

# DEENDAYAL PORT AUTHORITY

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अमृत महोत्सव



ISO 9001-2015 & ISO 14001-2015



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Gandhidham - Kutch  
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**Ref No.** Civil Engineering/Design/6267/SPMVEERAEIOI/2025/

**Date:** 22/12/2025

## **Global Invitation of Applications for Expression of Interest (EOI) From Potential Developers for "Setting up of Single Point Mooring (SPM) and allied facilities off Veera in Gulf of Kutch for handling crude oil on Captive (BOT) basis by Deendayal Port Authority."**

Deendayal Port Authority (DPA), in the light of rapidly growing economy and industrialization, which creates energy demands in the country, proposes to undertake the Project "Setting up of Single Point Mooring (SPM) and allied facilities off Veera in Gulf of Kutch on Captive (BOT) basis by Deendayal Port Authority."

In this regard, Deendayal Port Authority invites 'Global Expression of Interest' (EOI) from potential and eligible captive users / developers / operators having experience in operating, and implementing of similar project/s. The EOI document can be downloaded from Deendayal Port Authority's website [www.deendayalport.gov.in](http://www.deendayalport.gov.in), as per the Schedule of Events mentioned in the EOI invitation notice.

Interested parties may please 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 document in closed cover to the **Office of the Chief Engineer, Deendayal Port Authority, Room No. 201, Annex, Administrative Building, Post Box No. 50, Gandhidham, Kutch, India - 370 201; Mob. No. +91 94286 82328**, on or before **21<sup>st</sup> January 2026 upto 16:00 Hrs.**

**Chief Engineer  
Deendayal Port Authority**

**Enclosed:** Expression of Interest (EOI) Document

**Global Invitation  
Expression of Interest (EOI)  
for**

**Setting up of Single Point Mooring (SPM) and allied facilities off Veera in Gulf of Kutch for handling crude oil on Captive (BOT) basis by Deendayal Port Authority.**



**Office of the Chief Engineer,  
Deendayal Port Authority, Room No. 201,  
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## **1. Introduction:**

Deendayal Port Authority (DPA), Kandla, a leading Major Port under the Ministry of Ports, Shipping and Waterways (MoPSW) is one of the busiest Major Ports of India. The Port has been achieving first position among all the Major Ports of India in terms of cargo handling for the most of the years in last decade. Thus, Deendayal Port Authority (DPA) has been contributing the most in the development of Port capacity and handling seaborne trade of the country. The vast rich hinterland at its reach and handling of kaleidoscopic variety of commodities ranging from crude oil 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 is a multi-cargo Port having 16 Dry, Break & Container berths with a total length of around 3.5 kilometer in single stretch and eight oil jetties for handling of POL and chemicals at Kandla. Three Single Buoy Moorings in Vadinar can handle Very Large Crude Oil vessels (VLCC) with a maximum pumping capacity of 10,000 tons per hour and two Product jetties at Vadinar, and four Dry Bulk Berths at Tuna Tekra.

Presently, the liquid cargoes are handled at eight Oil Jetties at Old Kandla (out of which 6 Oil Jetties are in EPC mode and operated by the Port Authority, while Oil Jetty-05 is operated by Indian Farmers Fertilizer Cooperative Limited (IFFCO) and Oil Jetty-06 is operated by Indian Oil Corporation Limited IOCL) on captive basis. Further, two SPM's are handled by IOCL and one SPM & two Product Jetties are handled by Nayara Energy Limited in Vadinar on Captive use basis (under PPP mode).

DPA has initiated a major expansion plan to develop a Single Buoy Mooring (SPM) to handle high draft VLCC vessels within the Port limits. Hence, DPA is hereby inviting Global Invitation for Expression of Interest (EOI) from the Captive users/operators to submit their model for the proposed development to make the project attractive and techno-commercially feasible.

## 2. Handling of Crude & POL Products in Deendayal Port

Deendayal Port handled 150.15 million metric tonnes per annum (MMTPA) of cargo during the Financial year (FY) 2024-25, which comprised of dry cargo, break bulk cargo, container cargo, and liquid cargo in Kandla, Tuna Tekra and Vadinar.

The below table shows the traffic handled by Oil Jetties at Old Kandla and Vadinar during the financial year 2021-22 to 2024-25

<b>JETTIES</b>	<b>2021-22 (In MMTPA)</b>	<b>2022-23 (In MMTPA)</b>	<b>2023-24 (In MMTPA)</b>	<b>2024-25 (In MMTPA)</b>
<b>Oil Jetties at Old Kandla:-</b>				
Oil Jetty – 1	2.78	3.24	3.09	3.35
Oil Jetty – 2	2.22	1.66	2.42	2.29
Oil Jetty – 3	2.5	2.9	2.4	2.44
Oil Jetty – 4	3	3.55	2.69	2.55
Oil Jetty – 5	2.76	2.77	1.85	2.19
Oil Jetty – 6	2.26	2.63	2.23	2.26
Oil Jetty – 7	0	0.45	2.31	2.8
<b>Total at Old Kandla</b>	<b>15.52</b>	<b>17.2</b>	<b>16.99</b>	<b>17.88</b>
<b>SPM &amp; Product Jetties at Vadinar:</b>				
SBM-I	10.51	12.31	13.69	15.1
SBM-2	13.71	16.02	13.44	11.87
SBM-3	17.94	16.59	20.29	19.65
Product Jetty -1	2.89	4.28	5.09	5.35
Product Jetty -2	8.39	5.67	5.59	5.31
<b>Total at Vadinar</b>	<b>53.44</b>	<b>54.87</b>	<b>58.1</b>	<b>57.28</b>
<b>Traffic handled by DPA</b>	<b>68.96</b>	<b>72.07</b>	<b>75.09</b>	<b>75.16</b>

From the above table, it shows that DPA has handled 17.88 MMTPA of Liquid cargo in Old Kandla and 57.28 MMTPA in Vadinar during the financial year 2024-25.

### 3. Objective of the Project

Setting up of Single Point Mooring (SPM) with allied facilities for VLCC vessels upto 3,00,000 DWT capacity for handling Crude oil off Veera in Gulf of Kutch on Captive basis.

### 4. Scope of the Project

Setting up of Single Point Mooring (SPM) with allied facilities for Captive Users/Operators on BOT basis within the Port Limit of DPA.

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

Name of Project	Setting up of Single Point Mooring (SPM) and allied facilities off Veera in Gulf of Kutch for handling crude oil on Captive (BOT) basis by Deendayal Port Authority
Project Facilities	SPM, Pipeline, Crude Oil Terminal and Allied Facilities
Cargo to be handled	Crude Oil
Location of Single Buoy Mooring (SBM) and Crude Oil Terminal (COT)	Co-ordinates for SPM Latitude: 22°45'15.00"N Longitude: 69°57'0.00"E COT - 500 m north of Land Fall Point (LFP) Co-ordinates of LFP Latitude: 22°54'50.00"N Longitude: 70° 1'30.00"E
Project Capacity (Handling)	9 MMTPA
Length of Pipeline from SPM to Land Fall Point (LFP) & COT	SPM to LFP 19 km (3.25 km inter-tidal), Pipeline from SPM to shore will be laid 5 m below the seabed level.
Design Vessel size	VLCC vessels up to 3,00,000 DWT
Draft of Vessel/ Minimum Depth required for maneuvering	Draft: 22.8 m; Minimum Dredged Depth Required: 28.9 m
Land Area for COT	48 Ha
Fire Fighting Requirements	As per OISD 117 requirements

## 6. Scope of the Project:

- (a) The Subject individual Project(s) shall be developed and operated by the “selected Operator” under Captive use (BOT) basis in line with provisions under the prevalent PDI Policy issued by GOI.
- (b) The Concession period shall be for a period of Thirty (30) Years from the Date of Award, which also includes the Construction Period.
- (c) DPA will provide the common user road upto Veera. The road developed by the Concessioning Authority shall be common user facility and can be used by Concessioning Authority or any other authorized party as and when required.
- (d) Further, the Concessionaire shall develop & operate further road connectivity with necessary infrastructure, to their facility at their cost, time and risk.
- (e) All other statutory clearances **including but not limited to EC from MoEF&CC, CRZ GPCB etc.,** required for construction and operation of the Project shall be the responsibility of the Concessionaire.

## 7. Submission of EOI:

DPA invites ‘**Global Expression of Interest**’ (EOI) from eligible captive users/ developers/operators to handle **crude oil** on Captive use basis under BOT. The EOI is invited to give an opportunity to interested parties to share their views / requirements on the cargo (crude) to be handled at the subject facility & **w.r.t. project structuring** to make the project attractive and techno-commercially feasible.

The EOI may be submitted in response to the suggested pattern of development detailed herein. The potential captive users / developers / operators are welcome to propose alternate development plan, which shall be examined by the DPA, before finalizing the Project structuring. 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 submit all the requisite Annexures duly filled may only be considered invalid unless complete submission of the document with all Annexures.

## 8.1 Schedule of events:

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

1. Release of EOI Advertisement: 22.12.2025. (T – day)
2. Last date & time for EOI Submission: 21.01.2026 upto 16.00 Hrs. (T + 30 day)
3. Time & date of opening of EOI: 22.01.2026 at 16.30 Hrs. (T + 31 day)
4. Concept enlightenment by Applicant: 31.01.2026 to 03.02.2026 (T + 40 day (approx.))

## 8.2 Submission Procedure:

Interested applicants should send their Expression of Interest in the prescribed format with all required information(s) requested at **Annexure-I**, on or before **21<sup>st</sup> January 2026 upto 16:00 Hrs.** in a closed cover duly marked “**Expression of Interest**” for “**Setting up of Single Point Mooring (SPM) and allied facilities off Veera in Gulf of Kutch for handling crude oil on Captive (BOT) basis by Deendayal Port Authority**” and addressed to:

Office of the Chief Engineer

Deendayal Port Authority

Room no. 201, Annex, Administrative Building,

Post Box No. 50, Gandhidham, Kutch, India - 370 201

Mob. No. + 91 94286 82328

Email: [dpaspmvadinar@gmail.com](mailto:dpaspmvadinar@gmail.com)

In addition to the hardcopy being submitted, the applicants shall also submit the soft copy of the documents at the email address [dpaspmvadinar@gmail.com](mailto:dpaspmvadinar@gmail.com).

## **Annexure – I**

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

#### **1. Applicant Details:**

<b>Sr. No.</b>	<b>Description</b>	<b>Details</b>
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	<i>Individual Company / Partnership Company / Central/State Public Sector Undertakings (PSUs) / Trust / Others</i>
3.	Registered Address, telephone No., fax no. e-mail ID, website	
4.	Contact Person, Designation and address including contact no. and e-mail ID along with Authority Letter	
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 seeking interest in the project	



## 2. Project Inputs:

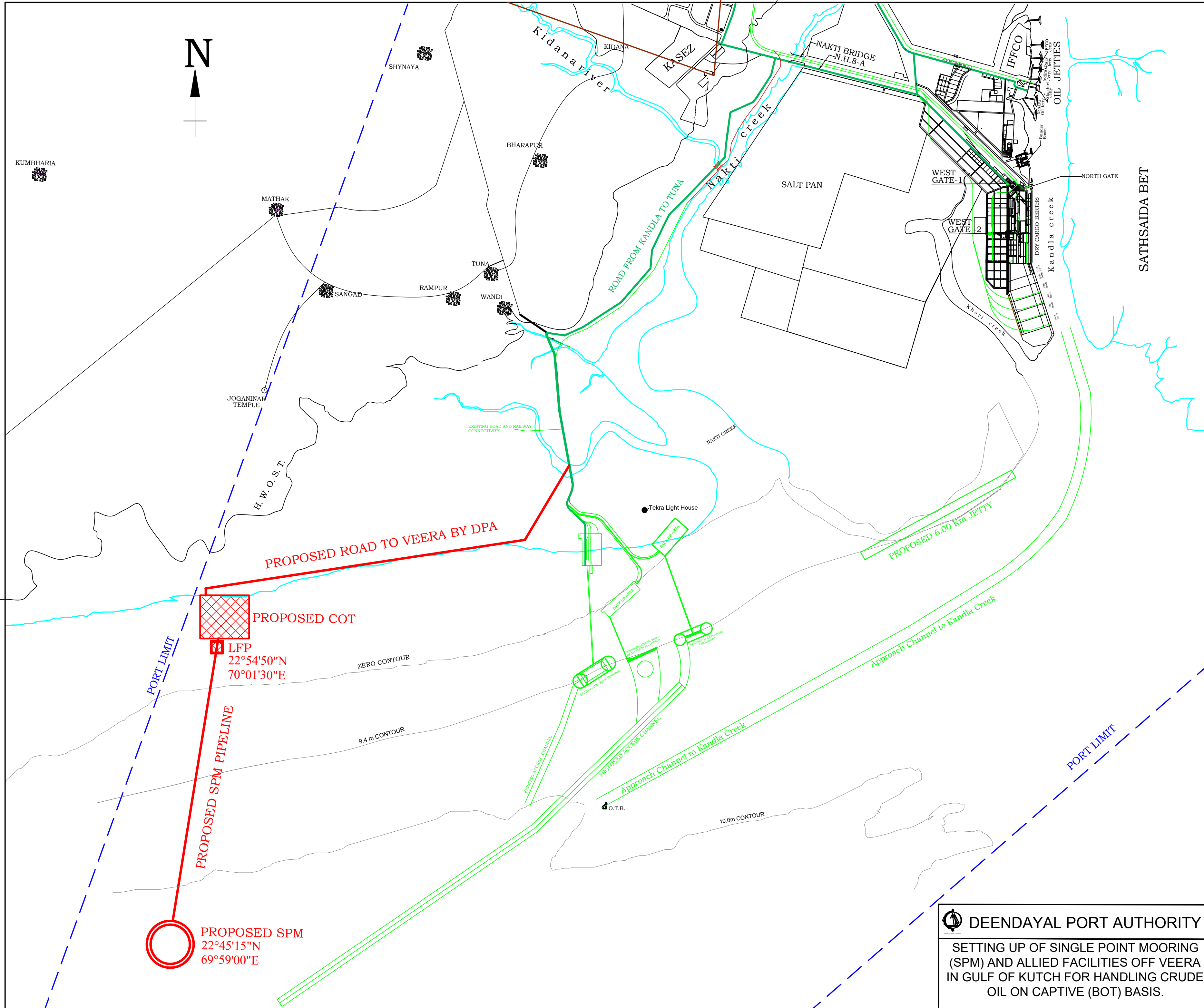
Sr. No.	Description	Details
<b>Technical Inputs</b>		
1.	Mode of operation	Captive Use basis under BOT mode
2.	Envisaged Handling Capacity per year	
3.	Expected traffic of the envisaged cargo to be handled during the Concession Period.	
4.	Details of Existing / Proposed Refinery with Capacity and allied facilities	
(a)	If existing Refinery, Presently, how it is being feeded.	
(b)	If new Refinery is proposed, anticipated year of Commencement	
5.	Details of SBM to be taken up	
6.	Details of Tank Farms at COT to be taken up	
7.	Phases of development, if any.	
8.	Detailed list of Equipment required for handling the required cargo	
(a)	At SPM	
(b)	At COT area	
(c)	For Pipeline	
9.	Backup area required (elaboration with any required additional infrastructures, if any)	
(a)	Whether Storage area required for Crude (Yes/ No)	
(b)	If 9 (a) is 'Yes', then how much dimension shall be used and it's tentative layout plan.	
(c)	If 9 (a) is 'No', then how shall traffic be handled in future in case of reaching to optimum capacity without own storage.	
(d)	Area required for ancillary backup facilities such as road, buildings, etc.	


10.	Expected Dwell Time and Respective Storage Area Requirement.	
11.	Required Statutory/ non-Statutory Clearances.	
12.	Required years of Concession including Construction period	(Concession Period is envisaged to be 30 years)
13.	Construction period required to operationalize the Project.	
<b>Miscellaneous</b>		
14.	Any other relevant details required for project	
15.	Any other input/suggestion which shall formulate better Project structuring	

**Note:** The EOI applicant may kindly be informed that subsequent to this EOI stage, the applicant may require to submit the Feasibility Report of the subject Project as envisaged by them, in line with the prevailing PDI Policy, issued by GoI and hoisted at DPA website.

## **Annexure - II**

### **Tentative Drawing of the Subject Facility**



 **DEENDAYAL PORT AUTHORITY**

SETTING UP OF SINGLE POINT MOORING (SPM) AND ALLIED FACILITIES OFF VEERA IN GULF OF KUTCH FOR HANDLING CRUDE OIL ON CAPTIVE (BOT) BASIS.