

DEENDAYAL PORT AUTHORITY										
MECHANICAL ENGINEERING DEPARTMENT										
Global Invitation for qualification for “Development, Operation & Maintenance of Berth No. 15 & 16 for Handling Multipurpose Cargo (Clean Cargo) and Containers at Kandla on DBFOT Basis under PPP Mode.”										
Addendum No. 04 to RFQ invited vide Tender No: MS/WK/954, dated 31.12.2025.										
Date: 25.02.2026										
Sr. No	RFQ Clause	Section Name	Clause as per Addendum No.3 to RFQ			Revised Clause - To be read as follows				
1.	1.1.1. (Page No.10)	Introduction (Background)	<b>Rationale of the Project</b> DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities, in order to attract good volume of cargo at Kandla and maintain cleanliness at the port as well, which would be better for the Port in long term, envisage and proposes to undertake Development, Operation & Maintenance of Berth No. 15 & 16 for handling Multipurpose Cargo (Clean Cargo) and Containers facilities at Kandla on DBFOT Basis under PPP mode, and has decided to carry out the bidding process for selection of the bidder to whom the Project may be awarded. Brief particulars of the Project are as follows:			<b>Rationale of the Project</b> DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities, in order to attract good volume of cargo at Kandla and maintain cleanliness at the port as well, which would be better for the Port in long term, envisage and proposes to undertake Development, Operation & Maintenance of Berth No. 15 & 16 for handling Multipurpose Cargo (Clean Cargo) and Containers facilities at Kandla on DBFOT Basis under PPP mode, and has decided to carry out the bidding process for selection of the bidder to whom the Project may be awarded. Brief particulars of the Project are as follows:				
			Name of the Project	Optimal Capacity (In Million TEUs Per Annum) TEU	Optimal Capacity (In Million Metric Ton Per Annum) MMTPA	Project Cost (In Rs. Crore)	Name of the Project	Optimal Capacity (In Million TEUs Per Annum) TEU	Optimal Capacity (In Million Metric Ton Per Annum) MMTPA	Project Cost (In Rs. Crore)
			Development, Operation & Maintenance of Berth No.	0.05 TEU for Containerized Cargo	20.26 MMTPA for Multipurpose Clean	964	Development, Operation & Maintenance of Berth No.	0.05 MTEU for Containerized Cargo	17.75 MMTPA for Multipurpose Clean	964

			15 & 16 for Handling Multipurpose Cargo (Clean Cargo) and Containers at Kandla on DBFOT Basis under PPP Mode.		cargo		15 & 16 for Handling Multipurpose Cargo (Clean Cargo) and Containers at Kandla on DBFOT Basis under PPP Mode.		cargo	
			The total quay length is 600 meters, which can accommodate 2 vessels simultaneously. Berth Nos. 15 & 16 have been recently constructed and are presently operational. The mechanization of Berth 15 & 16 envisages with Fully Mechanised Salt Export Handling Facility and Mechanised Fertilizer handling and Storage along with Mechanized Bagging, and Wagon Loading Facilities. Apart from this, it also envisages that the concessionaire may handle other multipurpose clean cargo like timber, project cargo, food grains, etc. and container cargos, at an estimated project cost of ₹ 964 Crores. The facility shall have the capacity to cater <b>Multipurpose Clean cargo of 20.26 MMTPA and Container cargo of 0.05 million TEUs i.e. total cargo of 21.00 MMTPA.</b> The implementation period for the complete project facility is reckoned in 24 months from the date of award of Concession.				The total quay length is 600 meters, which can accommodate 2 Panamax vessels simultaneously. Berth Nos. 15 & 16 have been recently constructed and are presently operational. The mechanization of Berth 15 & 16 is proposed with Fully Mechanised Salt Export Handling Facility and Mechanised Fertilizer handling and Storage along with Mechanized Bagging, and Wagon Loading Facilities. Apart from this, it is also envisaged that the concessionaire may handle other multipurpose clean cargo like timber, project cargo, food grains, etc. and container cargos. The estimated project cost for “Development, Operation & Maintenance of Berth No. 15 & 16 for Handling Multipurpose Cargo (Clean Cargo) and Containers at Kandla on DBFOT Basis under PPP Mode” is ₹964 Crores. The facility shall have the capacity to cater <b>Multipurpose Clean cargo of 17.75 MMTPA and Container cargo of 0.05 million TEUs i.e. total cargo of 18.50 MMTPA.</b> The implementation period for the complete project facility is reckoned in 24 months from the date of award of Concession.			
2.	1.1.1. (Page No.10-11)	<b>Introduction (Background)</b>	<b>BRIEF DETAILS OF THE PROPOSED PROJECT</b>  The main components of the Project which shall be constructed by the Concessionaire /PPP operator are: The proposed Project shall be developed in a single Phase. The concessionaire shall equip the Berth No.15 & 16 and develop the backup area, equipment and allied facilities by the end of 24 <sup>th</sup> Month from the date of Award of Concession				<b>BRIEF DETAILS OF THE PROPOSED PROJECT</b>  The main components of the Project which shall be constructed by the Concessionaire /PPP operator are: The proposed Project shall be developed in a single Phase. The concessionaire shall equip the Berth No.15 & 16 and develop the backup area, equipment and allied facilities by the end of 24 <sup>th</sup> Month from the date of Award of Concession			

			<p>The Project involves but not limited to:</p> <ul style="list-style-type: none"> <li>- Mechanized Dry Bulk handling equipment i.e. Stacker, Reclaimer, Conveyor system (yard conveyors, transfer towers, and gallery structures), Shiploader and Truck Unloading Hooper etc. along with development of Cargo yard.</li> <li>- Multipurpose handling equipment's i.e., Mobile Harbor Crane, Conveyor system (Jetty to Bagging Plant/covered storage shed conveyors, transfer towers, and gallery structures) Fork lifter, Payloaders, Dozier, Hoppers, Grabs, Trailers, weighbridges etc. Along with the development of Cargo yard, Storage shed, Bagging- stitching, Wagon Loading Machine and additional Rail Siding.</li> <li>- Container handling equipment's i.e., RTGCs, Tractor trailers, Reach Stackers, MUV Vehicle etc. along with development of Container Stacking yard.</li> <li>- And ancillary facilities like the Terminal Building, gate complex, Work Stations, Internal Road Infrastructure, Drainage System, Fire-fighting Systems, Power Supply, Water Supply, Communication System etc. to the required extent for the Project.</li> </ul> <p>The existing assets of the berth-15 &amp; 16 shall be handed over to the concessionaire on "as-is-where is" basis, which Includes 2 no. of HMC'. The complete list of existing assets and related terms &amp; conditions shall be informed in the later stage.</p> <p>Facility planning has been undertaken in line with the market demand anticipated. Civil infrastructure and equipment are planned taking into account the latest developments in similar terminal/ ports worldwide. The proposed Project shall be developed in single phase with a duration of 24 months.</p>	<p>The Project involves but not limited to:</p> <ul style="list-style-type: none"> <li>- Mechanized Dry Bulk handling equipment i.e. Stacker, Reclaimer, Conveyor system (yard conveyors, transfer towers, and gallery structures), Shiploader and Truck Unloading Hooper etc. along with development of Cargo yard.</li> <li>- Multipurpose handling equipment's i.e., Mobile Harbor Crane, Conveyor system (Jetty to Bagging Plant/covered storage shed conveyors, transfer towers, and gallery structures) Fork lifter, Payloaders, Dozier, Hoppers, Grabs, Trailers, weighbridges etc. Along with the development of Cargo yard, Storage shed, Bagging- stitching, Wagon Loading Machine and additional Rail Siding.</li> <li>- Container handling equipment's i.e., RTGCs, Tractor trailers, Reach Stackers, MUV Vehicle etc. along with development of Container Stacking yard.</li> <li>- And ancillary facilities like the Terminal Building, gate complex, Work Stations, Internal Road Infrastructure, Drainage System, Fire-fighting Systems, Power Supply, Water Supply, Communication System etc. to the required extent for the Project.</li> </ul> <p>The existing assets of the berth-15 &amp; 16 shall be handed over to the concessionaire on "as-is-where is" basis. The complete list of existing assets and related terms &amp; conditions shall be informed in the later stage.</p> <p>Facility planning has been undertaken in line with the market demand anticipated. Civil infrastructure and equipment are planned taking into account the latest developments in similar terminal/ ports worldwide. The proposed Project shall be developed in single phase with a duration of 24 months.</p>
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The following amendment is made as:

<b>Sr. No</b>	<b>Events</b>	<b>Dates as per Addendum No. 2 to RFQ</b>	<b>Revised Dates as per Addendum No. 4 to RFQ to be read as</b>
1	Last date for receiving queries	23.02.2026	28.02.2026

Note: All other contents of the RFQ documents remain unchanged until and unless notified by the Authority.

Sd/-  
Chief Mechanical Engineer  
Deendayal Port Authority