दीनदयाल पत्तन प्राधिकरण
DEENDAYAL PORT AUTHORITY

Office of the Executive
Engineer(Construction),
Room No. 113, Ground Floor,
ANNEX, Administrative Office Gandhidham,
Dist. Kutch, Gujarat, Pin – 370 201
E–Mail:executiveengineercivil1@gmail.com

CN/WK/SHIPYARD/EOI/ Dated: 26/09/2025

To,
_____,
_____,

Sub: Budgetary-offer for **"Appointment of Consultant for Preparation of Detailed Project Report (DPR) for the Development of Shipbuilding and Dry-docking facility at Veera".**

Sir,

Deendayal Port Authority has identified the location for proposed development of a Shipbuilding and Dry-docking facility at Veera, with the goal of building Very Large Crude Carriers (VLCCs) and other vessels to boost India ' s ship building sector. The layout of proposed location placed at Annexure-A.

In this regards, DPA intends to invite budgetary offer from experienced agencies for "Appointment of Consultant for Preparation of Detailed Project Report (DPR) for the proposed Location"

The interested and experienced parties are requested to submit the Expression of Interest (EoI) along with budgetary-offer. The parties have to submit requisite documents showing their experience in the similar type of work & manpower resources etc. (without these document details EOI will not be taken for consideration).

According to scope of work attached in annexure B, kindly submit your Expression of Interest along with budgetary – offer as per the prescribed format i.e. Annexure- C.

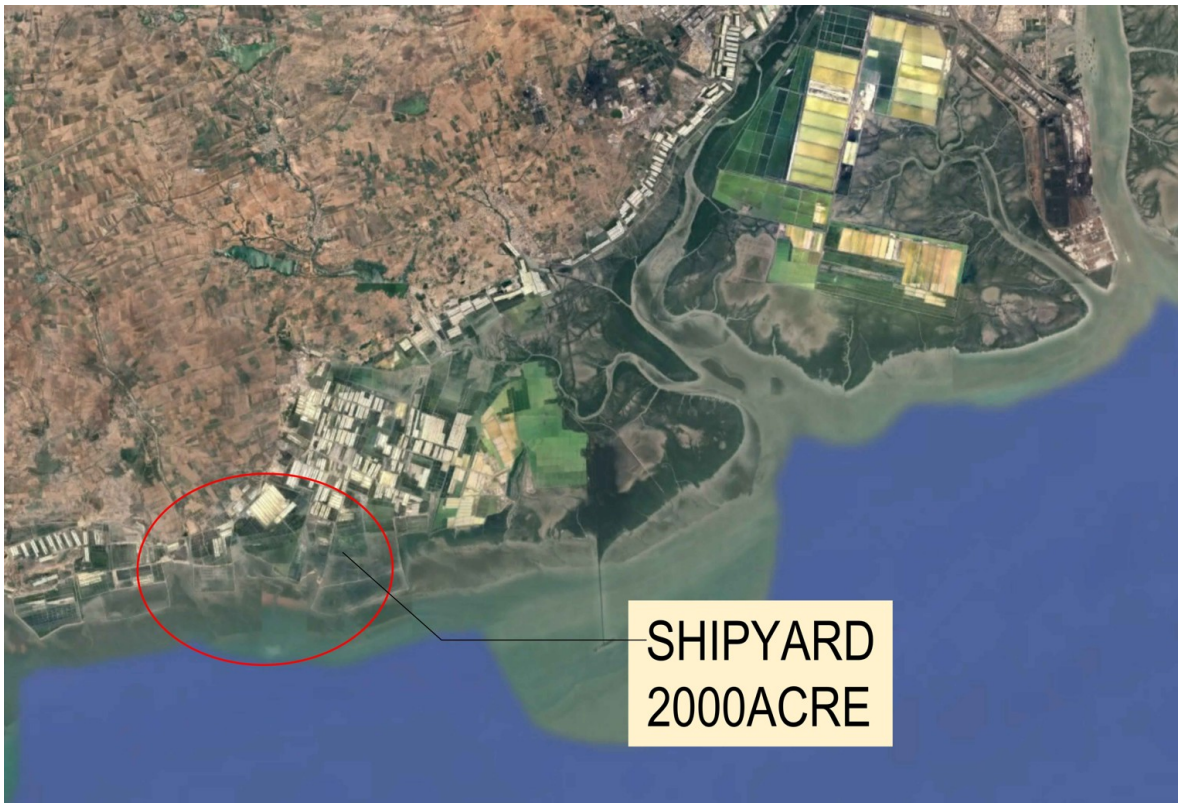
The rates quoted must be inclusive of all taxes, duties for performing scope of work & exclusive of GST. The GST applicable shall be shown separately, which shall not be considered for evaluation purposes.

Your Expression of Interest along with budgetary quotation for the above work should reach to the following address on or before 06/10/2025 by 17:00 Hrs. either through person or by post.

Address: -
Executive Engineer(Construction),
Room No. 113, Ground Floor,
ANNEX, Administrative Office,
Deendayal Port Authority (DPA),
Gandhidham, Dist. Kutch, Gujarat, Pin – 370 201
E – Mail: executiveengineercivil1@gmail.com

Thanking you,

Executive Engineer (Const.)
Deendayal Port Authority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Annexure- B

Appointment of Consultant for Preparation of Detailed Project Report (DPR) for the Development of Shipbuilding and Dry-docking facility at Veera

1.0 Introduction

1.1 MoPS&W has a comprehensive master plan for shipbuilding, outlined in Maritime India Vision 2030 (MIV 2030) and the subsequent Amrit Kaal Vision 2047, which aims to transform India into a global maritime hub by 2047. Key objectives include elevating India ' s global shipbuilding ranking and significantly expanding shipbuilding capacity.

1.2 In line of above, DPA has identified the location for proposed development of a Shipbuilding and Dry-docking facility at Veera, (Annexure C) with the goal of building Very Large Crude Carriers (VLCCs) and other vessels to boost India ' s ship building sector.

1.3 Inline with above DPA intends to invite Budgetary offer for subject work & scope of work is as follows.

2.0 Scope of Engineering Consultancy

2.1 Task-I Inception report / Preliminary Report

Carry out the Site visit & undertake a detailed reconnaissance survey and conduct meetings with port officials to get a clear idea about the project. Review of all available reports and information about the project and the project influence area if available. Any additional data if required by consultant shall be worked out / arrived by him with the help of already available data or by any other suitable method at his own cost.

Consultant will prepare and submit an Inception Report for the Client's review and approval. The Inception Report will clearly outline our understanding of the overall project objectives, scope of services, and specific requirements of the Dry Dock Facility DPR. It will define the scope and objectives of the study, present the proposed methodology and technical approach, and include a detailed work plan with activity schedules, milestones, key deliverables and what so require.

The report will also set out the proposed project organization and staffing plan, highlighting the roles and responsibilities of our key experts, along with the data and information required from the Client and other stakeholders. Initial findings from site reconnaissance, review of available information, and identification of potential risks, constraints, and challenges will also be presented.

The Inception Report will serve as the reference document to establish alignment between the Client and our team, ensuring concurrence on scope, methodology, and deliverables before proceeding with the detailed surveys, technical studies, and preparation of the DPR.

2.2 Task-II; Field studies

As part of the assignment, consultant will undertake the following field investigations to ensure comprehensive data collection as applicable to the project location for the DPR:

2.2.1 Topographic Survey

Consultant will carry out a detailed topographic survey of all the required project area & what so required. The output will include survey drawings in CAD/GIS format, a digital terrain model (DTM), and a detailed survey report.

2.2.2 Bathymetric Survey

A high-resolution multi-beam bathymetric survey will be conducted to establish bathymetric survey in project limits. All measurements will be corrected for tides and datum.

2.2.3 Geotechnical Investigations (including Sub-Bottom Profiling)

The subsurface soil investigation survey shall include at least marine bore holes of 8 no's and land boreholes of 16 nos. for proposed project.

2.2.4 ADCP (Acoustic Doppler Current Profiler) Survey

A comprehensive technical report to be submitted.

2.2.5 Soil and Water Sampling

Results to be compiled in an environmental assessment report.

2.3 Task-III Mathematical model studies

The following but not limited numerical modeling studies to be performed to establish the wave and current conditions at the project location.

- Metocean Study
- Wave Transformation Study
- Wave Agitation Study
- Hydrodynamic and Flushing Study
- Sedimentation Study
- Cyclone Study

2.4 Task IV - Concept Layout Preparation (Master Plan)

a) Recommendation on Launching and Docking System

For the proposed facility, consultant has to recommend a dry dock for safe accommodation of the vessels.

b) Navigational Channel Requirements

The proposed dry dock to be design to ensure safe and efficient navigation. Preliminary dredging assessments to be estimated the initial dredge volume

and the frequency of maintenance dredging necessary to ensure long-term operability and safety.

c) Tranquility Requirements:

For safe and efficient ship construction and outfitting, the dry dock facility must maintain calm conditions. Additionally, provisions such as fendering or temporary mooring arrangements may be included to further stabilize vessels during docking and undocking operations.

d) Landside Infrastructure

The landside infrastructure of the proposed dry dock facility to be designed to provide an integrated and robust support system for ship construction, assembly, and repair operations.

i. **Fabrication and Assembly Shops:**
Specialized workshops to be designed for all the required facilities at Shipyard.

ii. **Material Storage:**
Dedicated storage facilities shall include steel yards for all the required elements. All storage zones to be provided with adequate load-bearing pavements, material handling equipment, with all required amenities.

iii. **Ancillary and Administrative Buildings:**
Administrative blocks shall have house dock operation control center. These should be strategically located to maintain close coordination with operational areas while remaining segregated from heavy fabrication activities to ensure safety and accessibility.

iv. **Worker Amenities:**
Facilities for personnel welfare shall include at least canteens, medical centers, sanitation blocks, rest areas, potable water, fire-fighting reserves, process water, and cooling water networks, Parking areas, Integrated waste management facilities including oily water collection systems, effluent treatment plants, dedicated storage and disposal arrangements for hazardous materials and other required amenities to avoid interference with heavy-load transport routes.

v. **Dockside Services:**
The dock perimeter shall be at least equipped with mooring bollards, outfitting service platforms, fixed and mobile lighting systems, permanent staircases and elevators, Service ducts & all other required services.

vi. **Security and Fencing:**
The entire shipyard and dock complex to be enclosed with high-security perimeter fencing and controlled entry/exit gates, Surveillance systems, access control points, and security infrastructure as per ISPS (International Ship and Port Facility Security) Code requirements.

vii. **Road / Rail Connectivity**
The project shall feature a robust internal road network with heavy-duty pavements ensuring safe and efficient circulation. External connectivity to be established through links to Kandla Port's existing road and rail infrastructure.

2.5 Task-V Front-End Engineering Design (FEED) & BIM Models for Shipyard & Dry-Docking Facility

2.5.1 The FEED phase establishes a detailed technical and commercial foundation for the Dry Dock and Shipyard project. It defines the project scope, dock and yard layout, utilities, and equipment requirements, while enabling accurate cost estimation, schedule planning, and risk assessment. FEED deliverables, ensuring clarity, minimizing ambiguities, and reducing execution risks. By completing FEED, the project is positioned for efficient, cost-effective, and safe implementation. The FEED design element includes.

1. Dry Dock FEED design
2. FEED Design of Supporting Facilities
3. FEED Design of Ancillary Buildings
4. Yard structures design

2.5.2 Consultant to develop the BIM model. The model should capture basic quantities with approximate sizes, shapes, and locations, enabling client to visualize the facility layout, identify potential conflicts, and ensure alignment between marine, civil, structural, and utility elements before progressing to detailed design. The model covers the major disciplines required for shipyard and dockyard development:

1. Marine Works
2. Civil & Structural
3. Utilities & MEPF
4. Yard Infrastructure
5. Power & Renewable

2.6 Task VI - Detailed Project Report (DPR)

A) The assignment shall include preparing the project background and approach to the dry dock facility, with a particular focus on the safe docking and undocking of vessels, as well as the handling and movement of heavy and oversized cargo within the shipyard such as steel sections, prefabricated blocks, and heavy machinery. The study will address the internal logistics network (heavy-duty pavements, rail sidings, and transporter routes) and dock access systems, ensuring efficient integration between fabrication shops, assembly areas, and the dry dock.

B) A comprehensive financial viability analysis will be undertaken, supported by market studies of ship building and dry dock facility. Tariff structures and

projected service charges (e.g., for dry docking, repair services, and heavy cargo such as wind turbines or offshore modules) will be developed, leading to the estimation of the project's viable Internal Rate of Return (IRR) and long-term financial sustainability.

C) Capital expenditure (Capex) and operational expenditure (Opex); A high-level capital expenditure (Capex) and operational expenditure (Opex) analysis will provide preliminary cost estimates for infrastructure, equipment, and operations. This will feed into a financial modelling exercise to assess project viability, cash flows, return on investment, and funding requirements. Evaluate and prepare project structuring, implementation scheduling and selection of suitable PPP framework including short term and long-term measures. It is envisaged that the project may be developed by the Port on PPP mode or EPC mode.

D) Environmental Impact Assessment (EIA) and Social Impact Assessment (SIA) ; The proposed project will be assessed through a comprehensive Environmental Impact Assessment (EIA) to identify potential ecological and environmental risks and propose mitigation measures. Simultaneously, a Social Impact Assessment (SIA) will evaluate effects on local communities, labor, and socio-economic conditions, ensuring alignment with regulatory and social responsibility standards.

The consultant will prepare the complete Detailed Project Report (DPR) covering dock design (dimensions, pumping systems, cranage, and utilities), financial modeling, revenue/return analysis, operational requirements, and compliance with international standards and environmental regulations. The consultant will also present the proposal to relevant authorities for review and approval and will prepare compliance reports based on observations. In addition, the consultant will assist DPA in obtaining approvals from the Competent Authority, ensuring smooth progression through all statutory, regulatory, and administrative processes.

3.0 General Terms & Conditions are as under:

i. Interaction to be done with officials of various departments/ any other internal/external parties and/or government agencies and take note of their requirements and incorporate the same in the proposals.
ii. The Contract period / time limit for entire Job completion will be for a period of 10 months from the date of commencement of Work or till completion however the port authority reserves the rights to extend/reduce the time limit and accordingly the consultancy fee amount will be adjusted.
iii. The Lodging and Boarding arrangement, transportation, insurance, PF and other statutory requirements for the Entire staff / Key personnel of the Consultant, for the entire Contract period, are included in the consultancy sum fee.
iv. The Consultant shall work by complying with all laws, rules, regulations guidelines that govern the contract.
v. The income tax & TDS shall be charges as per the prescribed role of IT

Department.

vi. The payment shall be made through RTGS/NEFT.

vii. DPA may close the assignment at any stage for which further no payment will be made.

viii. After establishing the Conceptual layout, make a presentation in presence of Port Officials for discussions.

ix. After preparation of draft DPR report make a presentation in presence of Port Officials/ Concerned Ministry as and when require.

x. Based on the suggestions/comments/observations of the Port on Draft Report to frame final Detail Project report.

xi. The DPR shall be enable to suit with all the good engineering practice and required statutory clearances for project.

4.0 Consultancy Fee

4.1 The lump sum charges quoted by the Technical Advisor and the team in the Price Bid shall be inclusive of all the expenses towards payment of fees for providing the technical advisory services, use of various instruments gadgets, equipment's, computers, arriving/work out data of required by Technical Advisor, Engaging various professionals to carry out studies, surveys, tests, investigations and preparation of designs / drawings, site visit etc. without any substantial variation in the scope and is subject to involvement of the Technical Advisor and the Team in the work till completion of the assignment.

The L.S charges quoted shall be inclusive of expenses for conveyance & subsistence incurred by the Technical Advisor or his authorized representative, associated experts and technicians, during visit outside their headquarters mainly for Gandhidham/Kandla/MoPS&W.

5.0 Time Line/Delivrable Schedule

Sr. No	Deliverable Items	Timelines for Deliverables
1.0	**Task -I** Inception report	Within 1 Month after award of work order
2.1	**Task –III** Field studies	Within 3 months after award of Work
2.2	**Task –III** Mathematical Model Studies	Within 4 Months after award of Work
3.0	**Task -IV** Concept Layout	Within 5 Months after award of Work
4.0	**Task –V** Front End Engineering Design & BIM models	Within 2 months after approval of Task-IV Submission
5.1	**Task –VI-1;** Draft Detailed Project Report (DPR)	Within 2 month after approval of Task-V

5.2	**Task –VI-2;** Detailed Project Report (DPR)	Within 1 months after approval of Task-VI-1 Submission

Total Duration: 10 months or till completion of assignment.

Annexure- C

BUGETARY OFFER FORM

To:
Executive Engineer(Construction),
Room No. 113, Ground Floor,
ANNEX, Administrative Office,
Deendayal Port Authority (DPA),
Gandhidham, Dist. Kutch, Gujarat, Pin – 370 201
E – Mail: executiveengineercivil1@gmail.com

Budgetary offer for "**Appointment of Consultant for Preparation of Detailed Project Report (DPR) for the Development of Shipbuilding and Dry-docking facility at Veera.**"

Sir,

In in accordance with Annexture I of EOI no. CN/WK/SHIPYARD/EOI Dated 26/09/2025, for the subject work we herewith submit our budget Offer.

Description of Item	Unit	Amount (in Rs.)	
		In Fig.	In Words
Lump-sum charges for Consultancy services for preparation of Feasibility cum Detailed Project Report (DPR) for the Development of subject work as specified in **Annexure-B** (The rate quoted shall include expenses of stationary, postage and payment of fees to professionals, experts etc.) including of conveyance & subsistence incurred by the Advisor or his authorized representative during visit of Kandla/MoPS&W. The rate quoted shall be exclusive of GST.	**Lump Sum**		

Note: The budgetary offer is inclusive of all taxes, duties for performing the work & exclusive of GST. The GST as applicable has been indicated separately here with.

Signature [In full and initials]:
Name & Title of Signatory:
Name of Agency: