

DEENDAYAL PORT AUTHORITY



Office of the Deputy Conservator
A. O. Building, 1st Floor,
Gandhidham – Kutch, Gujarat-India
Email id: dyconservator@deendayalport.gov.in

No. MR/WK/1413

Dated :21/03/2025

To,

Expression of Interest

Sub: - "Providing Marine Services for HGCTKPL at Tuna Tekra for a period of 10 years"

Sir,

Deendayal Port Authority is a major seaport in Kutch District of Gujarat state in western India and is interested in inviting budgetary offers for "Providing Marine Services for Hindustan Gateway Container Terminal Kandla Private Limited (HGCTKPL) at Tuna Tekra for a period of 10 years".

Scope of work includes offering tugs on charter, supply of pilots, radio officers, signalmen and mooring crew. The Tug offered shall be in accordance with "SOP for charter of tugs by Major Ports under Atmanirbhar Abhiyan Policy" circulated by shipping ministry in Sept 2020 with clarifications in Sept. 2020, November 2020, January 2021 and September 2023.

Interested firms/suppliers may send their budgetary offers before **14/04/2025** on email _____ address dyconservator@deendayalport.gov.in, supdtacmarine@deendayalport.gov.in or at the following address:

The Dy. Conservator, Deendayal Port Authority,
Room no. 210, 2nd Floor, Administrative Office Building,
Gandhidham – 370 201. Kutch – GUJARAT.

Encl: Annexure A,B & C


Deputy Conservator
Deendayal Port Authority

SCOPE OF WORK

Following services will constitute the marine services:

A. TUGS Requirement

1. 4 nos. of operational tugs required with 60 tons Bollard pull . All tugs should have firefighting facilities in open sea condition including OSD spraying facility. The tugs should be capable of working in all weather conditions at, Tuna Tekra, & all Terminals coming up in future in DPA Port limits.

B. MANPOWER

1. Two Licensed Pilots (including one Terminal Manager) for shipping movements.
2. Two nos. of Radio operator and two nos. of Signal Station Assistant (1 for per shift each) for providing 24 hours operations all through the year for control of ship movement and other related communication as per operational requirement of port.

Radio Operator shall possess a minimum of GMDSS certificate from Ministry of Telecommunications, Government of India.

3. Mooring Crew

- a. Service provider to ensure supply of 2 sets of mooring crew (1 set per shift) for 24 hrs operation on all days of the year for full tenure of contract.
- b. Each set will have 10 nos mooring crew members and one Supervisor to perform duty to assist berthing/unberthing of ships at terminal.
- c. Mooring crew to have basic firefighting training


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TECHNICAL SPECIFICATIONS OF TUGS

a)	Length Over All (LOA)	32 to 34 Mtrs (+/- 10%)
b)	Draft AFT	Less than 6.0 Mtrs, minimum 2 Nos. main engines
c)	Bollard Pull	BP certificate for minimum 60 Ton sustained Bollard Pull at 100% MCR as certified by the classification society and bollard pull certificates i.e. not more than six months old to be produced at the time of delivery to D.P.T. The BP Certificate should be from Classification Society which is a member of IACS.
d)	Propulsion	Steerable Rudder Propulsion or Voith Schneider system. ASD propulsion is acceptable.
e)	Free Running Speed	12 Knots continuous with full power and under normal weather conditions.
f)	Age of Tug	Less than 10 years as on date of deployment of tugs (as per original builder's certificate).
g)	Main Engine	Twin engines with independent remote control operation or similar flexible arrangement. IC engines operating on diesel.
h)	External Fire Fighting System	Tugs should be of FiFi 1 class firefighting capability certified by Class society.
i)	Diesel Generators	Minimum two Nos. of DG sets having the capacity to take 100% working load of tug independently.
j)	Auxiliaries	For internal and external firefighting either Fire Pump or GS Pump or Engine coupled fire pump is required. Compound – 5000 Ltrs.
k)	Towing Arrangement	Quick release tow hook and towing winch with adequate strength and suitably fendered so as to enable the tug to push/pull as required. Towing arrangement would mean a towing hook or towing winch. However, for the tug with stern propulsion there should be a towing winch forward so that the tugs' rope can be passed to the ship and adjusted when required. For Tractor tugs the same arrangement should be aft.
l)	Fenders	The Tug shall be provided with strong and adequate rubber fenders at bow, stern and all along the length.

m)	Wheel house	With all round visibility
n)	Classification	Under any member of IACS
o)	VHF set with DSC	2 Nos. (Should have all Marine Channels)
p)	Bridge	All major machines should have Emergency/Supplementary control from the bridge
q)	Navigational Equipment	Marine Radar, AIS (Class A), Echo sounder, GPS, Search Light etc.
r)	Manning	As per the statutory requirement. (i) Working hours for the tug is round the clock on all days. (ii) The operator shall however arrange to keep standby staff to meet contingencies such as sudden sickness, absenteeism, leave reserve etc., for which no extra payment will be made.
s)	Safety Devices	Should have appropriate safety devices to work in the close vicinity of vessels carrying inflammable/hazardous cargo. Intrinsically Safe Walkie Talkies. Spark Arrestor for ventilators & Funnels etc. for further information please refer to Class Regulations.
t)	Registration	Under the Merchant Shipping Act, 1958 or RSV - IV.

Sig. of Contractor


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BUDGETARY QUOTE - SCHEDULE

1. Tugs – Budgetary Charter hire rate per day as per contract and specifications without fuel. The rate is inclusive of all taxes and duties, etc. except GST. The GST will be reimbursed as per GST Clause. GST to be paid separately as admissible under GST Act.

Sr. No	Activity	Rate per Day	Fuel Cons as per OEM for Main Engine (lit/hr/engine) On 100% MCR	Fuel Cons as per OEM for D.G. Sets (lit/hr/engine) On 90% MCR
1.	Tugboat 1 – 60T Bollard Pull			
2.	Tugboat 2 – 60T Bollard Pull			
3.	Tugboat 3 – 60T Bollard Pull			
4.	Tugboat 4 – 60T Bollard Pull			

2. Manpower

Sr. No	Fixed Manpower	Cost per month
1.	Pilot – 2no. (including One Terminal Manager cum Pilot)	
2.	2 Nos. Radio Operators	
3.	2 Nos. Signal Station assistant	
4.	2 sets of Mooring crew	

Brief Conditions.

- The rate to be quoted without GST. The GST as applicable would be paid extra and income tax shall be deducted as applicable.
- Commencement of contract: The successful bidder shall commence the contract within 18 months from the date of issue of Letter of Intent.
- Contract Period: The contract period is for 10 years from the date of deployment of required tugs as per stipulated time.
- Fuel and Fresh water will be supplied by the Port.
- This work is for round the clock. The required Tugs & Manpower will be operative round the clock during the tender period.
- The tugs will comply with all lawful instructions from the Dy. Conservator of the Port or any other authorized Officer of Port.
- Insurance: The insurance for the tugs and manpower deployed for the port operation shall be arrange by the contractor.

Name of the Tenderer _____
Company & Full address _____

Signature by for and on behalf of Tenderer _____
Name & Designation _____



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