coir manufacturing —along with mineral resources like titanium and sillimanite, provide Kollam with a distinct competitive advantage in promoting exports and strengthening its local economy

3. Maritime Infrastructure

The Kollam port has two wharves measuring 178 m and 101 m, respectively and the second wharf is proposed to be extended to 175 m. The Port has a 7-meter draught, allowing larger vessels to berth directly.

Site Images for Kollam Port











3.4.2. Roles and Responsibilities

A. KMB

a. Authority shall make available the designated logistics facility (stack yard, transit sheds, open storage areas) and the cargo handling equipment available at Kollam Port, in accordance with Government guidelines / conditions and the conditions of Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026, to registered Logistics Partners on a first-come, first-served basis, subject to availability of space and equipment, and subject to Clause 4.4 in the case of dedicated allotment of designated space.
b. The ownership or title of the land, infrastructure and equipment shall continue to vest with KMB, Government of Kerala always, and registered Logistics Partners shall only avail services at the designated logistics facility. Registration does not create any exclusive right, lease or licence over any part of the port.
c. Registration as a Logistics Partner shall be without prejudice to any long-term concession of the port that KMB may undertake. Any dedicated allotment under Clause 4.4 shall be for a limited initial period decided by KMB, and its continuation shall depend on the cargo throughput actually achieved.
d. Charges for land-side container movement and allied services availed by registered Logistics Partners shall be levied at the Specialized Scale of Rates (Appendix 3), and all other services shall be charged as per G.O.(P) No. 28/2019/Fin dated 08-03-2019, and KMB shall exercise oversight over the operations.
e. Facilitation and support for coordination with Customs and other participating Government agencies, state / district authorities, and stakeholders.
f. Any other facilitation required, within the KMB's framework.

B. Logistics Partner

i. The Logistics Partner shall be responsible for bringing in cargo and utilize the logistics facility, and for ensuring insurance, safety and compliance with statutory provisions, rules and regulations in its operations.
ii. The Logistics Partner shall submit a detailed operational and utilization plan for the logistics facility, including anticipated cargo volumes, and shall report its operations to KMB periodically. A Logistics Partner holding a dedicated allotment shall report its cargo throughput every month against the committed volumes.
iii. The Logistics Partner shall be solely responsible to comply with and obtain all regulatory / legal clearances, licences (including Customs approvals), permits and certificates from the relevant statutory authorities for its operations, and shall pay charges as per the Specialized Scale of Rates (Appendix 3) for the services it covers and as per G.O.(P) No. 28/2019/Fin dated 08-03-2019 for all other services, together with GST and other statutory levies, which shall be charged extra.

iv. The Logistics Partner shall complete one-time registration with KMB on payment of a non-refundable registration fee of Rs. 25,000/- (Rupees Twenty-five thousand only) plus 18% GST, before availing any service.

4. Information and Instructions to Applicants

4.1. Instructions

i. This EOI is not a tender call, and any proposal submitted in response to this EOI does not create a tender process. This EOI is not a pre-qualification / shortlisting process. Its purpose is to make known the Specialized Scale of Rates and to register Logistics Partners of KMB, as provided in Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026. Registration does not confer any exclusive right over the logistics facility and is without prejudice to any transparent and competitive bid process that KMB may take up for a long-term concession of the port. Dedicated allotment of designated space shall be made on the criteria in Clause 4.4, in which the ability to generate cargo throughput is the most important criterion.

ii. Services shall be provided on a first-come, first-served basis. Parties applying later, including those who did not respond to the EOI, may also be served subject to availability of space. One-time registration on payment of a non-refundable fee of Rs. 25,000/- plus 18% GST is mandatory before any service is availed. The payment details are as follows:
a. Mode of Payment: RTGS / NEFT / Electronic Fund Transfer
b. Account Number: 38884941020
c. Account Name: Kerala Maritime Board
d. IFSC Code: SBIN0070028

iii. The Specialized Scale of Rates in Appendix 3 was sanctioned vide Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026 and takes effect from 04-11-2026. The rates are available only to registered Logistics Partners of KMB and apply only to land-side container movement and allied services; all other services continue to be charged as per G.O.(P) No. 28/2019/Fin dated 08-03-2019.

iv. The rates are subject to the following conditions: (a) the rates are exclusive of GST and other statutory levies, which shall be charged extra; (b) free days run from the date the container or cargo arrives at the port premises, and each storage rate applies to the days falling within its slab; (c) equipment hire is charged per hour, and a part of an hour is charged as a full hour; (d) services are subject to availability of space and equipment, on a first-come, first-served basis; and (e) the rates shall be reviewed annually with reference to the WPI.

v. Since the charges are fixed by the Order, applicants are not required to quote any price under this EOI. In any subsequent process for dedicated allotment or for a longer-term arrangement at the logistics facility, the applicant's demonstrated ability to generate cargo throughput shall be the most important criterion, and price shall not be the sole or principal criterion.

vi. Nothing in the EOI shall be construed to be a commitment on the part of the authority. The invitation for EOI being neither an agreement nor an offer for award of work and it is not an invitation to tender and reserves the right to annul or modify the process or issue another request for EOI later without assigning any reason whatsoever.

vii. Information provided by the entities to the authority is strictly confidential. Such information shall not be used or disclosed in any way without the prior written approval of the authority. The proponents shall not make any statement of fact or opinion regarding any aspect of the EOI to the media or any member of the public without the prior written authorization of the CEO, KMB. The receipt by the KMB of any information (including any EOI proposals, ideas, plans, drawings, models, or other materials communicated or exhibited by any applicant, or on its behalf) shall not impose any obligations on the KMB. There is no guarantee by the KMB, its officers, employees, or agents, that the process initiated by the issuance of this EOI will continue, or that this EOI process or any EOI process will result in a contract with the KMB for the completion of the project.

viii. The project will be open to all prospective applicants to participate at subsequent stage and will not be limited to the respondents of this EOI only.

ix. This clause & the contents herein, is the essence of this EOI process for the proposed Project and shall be interpreted in the intent & spirit as mentioned herein.

x. Applicants are encouraged to conduct a site visit at the location prior to submitting their EOI.

xi. The EOI prepared by the Applicant and all correspondence and documents relating to the EOI exchanged by the Applicant and KMB, shall be in English language, provided that any printed literature furnished by the Applicant in another language shall be accompanied by an English translation in which case, for purposes of interpretation of the application, the English translation shall govern. If any supporting documents submitted are in any language other than English, translation of the same in English language is to be duly attested by the Applicant.

xii. The Applicant shall be deemed to have conducted a due diligence exercise with respect to all aspects of the EOI before submission.

xiii. The Authority at its own discretion reserves the right to select, reject any or all EOI received without assigning any reason whatsoever and shall not, in any manner whatsoever, be accountable, liable for any claims of the Interested Parties or any other third party in that regard reject all or any EOI.

xiv. The district court at Thiruvananthapuram has exclusive jurisdiction to determine any proceeding in relation to the EOI.

xv. For any queries regarding the process, applicants are requested to contact through the modes given below:
Primary Email: ceo.kmb@kerala.gov.in with copy to kmb.kerala@gmail.com
Phone No: 9544410029

4.2. Submission of EOI

1. The EOI must be signed by a duly authorized person holding power of

attorney for limited companies, corporations, or consortia. A certified copy of the power of attorney must accompany the EOI.

2. The EOI should include a brief description of individual members' roles and responsibilities, particularly regarding technical obligations.
3. Consortium applicants must note the following criteria:
    i. Consortium members must nominate one lead member (the "Lead Member").
    ii. An individual applicant cannot simultaneously be a member of consortium applying for the EOI. Additionally, a member of one consortium cannot be a member of another consortium.
4. Applicants are responsible for all costs associated with preparing and submitting EOI documents. The Authority will not be responsible or liable for these costs, regardless of the process's outcome.
5. The Expression of interest (EOI) shall be downloaded from the e-tender portal (**www.etenders.kerala.gov.in**) or from the KMB website (https://kmb.kerala.gov.in) and the applicant should submit the duly filled EOI document through the e-tender portal or send the documents to ceo.kmb@kerala.gov.in. The hardcopy of the same should be submitted in the KMB Office as mentioned in the Data sheet. Documents to be submitted in Digital & print version format clearly stating the Subject line as: “Utilization of Kollam Non-Major Port Logistics Facility through Specialized Rates”. The applicants should register on the e-tender web site which is free of cost. For submission of EOI, the applicant is required to have a Digital Signature Certificate (DSC) from one of the authorized Certifying Authorities. Applicants already possessing the digital signature issued from the authorized Certifying Authority can use the same. Interested bidders who have not obtained the user ID and password for participating in EOI may obtain the same by registering on the website: www.etenders.kerala.gov.in.
6. Online Applicant registration process: Applicants should have a Class II or above Digital Signature Certificate (DSC) to be procured from any Registration Authorities under the Certifying Agency of India. Details of the Registration Authority will be available on www.cca.gov.in. Once the DSC is obtained, applicants have to register on www.etenders.kerala.gov.in website to participate in this tender. Website registration is a one-time process without any registration fees. However, applicants must procure DSC at their own cost. Bidders may contact e-tender support desk of Kerala State IT Mission over telephone at 0471- 2577088/188/388 or through email: etendershelp@kerala.gov.in for assistance in this regard. This e-tender portal registration is distinct from the one-time non-refundable registration fee of Rs. 25,000/- plus 18% GST, payable to KMB for registration as a Logistics Partner.
7. At the sole discretion of KMB, they may or may not choose to invite any or all applicants, as well as other prospective operators/firms, for one-on-one

or group meetings if it deems such meetings necessary. Moreover, the KMB retains the right, at its sole discretion, to request additional information in writing for the purpose of obtaining clarification or further information as deemed necessary.

8. It shall be deemed that by submitting the application, the applicant has made a complete and careful examination of the EOI, and accepted the risk of inadequacy, error or mistake in the information provided in the EOI or furnished on behalf of KMB. KMB shall not be liable for any omission, mistake, or error in respect of any of the above or on account of any matter or thing arising out of or concerning or relating to the EOI or the Process, including any error or mistake therein or in any information or data given by KMB.
9. By submitting an EOI application, the prospective Applicants who shall be deemed to acknowledge that they have carefully read all provisions of this EOI Document including the disclaimer, terms and conditions and annexures hereto, and have fully informed themselves about all existing conditions and limitations.

4.3. Required Documents

a. **Cover letter**: Cover Letter expressing interest to participate in the prescribed format provided in **FORM I.**
b. **Details of Applicant**: A brief write up about the firm with basic information like business activity, financial information for the past three financial years, address for communication as in the prescribed format provided in **FORM II**.
c. **Experience and expertise credentials**: Applicant to provide details of experience and expertise credentials in respect of projects developed / managed or similar type of assignments with description of project, project components, client, location, activities undertaken, project cost, revenue generated, operational model, other relevant details, and the present condition of the project to be provided along with list of similar jobs undertaken as per **FORM III.**
d. **Business Plan**: Business Plan for the proposed logistics operations, with details of the proposed activity, proposed duration of operation, anticipated cargo volumes and commodities, shipping and logistics linkages, facilities and area required, investment proposed (if any), operational plan, marketing plan, revenue projections for KMB under the Specialized Scale of Rates, jobs generated, licenses / approvals (required) and other relevant details, to be submitted along with **FORM IV**.
e. **Suggestions Form:** We value your expertise and perspectives. **FORM V** enables you to submit suggestions for making the logistics partnership a success along with feedback on any other concerns/ issues if any are being anticipated.
f. **Registration fee:** Proof of payment of the one-time non-refundable registration

fee of Rs. 25,000/- (Rupees Twenty-five thousand only) plus 18% GST, to KMB. The payment details are as follows: (i) Mode of Payment: RTGS / NEFT / Electronic Fund Transfer; (ii) Account Number: 38884941020; (iii) Account Name: Kerala Maritime Board; and (iv) IFSC Code: SBIN0070028.

g. **Evidence of cargo-generation ability:** Letters of intent, MoUs or agreements with shipping lines (mainline, feeder or coastal operators); letters of commitment from shippers / consignees; and documentary evidence of container and cargo volumes handled or generated in the last three financial years, as required for Clause 4.4 and Forms III and IV.

4.4. Criteria for Allotment of Designated Space

Registration as a Logistics Partner, and use of services at the Specialized Scale of Rates, remain open to all on a first-come, first-served basis. Where a Logistics Partner seeks dedicated allotment of designated space at the logistics facility, or where requests for space or equipment exceed what is available, KMB shall allot space primarily on the basis of the applicant's demonstrated ability to generate cargo throughput at Kollam Port. As the charges are fixed by the Order, price is not a basis of comparison. Applications shall be assessed on the following criteria, with the indicative weightage shown:

(a) Cargo commitment and shipping linkages – 40 marks: committed annual volumes (TEUs / tonnes) backed by letters of intent, MoUs or agreements with shipping lines (mainline, feeder or coastal operators, including those calling at Vizhinjam International Seaport and Cochin Port) and with shippers / consignees, and the ability to obtain competitive freight rates for cargo routed through Kollam.

(b) Track record – 25 marks: container and cargo volumes actually handled or generated by the applicant in the last three financial years, with documentary evidence.

(c) Business and operational plan – 20 marks: realism of the plan to move cargo through Kollam, including first-mile / last-mile transport, Customs arrangements and the time required to commence operations.

(d) Financial capability – 15 marks: turnover and net worth in the last three financial years.

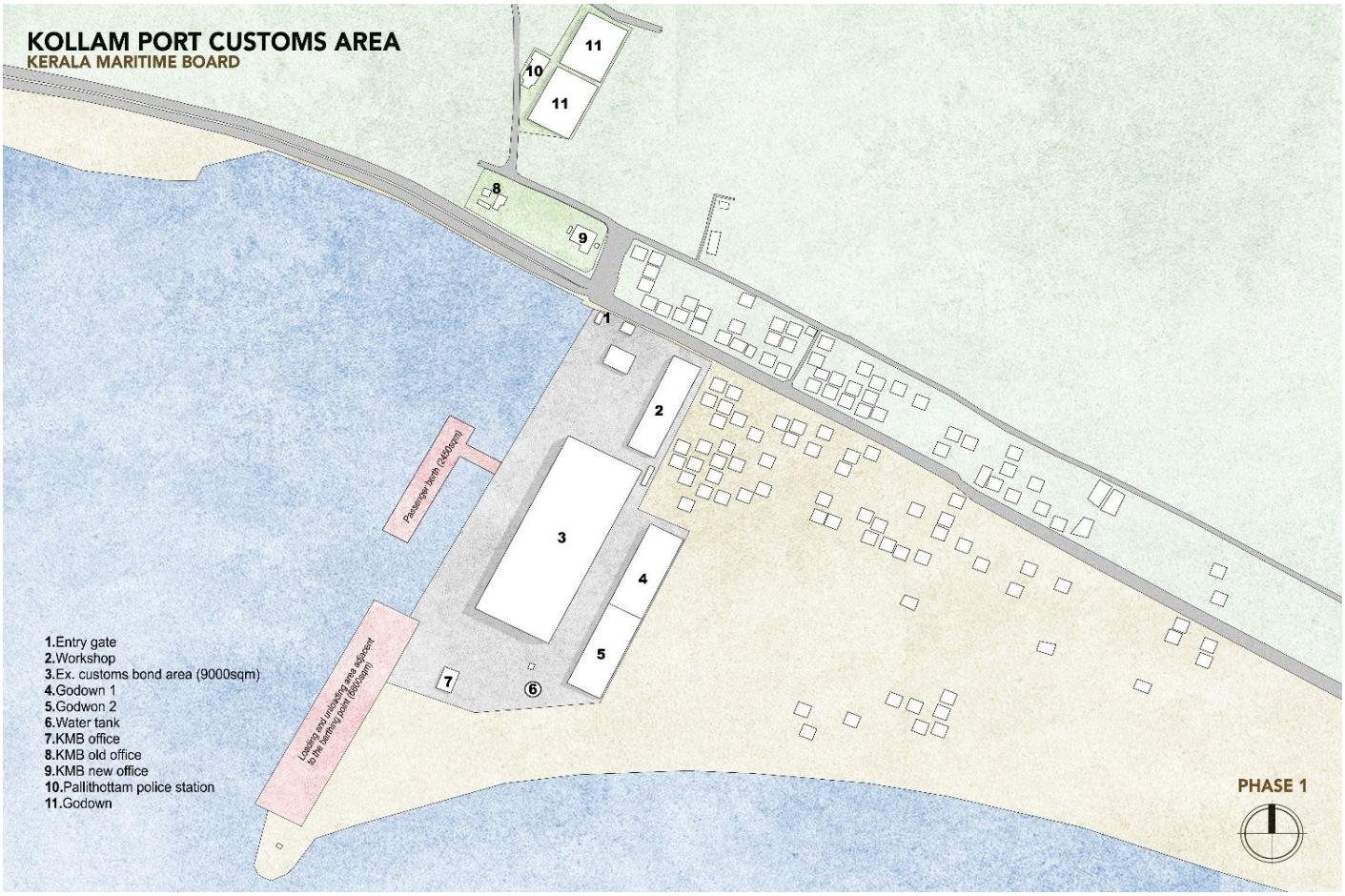
An applicant scoring less than 50% of the marks under criterion (a) shall not be considered for dedicated allotment, whatever its score under the other criteria.

Any dedicated allotment shall be subject to the following: (i) the allottee shall commit a Minimum Guaranteed Throughput (MGT) for each year, as stated in Form IV; (ii) actual throughput shall be reviewed every quarter against the MGT; (iii) if actual throughput falls below 60% of the pro-rata MGT for two consecutive quarters, KMB may, after notice, reduce or withdraw the allotment and release the space to other Logistics Partners on a first-come, first-served basis; and (iv) the allotment is a revocable permission to use, which creates no lease, licence or exclusive right, and shall not be transferred or sub-let.

These criteria shall also guide any subsequent selection process that KMB may undertake for a longer-term arrangement at the logistics facility, in which the ability to generate cargo throughput shall carry the highest weight and price shall not be the sole or principal criterion.

Appendix 1: Site Sketch- KOLLAM

1. 1. EXISTING LAYOUT- KOLLAM



Appendix 2: Forms

Form I: Cover Letter

To,
Chief Executive Officer,
Kerala Maritime Board,
Old Air India Building, Opposite to KELTRON,
T.C 25/47, Vellayambalam,
Vikas Bhavan P O,
Thiruvananthapuram

Sub: Submission of Expression of Interest (EOI) for – Utilization of Kollam Non-Major Port Logistics Facility through Specialized Rates.

Dear Sir,

With reference to your EOI document No HOKMB-TVM/505/2026-C1 (Devp) dated 13-11-2026, I/we have examined the EOI Document thoroughly and understood its contents, hereby inform you that I/We am/are willing to submit an Expression of Interest and register as a Logistics Partner of KMB to avail services at the logistics facility at Kollam Non-Major Port at the Specialized Scale of Rates notified vide Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026.

We understand that the purpose of this EOI is to create initial awareness about the project and identify potential Firms interested in the EOI for Utilization of Kollam Non-Major Port Logistics Facility through Specialized Rates. Further, the issue of this EOI does not imply that KMB is bound to undergo any contract, and the Authority reserves the right to reject all or any of the submissions hereunder without assigning any reasons whatsoever. It is also understood that registration as a Logistics Partner remains open to parties who did not respond to this EOI, and that services are provided on a first-come, first-served basis, subject to availability of space and equipment.

1. We understand that we satisfy the requirements to participate in this EOI as outlined in the EOI document and have prepared our expression of interest for the captioned project as specified in the EOI Document.

2. We understand that we have carried out our own investigations and analysis and have checked the accuracy, adequacy, correctness, reliability and obtained independent advice from appropriate sources prior to submission of this EOI.

3. Further, we understand after evaluation of all the proposals received by KMB, the Authority may ask for additional details and is not bound to select / shortlist / appoint an applicant and reserves the right to reject all or any of the applicants for EOIs without assigning any reason whatsoever.

4. I / we hereby declare that we are not blacklisted by any Central/ State Government/ agency of Central/ State Government of India or any other country in the world/ Public Sector Undertaking/ any Regulatory Authorities in India or any other country in the world for any kind of fraudulent activities.

5. The information / documents furnished along with the above application are true and authentic to the best of my knowledge and belief. I / we are well aware of the fact that furnishing of any false information / fabricated document would lead to rejection of my EOI at any stage. We understand that we are liable for action under the law for any false information or document furnished by us.

6. I / we enclose proof of payment of the one-time non-refundable registration fee of Rs. 25,000/- (Rupees Twenty-five thousand only) plus 18% GST, and agree to pay charges at the Specialized Scale of Rates, together with GST and other statutory levies, and to abide by the conditions of KMB Order No. HOKMB-TVM/991/2026-A1 (Fin) dated 04-11-2026.

7. We understand that any dedicated allotment of designated space will depend primarily on our demonstrated ability to generate cargo throughput, and that it may be reduced or withdrawn if the committed volumes are not achieved.

Signature,

(Name of the person)
(In the capacity of)

Individual/ Association of owners/ Company Seal
(Name of the Entity)
Duly authorized to submit the EOI to undertake the project, for and on behalf of
(Fill in block capitals)

_____

Witness

Signature_____

Name _____

Address _____

Form II: Details of the Applicant

(*Provide copies of supporting documents. Indicative list of documents attached below)*

SL.No.	Particulars	Details
1	Basic Information	
a)	Name of the company/ firms / Consortium / JV	
b)	Country of incorporation/ registration	
c)	Address for communication	
d)	Date of Incorporation	
2	Brief description of Company Including details of its main lines of business	
3	Details of individual (s) who will serve as the point of contact/ communication within the firm: (a) Name (b) Designation (c) Address (d) Telephone Number (e) E-MailAddress	
4	Particulars of the interested party/ Authorized Signatory of the Applicant: (a) Name (b) Designation (c) Address (d) Telephone Number (e) E-Mail Address	

5	Whether the firm has been blacklisted by any Central Govt./State Govt./PSU/ Govt. Bodies/Autonomous Organisations? If yes, details thereof	
6	Turnover for the past 3 years 1. 2023-2024 2. 2024-2025 3. 2025-2026	
7	Net worth for the last 3 years 1. 2023-2024 2. 2024-2025 3. 2025-2026	

Indicative list of supporting documents to be attached:

Sl No.	Name of Document
1.	Copy of valid Incorporation Certificate/UID/other relevant document of the Bidder, if applicable
2.	Copy of GST certificate, if applicable
3.	Copy of PAN Card
4.	Copy of work orders / Agreements/Completion Certificates/ permits/ licenses of the project from concerned government authorities/ client which should clearly indicate the nature of the project
5.	Copy of Memorandum and Articles of Association, if the Bidder is a body corporate
6.	Copy of partnership deed, if the Bidder is a partnership, or appropriate document in the case of a Trust/Society
7.	Copies of Bidder’s duly audited balance sheet and profit and loss statement for the last 3 financial years (FY 2023-24, 2024-25 and 2025-26)

Form III: Experience of the Applicant

(Using the format below, provide information on each assignment for which your firm/ entity was legally contracted, either individually as a corporate entity, or as one of the major entities within an association, for carrying out services similar to the ones proposed under this assignment. *Multiple Form III shall be submitted for showcasing various relevant projects.*)

1	Assignment Name:	
2	Business Revenue (Rs.):	
3	Duration of assignment (months):	
4	Location Details of the Assignment	
5	Name and address of Client (if applicable)	
6	Start date (Month/Year): Completion date (Month/Year):	
7	Name of associated partners, if any:	
8	Description of Project:	
9	Cargo volume handled or generated (TEUs / tonnes per annum):	
10	Shipping lines / carriers associated with the assignment:	



Form IV: Business Plan

(Provide the detailed business proposal along with Form IV)

Details		Description
Project Name		
Proposed logistics activity (Container handling/ Break-bulk cargo/ Warehousing & storage/ Dry port operations/ Coastal & feeder shipping/ Others)		
Proposed cargo 1. Anticipated quantity of cargo per annum (TEUs / tonnes) 2. Proposed commodities and origin / destination of cargo		
Shipping and logistics linkages 1. Shipping lines / feeder / barge services proposed 2. Linkages with Vizhinjam, Cochin or other ports		
Committed annual cargo throughput / Minimum Guaranteed Throughput (TEUs / tonnes): Year 1, Year 2, Year 3		
Shipping lines / feeder or coastal operators with existing or proposed tie-ups (attach LoI / MoU / agreement)		
Shippers / consignees committed to route cargo through Kollam (attach letters of commitment)		
Freight and logistics cost advantage offered to shippers compared with the present routing		
Approximate area of the logistics facility required (stack yard / transit shed, in sq. m)		
Proposed duration of operations (days/ weeks/months)		
Approximate time required to commence operations		
Operational Concept		
Proposed Investment, if any (Lakh INR)	1. Own Investment 2. Debt 3. Others (Please specify) 4. Total	
I have attached the detailed Business Proposal: The business proposal should include sections/ chapters covering operational plan, marketing plan, anticipated cargo volumes, revenue & cost projections, jobs generated, benefits to the port, licenses/approvals (required) etc.		[YES / NO]
Other Relevant Details if any		

Form V: Suggestions Form

Provide suggestions, feedback or concern you have regarding the logistics partnership and the Specialized Scale of Rates. The suggestions provided will be carefully considered, but their implementation is not guaranteed. Suggestions on the Specialized Scale of Rates will be considered in its annual review with reference to the WPI.

Suggestions	
Feedback	

Appendix 3: Revision of existing rates for the services for Logistics Partners of KMB

PROCEEDINGS
THE ADMINISTRATOR , KERALA MARITIME BOARD,
THIRUVANANTHAPURAM - 695010
(Dr. RATHAN U. KELKAR I.A.S)

Sub : Kerala Maritime Board – Revision of existing rates for the services for Logistics Partners of KMB – Orders issued.

Read :. 1. G.O(P)No.28/20219/Fin Dated :08/03/2019
2. Minutes of the meeting held under the chairmanship of the Chief Executive Officer, KMB on 31.10.2026.

ORDER No. : HOKMB-TVM/991/2026-A1 (Fin) Dated. 04-11-2026

1. Logistics Partner of KMB. In this Order, a **"Logistics Partner of KMB"** means any person, firm, company or agency – including a shipping line, freight forwarder, customs broker, transport or CFS operator, exporter or importer – that:

(a) avails land-side container movement, cargo handling, equipment hire or storage services at a port under the Kerala Maritime Board; and

(b) has completed one-time registration with KMB on payment of a one-time registration fee of **Rs. 25,000/-** (Rupees Twenty-five thousand only).

Registration may be obtained by responding to the Expression of Interest (EOI) issued by KMB, or at any time thereafter by a party requiring the services. The rates in this Order are available **only** to registered Logistics Partners.

2. Background. The service rates of Kerala Maritime Board were last fixed by the Government Order read as 1st above in 2019. They have not been revised since, nor adjusted to the Wholesale Price Index (WPI). Major ports, which held their rates during the COVID-19 period (2020–21), have resumed periodic revision from 2022 under their established mechanisms.

3. Justification. The WPI variation from 2019 to 2025 points to a cumulative increase of **29.44%**. This means:

(i) the 2019 rates now recover only about **77%** of their original value in real terms;

(ii) the Board's costs of power, fuel, spares, maintenance and manpower have moved with prices, while its rates have stood still; and

(iii) the shortfall is, in effect, an unbudgeted subsidy to port users, and widens every year the rates remain frozen.

A revision is therefore necessary to restore the real value of the rates and to bring them in line with comparable rates at major ports.

4. Decision of the meeting read as 2nd above. The meeting chaired by the Chief Executive Officer on 31.10.2026:

(i) noted that requests for logistics services are being received within KMB's jurisdiction, and that rates on par with major ports are essential to serve them;

(ii) considered rates prepared on a comparative study of similar services at major ports, which the Controller of Finance & Accounts (CFA) and the Finance Officer (FO) jointly examined and rationalised;

(iii) confined the revision to charges for **land-side container movement** and allied services;

(iv) directed that, on approval of the rates, an EOI be invited from logistics partners, with one-time registration made mandatory at a fee of not less than Rs. 25,000/-; and

(v) directed that draft proceedings be placed before the Administrator.

5. Order. In the circumstances above, sanction is hereby accorded to the rates in the **Schedule** to this Order, which:

(a) revise the existing rates, and prescribe rates for services for which no rate had so far been fixed;

(b) apply only to registered Logistics Partners of KMB, and only to land-side container movement and allied services; all other services continue to be charged as per the Government Order read as 1st above; and

(c) take effect from the date of this Order.

6. EOI and registration. KMB shall invite an EOI from prospective Logistics Partners incorporating these rates. Services shall be provided on a first-come, first-served basis. Parties applying later, including those who did not respond to the EOI, may also be served subject to availability of space. One-time registration on payment of Rs. 25,000/- is mandatory before any service is availed.

7. Conditions. The rates are subject to the following conditions:

(i) The rates are exclusive of GST and other statutory levies, which shall be charged extra.

(ii) Free days run from the date the container or cargo arrives at the port premises. Each storage rate applies to the days falling within its slab.

(iii) Equipment hire is charged per hour; a part of an hour is charged as a full hour.

(iv) Services are subject to availability of space and equipment, on a first-come, first-served basis.

(v) These rates shall be reviewed annually with reference to the WPI.

SCHEDULE – RATES FOR LOGISTICS PARTNERS OF KMB

A. Storage of laden containers (per container per day)

Container size	Days 1–7	Days 8–15 (Rs.)	Days 16–30 (Rs.)	Beyond day 30 (Rs.)
Up to 20 ft	Free	52	105	210
Above 20 ft, up to 40 ft	Free	80	155	310

B. Wharfage on laden containers (per container)

Container size	Coastal (Rs.)	Foreign (Rs.)
20 ft	735	1,220
40 ft	1,100	1,830

C. Lift-on / lift-off of laden containers (per container)

Container size	Coastal (Rs.)	Foreign (Rs.)
Up to 20 ft	326	1,227
Above 20 ft, up to 40 ft	490	1,840

D. Hire of cranes and handling equipment (per hour)

Equipment	Rate (Rs.)
Electric wharf crane, 3 tonne	545
Electric wharf crane, 5 tonne	862
Hydra 825, 25 tonne	1,470
Harbour mobile crane LHM 120	22,238
Reach stacker / 40 ft forklift	11,605
Forklift, 3 tonne (stuffing / de-stuffing)	475

E. Storage of cargo (per 10 m² per day)

Area	Days 1–3	Days 4–15 (Rs.)	Days 16–30 (Rs.)	Beyond day 30 (Rs.)
Godown	Free	26	40	65
Open area	Free	11	17	30
Open stacking yard	Free	8	11	20

DR. RATHAN U KELKAR I A S
ADMINISTRATOR
ADMINISTRATOR

To
All Port Offices

Copy to:

1. The CFA / FO/ MME, KMB Thiruvananthapuram.

CHIEF EXECUTIVE OFFICER
KERALA MARITIME BOARD