

## **Deendayal Port Authority**

### **Global Expression of Interest (EOI) From Potential Developers or Consortium of Developers For Development of Out Fitting Jetty & Floating Dry Dock with allied infrastructure at DPA Waters at OOT, Vadinar, on Build, Operate and Transfer (BOT) basis under PPP Mode**

Deendayal Port Authority (DPA), in the light of increasing future demand for Ship repairing facilities in the country, proposes to undertake the 'Development of Out Fitting Jetty & Floating Dry Dock with allied infrastructure at DPA Waters at OOT, Vadinar, on Build, Operate and Transfer (BOT) basis under PPP Mode.'

In this regard, Deendayal Port Authority invites 'Global Expression of Interest' (EOI) from eligible Investors / Developers / Operators on their own or in Consortium, having experience in financing, build, operation and implementation of similar projects. The EOI document can be downloaded from Deendayal Port Authority's website [www.deendayalport.gov.in](http://www.deendayalport.gov.in).

Interested parties should send their 'Expression of Interest' for the proposed Project along with details of their Financial & Technical capability, Audited Balance sheet, Net Surplus etc. and the requested details at EOI in closed cover to the Office of the Chief Mechanical Engineer, CME Liaison Office, 1st Floor, A.O. Building, Deendayal Port Authority, P.O. Box No. 50, Gandhdham, Kutch, Tel. No. (02836) 220636, Fax. No. +91 2836 -220636 on or before 05.08.2022 upto 16:00 Hrs.

Chief Mechanical Engineer  
**Deendayal Port Authority**

# Deendayal Port Authority

## Mechanical Engineering Department

### Global Invitation of Applications for Expression of Interest from Potential Developers or Consortium of Developers for “Development of Out Fitting Jetty & Floating Dry Dock with allied infrastructure at DPA Waters at OOT, Vadinar, on Build, Operate and Transfer (BOT) basis under PPP Mode”

#### **1. Introduction:**

The Deendayal Port, Main Gateway to the vast hinterland of Northwestern India, is serving the International Maritime Trade for over five decades with cost-effectiveness and efficiency as hallmarks. Since its inception, Deendayal Port has shown a phenomenal growth, significantly contributing to India's EXIM trade. The vast rich hinterland at its reach and handling of kaleidoscopic variety of commodities ranging from crude to chemicals, dry bulk to break-bulk and containers to over-dimensional project cargo make this Port the “Most Preferred Port of Call” in the region.

Deendayal Port Authority is an autonomous body under the Ministry of Ports, Shipping, & Waterways, Government of India. The Port is located on the Gulf of Kutch on the northwestern coast of India some 256 nautical miles southeast of the Port of Karachi in Pakistan and over 430 nautical miles northwest of the Port of Mumbai (Bombay). Deendayal Port is located some 90 kilometers from the mouth of the Gulf of Kutch on the Kandla Creek on Latitude 23°0'49" and Longitude 70°13'32". It was opened as a natural deep-water harbour in the 1930s to serve the hinterland of and beyond the state of Gujarat.

Presently, Deendayal Port handles dry cargo at its fourteen general cargo / multipurpose berths and a PPP berth of Adani Kandla Bulk Terminal Pvt Ltd is operational from 2015; Container handling berth of 11th and 12th in Kandla, operational in PPP mode under Kandla International Container Terminal Private Limited; six jetties for handling POL products and other liquid cargo traffic at Kandla and three Single Buoy Mooring (SBM) at Vadinar for handling crude oil. The port is spread over 330 hectares which is fully custom bonded. Deendayal Port has mooring facilities in the inner harbour area for stream handling; there are four cargo moorings and one deep draft mooring point in this area.

The traffic handled by Deendayal Port has shown a consistent increase and it's been growing at a faster pace. The total traffic (both liquid and dry cargo) handled by the Port has gone from 45.91 million tons in 2003-04 to 127.10 million tons in 2021-22. It shows the CAGR of 8.11 % over the said Fifteen years' period.

The present optimal handling capacity of existing dry cargo berths 1 to 16 (except 11&12- container berths) including barge jetties at Bunder basin, Tuna and IFFCO Barge Jetty (Excluding Containers) is as assessed is 45.85 MMTPA (Not Including Adani Kandla Bulk Terminals Pvt. Ltd.). The Optimal capacity of the Container handling facility of 11th and 12th Berth is 0.6 MTEU's, which is operational under PPP by Kandla International Container Terminal Private Limited from January 2017.

With respect to handling of Liquid cargo, bulk liquid cargo is being handled at six Jetties present at Kandla. Out of the six bulk liquid jetties, four are owned / operated by DPA and the remaining two have been developed and operated by IFFCO and Indian Oil Corporation (IOCL). Further, DPA is in the process of constructing oil jetty No. 7 & 8. Apart from the facilities available at Kandla for handling liquid cargo, there are three Single Buoy Mooring (SBM) at Vadinar for handling crude oil.

### **Ship Repairing facility & Steel Floating Dry-dock in Deendayal Port waters:**

#### **Existing facilities:**

DPA presently has a Steel Floating Dry Dock (SFDD) which was commissioned in 1985. The specifications are as mentioned:

- Type : Self Docking Sectional Pontoon Type
- Length : 95 m+ 4.5 m Extended platform either side
- Width between Inner walls: 20 m
- Dead Weight Capacity : 2700 MT
- Electro Hydraulic Crane : 5 MT.

The present Steel FDD is rented to the ship owners on a daily rental basis. The charter rate for the SFDD is determined as per TAMP guidelines. For undertaking the repairs of vessels, SFDD is operated and maintained by DPA's own staff whereas all other services for repairs and maintenance of the vessels such as blasting, painting, steel renewal, repairs of valves and sea chests etc. are arranged by the ship owners through private vendors/ contractors. The spares/stores/tools and tackles required to undertake such activities are arranged by the nominated contractors. Services such as Electricity and Water are provided by DPA on chargeable basis. There are several vendors in and around Kandla providing such repair services.

The SFDD is manned by DPA's own team headed by an Engineer and consists of supervisors, technicians and unskilled workers. The SFDD is moored along the Maintenance Jetty where the depth of water available is being maintained at 9 m.

### **Need of large ship repairing facilities:**

While the utilization of the steel floating dock is considered optimal, it is not in a position to cater for the sizes of majority of the ships calling on in the port. As a result of which owners of such ships have to look for other destinations for docking /underwater repairs of their ships. Vast scope thus exists for creating an additional Dry Docking infrastructure to bridge the gap between demand and supply of ship repair requirements for vessels transiting through west coast of India and Gulf of Kutch in particular.

On the basis of the studies, traffic data & analytics, a Feasibility Report has been prepared by the appointed technical consultant, in which the following conclusions are derived as:

- a. Requirement of additional Dry Dock/ Ship Repair Facility does exist at Deendayal Port, Kandla as the present Floating Dock is small and cannot take most of the vessels coming to Port due to their sizes.
- b. Enough market potential exists as per the present traffic scenario and future traffic projections based on targeted growth to handle 185 MMT by 2025 at Kandla Port.
- c. There is no other sizable ship repair facility existing on West coast of India which can cater for Handymax/Panamax class vessels.
- d. Only shipyards having such facility namely Reliance Defense & Engineering Ltd, Pipavav and Cochin Shipyard Ltd have committed these facilities for ship building and repair of mainly the defense vessels and not likely to be available for merchant ship repair on continuous basis.
- e. Vadinar Port of DPA at mouth of Gulf of Kutch is an ideal location for setting up this facility for its natural depth.
- f. Among the alternatives available for dry docking systems, Floating Dock is the recommended choice for two main reasons: i) cheaper among all other alternatives ii) least lead time between concept to commissioning thereby commencing revenue generation in shortest feasible time.
- g. The selected size of the Floating Dock is to cater up to Aframax class vessels considering the market potential as well as minimum competition on West Coast of India.
- h. The Repair Facility will be a driving factor for overall economic growth of the Vadinar area, of the vendor base, township and economy of the region as such.

Presently, DPA in the light of increasing future demand for Ship repairing facilities and to cater the need of the shipping sector, envisages and proposes to undertake the 'Development of Out Fitting Jetty & Floating Dry Dock with allied infrastructure at DPA Waters at OOT, Vadinar, on Build, Operate and Transfer (BOT) basis under PPP Mode', allotting the water front & other area, at "as-is-where is" basis at OOT-Vadinar of DPA.

The objective of the project is to develop world class Ship repairing facilities, in the DPA waters at Vadinar, and then to augment the business, operate and maintain the facility for the tenure of 20 years. The initiative is of National Importance, which will enable ship repairing facilities availability at West Coast of the country, leading to development of the vicinity & boost the economy.

## 2. Envisaged Salient Features of the Project Facility:

The choices available to acquire a floating Dry Dock can either be ordered on a builder and built to specifications or can be bought from the second hand market at comparatively half the price and a quicker delivery.

A survey was carried out to this effect. The recommended general specifications of the dry dock are specified in Table 6-1, the specifications of Floating Dry Dock will be suitable to accommodate the Aframax Vessels having GRT 57,508/ DWT 105,000 and in size LOA 244 mtr, Beam 42 mtr, only.

Sr. No	Description	Dimension
1	LENGTH OVERALL	250 m
2	BREADTH OUTER	53 m
3	BREADTH INNER	47 m
4	TOTAL LIFTING CAPACITY	15000 Tons
5	EXPECTED GRT OF FDD	7000 Tons
5	MAX. SUBMURGIBLE DRAFT	13.2 m
6	BALLAST PUMP	2500 M3/H X 8 SETS X 15 m
7	CRANES	2 X 10 Tones
8	MOORING WINCH	6 sets
9	ANCHOR WINDLASS	2 sets
10	GENERATORS	1000 KVA 2 SETS, 50 KVA 1 SET

**NOTE:** The design specifications provided above are indicative; the applicants may suggest their parameters as per their requirement.

### **3. Scope of the Project:**

- (a) The subject project shall be provided in “As-is where-is” basis under BOT mode on PPP basis for Development and the scope of Operation & Maintenance shall be the responsibility of the PPP operator.
- (b) The Concession period shall be twenty (20) Years including the Construction & development Period.
- (c) All statutory clearances required for construction and operation of the project shall be the liability of the PPP Concessionaire.
- (d) Procurement & deployment of Steel Floating Dry-dock alongside the jetty
- (e) The Floating Dock is required to be moored alongside a jetty. While alongside, it will take shore electricity and fresh water supply. A jetty with adequate shore supply, fresh water facility and an ELL crane of 10 T capacity to lift engineering items from ship to Jetty and vice versa as part of the repair activities needs to be planned by the operator.
- (f) Apart from the ship in the Floating Dock there will be additional ships undergoing afloat repairs which will also need to be berthed alongside. Therefore, additional length of Jetty to cater for at least three more ships (awaiting Dry Docking and which has come out and waiting for bunkering and completion of balance afloat repairs) will also be required.
- (g) A jetty of 500 m x 12m with associated fendering bollards, fire hydrants, fresh water hydrants and shore supply cope points with a deck loading of 10 T/m<sup>2</sup> is recommended along with the construction of trestle of size 120m X 10m connecting existing jetty with land area.
- (h) The Floating dry-dock shall have workshop and stores.
- (i) Fuel Requirement – The fuel required for bunkering of ships post dry docking and the fuel required for running generators of the dry dock will be provided by operator at the jetty by commercial fuel tankers and no separate fuel storage and distribution system is recommended as a part of the project.
- (j) Maintenance of Civil structure – No appreciable maintenance on civil structure i.e. jetties is envisaged in first 5 years except annual inspections and cleaning.
- (k) Operation & Maintenance of Mechanical Equipment & civil structure- The floating dry dock equipment and the jetty cranes will need routine maintenance which will form part of the maintenance schedule. These will be borne by the operator.
- (l) Administration & Management cost – Manpower commensurate with the business model adopted will have to be positioned for operation & maintenance of the FDD.
- (m) Any other facilities essential for commercial operation & maintenance as envisaged by the operator.

#### **4. Submission of EOI:**

DPA invites ‘Global Expression of Interest’ (EOI) from eligible Investors / Developers / Operators on their own or in Consortium, having experience in PPP projects, EPC projects, financing, operation and implementation of similar projects. The EOI is invited to give an opportunity to interested parties to share their views / requirements on the subject facilities and model for the proposed development to make the project attractive to the stakeholders.

The EOI may be submitted in response to the suggested pattern of development detailed herein. The potential Investors / Developers / Operators are welcome to propose alternate development & Financial models, which shall be examined by DPA, before finalizing the Project. It has to be categorically ensured that EOI submission shall be done along with complete filling of all the Annexures sought along with this EOI. Submissions failing to be submit all the Annexures duly filled may only be considered invalid unless complete submission of the document with all Annexures.

#### **4.1 Pre-Application Conference:**

An Investor / Pre-Application Conference has also been envisaged by the DPA for showcasing the project and providing an open forum for the Investors / Developers / Operators to air their views, before the EOIs are submitted. The Conference will be held at New Board Room, A.O. Building on 25.07.2022 at 1600 Hrs.

#### **4.3 Schedule of events:**

The Schedule of events for the EOI submission is given below:

1. Release of EOI Advertisement: 15.07.2022
2. Investor/Pre-Application Conference: 25.07.2022 at 16.00 hrs.
3. Last date & time for EOI Submission: 05.08.2022 upto 16.00 Hrs.
4. Time & date of opening of EOI: 05.08.2022 at 16.30 Hrs.
5. Concept enlightenment by Applicant: 08.08.2022 to 12.08.2022

#### **4.4 Submission Procedure:**

Interested applicants should send their Expression of Interest in the prescribed format with all required information(s) requested at Annexure-I & II, on or before 05.08.2022 upto 1600 Hrs. in a closed cover duly marked “**Expression of Interest**” for

'Development of Out Fitting Jetty & Floating Dry Dock with allied infrastructure at DPA Waters at OOT, Vadinar, on Build, Operate and Transfer (BOT) basis under PPP Mode', and addressed to:

**Chief Mechanical Engineer**

Mechanical Engineering Deptt.

CME Liaison office, 1<sup>st</sup> floor

A.O. Building, P.O. Box No. 50

Gandhidham, Kutch, Gujarat

Tel. No. (02836) 220636

Fax. No. +91 2836 - 220636

Email: [cme@deendayalport.gov.in](mailto:cme@deendayalport.gov.in), [cmedpt@gmail.com](mailto:cmedpt@gmail.com), [mechprojects.dpt@gmail.com](mailto:mechprojects.dpt@gmail.com)

In addition to the hardcopy being submitted, the applicant shall also submit a CD containing the soft copy of the documents being submitted. Such CD shall be kept inside the aforesaid duly marked closed cover.

**4.5 Concept enlightenment by Applicant:**

The interested applicants post submission of EOI is welcomed to enlighten DPA on the proposal submitted by them by way of meeting with Port Officials and presenting the concept submitted. The concept enlightenment meeting shall be conducted from 08.08.2022 to 12.08.2022 in form of Virtual meeting. The link for the meeting is: <https://meet.google.com/vew-kphi-myp>



## Annexure - I

### Information and Documents to be submitted by the Applicant

#### 1. Applicant Details:

Sr. No.	Description	Details
1.	Name of the Principal firm submitting the proposal	<i>(Attach photocopy of Certificate of Registration along with a one page write up or brochure of the company.)</i>
2.	Legal Status of the firm	Individual Company / Partnership Company / Joint Venture Company / Trust / Others
3.	Registered Address, telephone No., fax no. e-mail ID, website	
4.	Contact Person, Designation and address including contact no. and e-mail ID.	
5.	Organizational Profile (attach relevant document in their support):	
(a)	Existing Business activities	
(b)	Organization Structure	
(c)	Names of Directors of the Board and Chairman / Chief Executive Officer, their nationality, if applicable	
6.	Financial Capability (For Past Three Completed Financial Years) (To be supported by and submitted with Audited Financial Statements)	
(a)	Net Worth	
(b)	Net Cash Accruals	
7.	Do you intend to tie-up with a consortium partner for the project (if Yes, Please specify the details of the partner)	
8.	Reason for venturing into this project	
9.	Technical Experience of firm	Please provide the completed project details including Name of Work, Project Experience (Development and Operation or Only Construction), Location, Capital Cost, etc. (To be supported by and submitted with relevant documentary evidences)

## 2. Project Inputs:

Sr. No.	Description	Details
<b>Technical Inputs</b>		
1.	Mode of operation	Captive/Non-Captive
2.	Envisaged facilities for ship repairing	
3.	Envisaged Handling Capacity per year	
4.	Expected traffic to be handled during the Concession Period.	
5.	Equipments required for the ship repairing facilities	
(a)	At Wharf	
(b)	At Backup area/ Land	
6.	Backup area required (elaboration with any required additional infrastructures, if any)	
(a)	Whether Storage area required (Yes/ No)	
(b)	If 8 (a) is 'No', then how much dimension shall be used and it's tentative layout plan.	
(c)	If 8 (a) is 'No', then how shall the ship repairing shall be carried out in future in case of reaching to optimum capacity without own storage.	
(d)	If 8 (a) is 'No', then how shall project viability be ensured in the absence of non-land utilization envisaged to build Storage i.e. absence of storage charges. (Please also specify alternate Land utilization options)	
(e)	Area required for ancillary backup facilities such as road, buildings, etc.	
7.	Expected Dwell Time of each vessel and Respective Storage Area Requirement.	
8.	Required of Statutory Clearances.	
9.	Required years of Concession	(Concession Period is envisaged to be 20 years, however the applicant may specify if any relaxation is required)
10.	Construction period required to operationalize the first phase of the Project	

11.	Tentative Feasibility Report of said proposal along with statement of total investment required & expected Revenue statement	
<b>Financial Inputs</b>		
12.	Expected Capital, operation & maintenance cost(s) along with Revenue/ Return calculation from the Project	
13.	Quantity and Cost of facility planned	
<b>Miscellaneous</b>		
14.	Any other relevant details required for project	
15.	Any other input/view which help better formulate the Project	

**Note:** The applicants are requested to provide the aforesaid information(s) for individual berths.

Project Location of the Subject Facility

