

Key areas	Questions/ comments	Answers
Tariff adjustments	<ol style="list-style-type: none"> 1. Tariffs chargeable must correlate to ongoing inflation, incremental labor costs, and other parameters affecting the operations during the concession timeline 2. Tariffs should be adjusted to justify the increased technological investment required which may result in low profit for the operator 3. Fixed fee structure of the concession may not justify gains from tariffs 	We take note of these comments for when finalizing financial concession terms.
Length of concession period	<ol style="list-style-type: none"> 1. PAT should offer a 50-year concession period; else if 30-year is concluded PAT must ensure to conduct tariffs adjustments 	Concession length is still being finalized and will be shared during MS3.
Foreign shareholding limits	<ol style="list-style-type: none"> 1. What is the potential maximum cap to foreign holding in the project? 2. 51% shareholding shall be applicable to local entities to maintain positive public perception and sentimental 	Maximum foreign shareholding is still being finalized and will be shared during MS3.
Number of operators	<ol style="list-style-type: none"> 1. Single bidder can achieve synergistic gains in form of enhanced efficiency of the whole port management & connectivity of LCP Phase 3; OR Phase 3 must be divided into maximum of 2 packages as E-series & F-series 2. The operator of RoRo and container terminal should be 2 operators; else the whole Phase should be operated by 1 operator 	2 operators will be selected for Terminal E and Terminal F, respectively.
EHIA status	<ol style="list-style-type: none"> 1. Can the EHIA proposal regarding LCP Phase 3 be approved and received on time for RfP issuance? 2. EHIA status should be made transparent and must be approved prior to call for tender 	We are still finalizing the date that the EHIA will be complete - to be shared during MS3.
Policy support	<ol style="list-style-type: none"> 1. The government should issue policies to make LCP the only port in the area to reduce private port competition 	We take note of this comment.
Phase 3 configuration	<ol style="list-style-type: none"> 1. International and coastal port should not be too far from each other to allow for movement of container from international to domestic and vice versa 	We take note of this comment.
Bidding atmosphere	<ol style="list-style-type: none"> 1. The bidding should be held in form of an International Competitive Bidding 	We take note of this comment.
Political risk	<ol style="list-style-type: none"> 1. Concerned about the project feasibility due to change in government 	We take note of this comment.
Monopoly	<ol style="list-style-type: none"> 1. Concerns on the potential monopolistic activity driven by single large player in Phase 3 	We take note of this comment.
Protection of public interest	<ol style="list-style-type: none"> 1. To ensure public gets the most returns from the project 2. Introduce escrow to ensure transparent transaction e.g., to monitor revenue / profit share 	We ensure that there will be benefit to the public as well as protection of public interest.
EEC/ project implementation	<ol style="list-style-type: none"> 1. Concern on that the EEC may not occur resulting in project halt 2. Concern on the bidding process which may not result in the investor 	We take note of these comments.
Revenue guarantee <input type="checkbox"/>	<ol style="list-style-type: none"> 1. PAT should offer the Operator a Minimum Revenue Guarantee 	We take note of this comments for when finalizing financial concession terms.