

DEENDAYAL PORT AUTHORITY

Name of the Project: "Development, Operation & Maintenance of Berth No. 15 & 16 for Handling Multipurpose Cargo (Clean Cargo) and Containers at Kandla on DBFOT Basis under PPP Mode". (RFQ No. MS/WK/954 Dt.31.12.2025)

DPA's Response/Clarifications to the queries raised by the prospective applicants for the Pre Application Conference of the RFQ document held on 13.03.2026

Sr. No.	RFQ Document & Addendum Reference (Clause/Page no.)	Related Para	Queries	Reply to the Queries
1	<p>CL. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>A. Queries on Project Scope & Cargo Mix</p> <p>Mandatory Container Handling Requirement</p> <p>As per the revised RFQ/addenda, the project primarily envisages mechanized handling of multipurpose clean cargo (salt/fertilizer) with limited container capacity. Kindly clarify whether development of container handling infrastructure is mandatory, or whether the Concessionaire may focus primarily on multipurpose clean cargo based on market demand.</p>	<p>The following amendment is made for the subject project:</p> <p>Project name to be read as "Development, Operation & Maintenance of Berth no. 15 & 16 for handling Multipurpose Clean Cargo at Kandla on DBFOT basis under PPP Mode."</p> <p>Project Capacity to be read as "The facility shall have the capacity to cater Multipurpose Clean cargo of 17.75 MMTPA."</p> <p>The proposed facility shall include mechanized system for handling Salt (export), fertilizers (including</p>

				<p>storage, bagging and wagon loading), and other clean cargo such as iron & steel product, sugar, timber, project cargo, Food grains, etc.</p> <p>The Concessionaire shall not handle liquid, hazardous, containerized or polluting cargo.</p> <p>Any addition of new categories of shall be subject to prior approval of Concessioning Authority and compliance with applicable Environmental and Statutory Regulation.</p> <p>Also, please refer the addendum no. 06.</p>
2	<p>CL. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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</p>	<p>A. Queries on Project Scope & Cargo Mix</p> <p>Flexibility in Cargo Mix</p> <p>Whether the Concessionaire will have the flexibility to decide the cargo mix between clean cargo and containers during the concession period based on commercial viability and market demand.</p>	<p>Please refer the clarification at Sr. No. 1 above.</p>

		months.....		
3	-	-	A. Queries on Project Scope & Cargo Mix Minimum Guaranteed Throughput (MGT) Kindly clarify whether the MGT will be specified separately for different cargo categories or cumulatively for total throughput.	The detail shall be provided in RFP stage.
4	Cl. No. 1.1.4 at Sr. no. 6 of Addendum No. 3 (Pg. 5)	Indicative capital cost of the Project (the “Estimated Project Cost”) will be revised and specified in the Bidding Documents of the Project. The assessment of actual costs, however, will have to be made by the Bidders. For the purpose of this RFQ, the Estimated Project Cost stands as Rs. 964 Crore.	B. Queries on Project Cost & Investment Estimated Project Cost (₹964 Crore) The revised RFQ indicates an estimated project cost of ₹964 Crore. Kindly clarify whether this investment is mandatory in full or indicative, and whether the Concessionaire may optimize capital expenditure based on detailed engineering and traffic projections.	Clause of RFQ document (including Addendums) holds good. The Concessionaire has to develop the Project facilities and Services as per the requirement of DCA which will be issued at RFP stage.
5	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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	B. Queries on Project Cost & Investment Phased Development Although the project is to be completed within 24 months, can the Concessionaire propose phased deployment of equipment aligned with traffic ramp-up.	Clause of RFQ document (including Addendums) holds good.

		months.....		
6	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	B. Queries on Project Cost & Investment Existing Assets (As-Is-Where-Is Basis) Kindly provide detailed inventory and condition of assets to be handed over (including HMCs, civil infrastructure, utilities, etc.) and clarify whether refurbishment/repair costs shall be entirely under the Concessionaire's scope.	Please refer Addendum No. 4 in conjunction with clarification at Sr. no. 1. The details shall be provided in RFP stage.
7	-	-	C. Technical & Operational Clarifications Dredging Responsibility Whether capital and maintenance dredging up to required draft will be under the scope of the Concessionaire or the Port Authority.	The Capital dredging and maintenance dredging of Berth, channel & turning circle shall be carried out by Authority.
8	-	-	C. Technical & Operational Clarifications Rail & Road Connectivity Clarify whether existing rail connectivity is available up to the berth/back-up area and whether development of additional rail siding (if required) is under the Concessionaire's scope.	Both the existing berth no. 15 & 16 are already having Railway siding up to berth with escape route and also, having OHE up to the boundary. However, the additional requirement for Project facility, if any, shall be developed by the Concessionaire based on the project requirement.
9	Cl. No. 1.2.9	Concessionaire shall fix the Tariff based on market	C. Technical & Operational Clarifications	Tariff shall be fixed in accordance

	(Pg. 14)	conditions and on such other conditions, if any, as may be notified and made applicable by a competent authority, under the provisions of the MPA Act.	Tariff Freedom As per RFQ provisions, tariffs may be determined based on market conditions. Kindly confirm whether any regulatory ceiling or framework under the MPA Act will apply.	with the applicable Tariff Guidelines for PPP Operators dated 21.12.2021, as amended from time to time.
10	Cl. No. 1.2.8 (Pg. 14)	Bids will be invited for the Project on the basis of royalty to the Authority (the "Royalty") quoted by a Bidder for award of the concession. The concession period shall be pre-determined, and will be indicated in the draft Concession Agreement forming part of the Bidding Documents. The Royalty shall constitute the sole criteria for evaluation of Bids. The Project shall be awarded to the Bidder quoting the highest Royalty. In this RFQ, the term "Highest Bidder" shall mean the Bidder who is offering the highest Royalty	C. Technical & Operational Clarifications Royalty Structure Whether royalty is to be quoted on per MT/TEU basis or as a revenue share. Also clarify whether any minimum royalty obligation applies irrespective of traffic.	The details shall be provided in RFP stage.
11	-	-	C. Technical & Operational Clarifications Utilities & Common Infrastructure Clarify the responsibility and applicable charges (if any) for power supply, water supply, firefighting systems, security, and the use of common port infrastructure.	The details shall be provided in RFP stage.
12	-	-	D. Concession & Commercial Terms Concession Period Commencement	The concession period of 30 years shall be commenced from the Date of Award of Concession.

			Whether the concession period of 30 years shall commence from the Appointed Date or from Commercial Operation Date (COD).	
13	-	-	D. Concession & Commercial Terms Change in Law Protection Whether provisions for Change in Law impacting project viability will be included in the Concession Agreement.	The details shall be provided in RFP stage.
14	-	-	D. Concession & Commercial Terms Exclusivity Clause Whether any exclusivity will be provided for handling specific cargo (clean cargo/containers) within DPA limits during the concession period.	The details shall be provided in RFP stage.
15	-	-	D. Concession & Commercial Terms Exit & Substitution Rights Whether substitution rights for lenders and exit provisions for equity investors will be incorporated in the Concession Agreement.	The details shall be provided in RFP stage.
16	-	-	E. Environmental & Statutory Approvals Existing Environmental Clearances Whether existing environmental approvals cover the proposed scope (including	The details shall be provided in RFP stage.

			mechanised bulk handling and limited container operations), or whether fresh approvals will be required by the Concessionaire.	
17		-	Land Lease Terms Clarify whether the back-up land (approx. 43.40 Ha) will be provided as part of the concession, and whether lease rentals are included within royalty or payable separately.	The details shall be provided in RFP stage.
18	Cl. No. 2.2.2. (Pg. 18) Sr. no. 8 of Addendum No. 3 (Pg. 8)	...To be eligible for pre-qualification, an Applicant shall fulfil the following conditions of eligibility: ...	“Whether Threshold Technical Capacity of ₹1,927.71 crore applies only to Clause 2.2.2(A)(iii) or collectively to clauses (i), (ii) and (iii).”	Clause of RFQ document (including Addendums) holds good.
19	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	<i>Development, Operation & Maintenance of Berth no. 15 & 16 for handling Multipurpose Cargo (Clean cargo) and Container Cargo at Kandla on DBFOT basis under PPP Mode, for handling clean cargo viz. Iron & Steel products, Food grains, Sugar, Rice, Salt, Silica clay, Project cargo etc.”</i> We understand that the Port Authority has permitted handling of all type fertilizer at Berths 15 and 16. Kindly confirm.	Please refer the clarification at Sr. No. 1 above.

20	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>Kindly confirm whether handling of all types of liquid cargo, chemicals by the Bidder is permitted, with provision of supporting infrastructure including pipelines up to the berth and tankages at the back-up yard.</p>	<p>Please refer the clarification at Sr. No. 1 above.</p>
21	-	-	<p>Please confirm what is the maximum DWT of the vessel that can be handled at Berth 15 or 16 along with the Vessel dimensions and maximum draft.</p>	<p>The berth is designed for vessels up to 75,000 DWT with a max. permissible draft of 14.5 m (CD), subject to tidal conditions, UKC requirements, and applicable port regulations.</p>
22	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>Kindly provide the Railway Network Scheme as planned by the Port Authority. In this regard, please clarify the following:</p> <ul style="list-style-type: none"> • Whether rake placement is envisaged through pull or push operation. • Whether an escape line is available. • We presume that no Overhead Electrification (OHE) is available; kindly confirm. • Request the Authority to kindly share the rake placement and evacuation modality. 	<ul style="list-style-type: none"> • Both the existing berth no. 15 & 16 are already having Railway siding with escape route. • Yes, available. • OHE line is available up to boundary of both the berths. • Concessionaire has to deal with all the aspects based on operational requirement. However, future expansion or augmentation plans apart from

			Further, it is understood that there is only one main rail line catering both incoming & outgoing rakes to all seven (07) berths. Kindly clarify the future expansion or augmentation plans of the Port to avoid operational congestion.	common infrastructure shall be made by the concessionaire. The common infrastructure shall be done by authority based on the feasibility report.
23	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	Will the Bidder be allowed to plan additional rail track as per their loading plan like Extension of a Third line at Berth No. 16? Kindly confirm.	Please refer the clarification at Sr. no. 22 above.
24	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	Kindly confirm whether the Bidder is permitted to consider ship unloaders/ loaders. Are tracks available/ berth design for laying such tracks and if so their design capacities.	Bidder may consider ship-loader / unloader in line with the available rail pockets on respective berth. However, the applicant shall carry out site visit to acquainting with site condition.

25	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>We request the Authority to kindly provide details on power availability at the project site, including the available voltage level, switchyard capacity, and the location of the nearest power tapping point.</p>	<p>Presently the berth 15 is having source of power supply of 11 KV with capacity up to 2 MW. Further, based on the requirement of the project, Concessionaire shall draw the required power from nearest 66/11 KV Sub-station available at West Gate-2.</p> <p>The further detail shall be provided in RFP stage.</p>
26	-	-	<p>Kindly confirm whether valid Environmental Clearance (EC) is available for Berths 15 and 16, and to handle cargo as specified in Sl. 01 and 02, specifically for all types of fertilizer and liquid cargo along with chemicals.</p>	<p>The details shall be provided in RFP stage.</p>
27	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>It is presumed that both Import and Export are allowed at these Berths, kindly confirm.</p>	<p>Yes.</p>

28	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	Can Authority share with the Cargo wise details, handled on these Berths for the Bidder to Plan. Or can at this stage the TEFR be shared?	The details shall be provided in RFP stage.
29	Cl. No. 1.1.4 at Sr. no. 6 of Addendum No. 3 (Pg. 5)	Indicative capital cost of the Project (the “Estimated Project Cost”) will be revised and specified in the Bidding Documents of the Project. The assessment of actual costs, however, will have to be made by the Bidders. For the purpose of this RFQ, the Estimated Project Cost stands as Rs. 964 Crore.	This cost of Rs. 733 crores seems to be on much higher side in comparison to the estimate cost of Rs. 169.26 crore provided in the RFQ document for Berth no. 13. Kindly share basis and break of the estimated cost.	Please refer the clarification at Sr. No. 1 above. The detail equipment/machineries considered for the subject project along with the breakup estimated cost shall be provided in RFP stage.
30	Cl. No. 2.2.2 (A) (i) (Pg. 18)	In technical capacity (i) it has been mentioned as “paid for, or received payments for, construction of eligible project(s) and for Operation of eligible projects under category 3, whereas at Chapter 3, 3.2.1. Category 3, it is mentioned as, “Construction experience and/or operation experience on Eligible projects in Port sector that qualify under clause 3.2.4.	The words “and for” used in 2.2.2A (i) may be corrected as “ and / or ” in line with para 3, Category 3 i.e. “paid for, or received payments for, construction of Eligible Projects(s) and / or for Operation of Eligible Projects under Category 3”.	Clause of RFQ document (including Addendums) holds good.
31	Cl. No. 2.2.3 at Sr. no. 10 of Addendum No. 3	O&M Experience: The Applicant shall, in the case of a Consortium, include a Member who shall subscribe and continue to hold at least 10% (ten	It is understood that this para is applicable to those applicants claiming experience under Category 1 only and not for other	Clause of RFQ document (including Addendums) holds good.

	(Pg. 5)	percent) of the subscribed and paid up equity of the SPV for a period of 5 (five) years from the date of commercial operation of the Project, and has either by itself or through its Associate, experience of 5 (five) years or more in operation and maintenance (O&M) of Category 1 projects specified in Clause 3.2.1, which have an aggregate capital cost equal to Rs. 733 Crores (Indian Rupees Seven Hundred and Thirty-Three Crore Only).	applicant claiming experience under category other than 1, this may be confirmed.	
32	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	We kindly request clarification on whether the concessionaire is permitted to handle all types and modes of containers in addition to IMPEX containers. Empty containers, Transshipment containers, Containers for coastal movement. Any other category or mode of container traffic is allowed to handle	Please refer the clarification at Sr. No. 1 above.
33	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........Facility planning has been undertaken in line with the market demand anticipated. Civil infrastructure and equipment are planned taking into	We kindly request you to provide cargo-wise and quantity-wise throughput details handled at Berth 15 and Berth 16, respectively for Last three (3) Financial Years	The detail for the available last two financial years is enclosed at "Annexure-1".

	Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	account the latest developments in similar terminal/ports worldwide. The proposed Project shall be developed in single phase with a duration of 24 months.....		
34	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	Certain cargoes such as Iron & Steel Products, Food Grains, Sugar, Rice, Salt, Silica Clay, Project Cargo, etc., have been mentioned under "Multipurpose (Clean Cargo). we kindly request you to clarify the complete list of cargo categories/items that are permitted to be handled under the classification "Multipurpose (Clean Cargo)".	Please refer the clarification at sr. no. 1 above.
35	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	We kindly request your confirmation regarding the flexibility available to the concessionaire in developing and operating the project across both berths. Develop and operate both berths exclusively for container handling or Develop and operate both berths exclusively for Multipurpose (Clean Cargo) Adopt any combination of Containers and Multipurpose (Clean Cargo) across the two berths	Please refer the clarification at Sr. No. 1 above.
36	-	-	We request you to kindly clarify whether there are any restrictions or limitations	Please refer the clarification at Sr. no. 21 above.

			applicable to vessels calling at the subject berths.	
37	Cl. No. 1.1.4 at Sr. no. 6 of Addendum No. 3 (Pg. 5)	Indicative capital cost of the Project (the “Estimated Project Cost”) will be revised and specified in the Bidding Documents of the Project. The assessment of actual costs, however, will have to be made by the Bidders. For the purpose of this RFQ, the Estimated Project Cost stands as Rs. 964 Crore.	We understand that the capex is INR 733 Cr. We request Authority to provide the detailed breakup of capex and year of estimation.	Clause of RFQ document (including Addendums) holds good. The details shall be provided in RFP stage.
38	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	Please clarify whether any existing civil, mechanical, electrical or utility assets at Berth 15 & 16 will be handed over. Please share the list or details of these assets.	The details shall be provided in RFP stage.
39	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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	Please provide the details of the envisaged numbers of equipment for the project.	The details shall be provided in RFP stage.

	(Pg. 1 & 2)	developed in single phase with a duration of 24 months.....		
40	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	What is the condition of the back yard-hard stand / paved or unpaved or bare land?	Please refer Clause 2.5 of RFQ document. The details shall be provided in RFP stage.
41	-	-	Please confirm that capital dredging and maintenance dredging of berth pocket, approach channel and turning circle shall be under Authority scope.	Please refer the clarification at Sr. no. 7 above.
42	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	We request Authority to provide road connectivity till project boundary. Please clarify whether railway connectivity exists near the backup area and whether internal railway siding development, if required, is under Concessionaire scope.	The road connectivity for common users is already available. For railway facility kindly refer the clarification at sr. no. 22 above.

43	-	-	As the berth is operational, we request Authority to please share the CTO for the berth which help to understand the cargo allowed to handle at the berth.s	The details shall be provided in RFP stage.
44	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>	What is the permissible LOA of the vessel which can be berthed?	<p>The combined length of both the berths is around 600m. The individual berth is designed to accommodate vessels up to 75,000 DWT with a max. permissible draft of 14.5 m (CD), subject to tidal conditions, UKC requirements, and applicable port regulations.</p> <p>The Concessionaire free to select any vessels to suit the berth lengths, with a max. permissible draft of 14.5 m (CD), subject to tidal conditions, UKC requirements & applicable port regulations and as per their installed on-shore infrastructure.</p> <p>For this if any strengthening or any additional works is required the same shall be carried out by the Concessionaire at their cost.</p>

45	-	-	Please provide details of Minimum Guaranteed Cargo (MGT) proposed for the project.	The details shall be provided in RFP stage.
46	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	We request Authority to please share the details of the last 5-years berth wise commodity wise traffic which will help us to better understand the competitive landscape and future cargo demand.	Please refer the clarification at Sr. no. 33 above.
47	-	-	We request the authority to provide the following studies with regards to Project site: - DPR /Techno-feasibility reports - Soil investigation studies - Bathymetry studies - Traffic studies - Any other studies conducted in this regard.	The berths are operational. The available details shall be provided in RFP stage.
48	-	-	We are planning to attend the Pre-Application Conference in person at the venue. However, couple of our team members may also like to join virtually. Hence, we kindly request you to share the	The same has already been communicated.

			VC link for the meeting to facilitate their participation. Also, this may help in case of any exigency or change of travels plans of the participants also.	
49	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	Subject Project Berths No. 15 & 16 were previously operational under PPP for handling Multipurpose cargo (other than liquid and container cargo), which were handed over by the Concessionaire to DPA post termination process. Presently, DPA is carrying out the cargo handling operation at berths No. 15 & 16.	The Authority is requested to clarify the following: - The reasons leading to termination of the previous PPP concession for Berths No. 15 & 16. - The period during which DPA has been operating Berths No. 15 & 16 post takeover.	Not relevant.
50	-	-	We request the authority to provide the following studies with regards to the Project: - Techno-feasibility reports (TEFR) - Traffic Studies conducted for assessing future - Soil investigation studies - Bathymetry studies	The berths are operational. However, the queries shall be provided/clarified in RFP stage.
51	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........Facility planning has been undertaken in line with the market demand anticipated. Civil	Kindly provide detailed Project assets to be provided by the authority in terms of: - Berth Area - Stackyard area - Any construction/works undertaken by authority	The details shall be provided in RFP stage.

	Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	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.....	- Coordinates of terminal limits - Drawings and Plans of the Proposed berth recommended - Proposed rail and road connectivity - Other Project Assets/Area to be provided	
52	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	DPA currently handles approximately 48 million tonnes of clean cargo and around 475,000 TEUs of container traffic – Request the authority to provide berth wise and commodity wise distribution of listed 5 Year traffic	Please refer the clarification at Sr. No. 1 above.
53	Cl. No. 1.1.4 at Sr. no. 6 of Addendum No. 3 (Pg. 5)	Indicative capital cost of the Project (the “Estimated Project Cost”) will be revised and specified in the Bidding Documents of the Project. The assessment of actual costs, however, will have to be made by the Bidders. For the purpose of this RFQ, the Estimated Project Cost stands as Rs. 964 Crore.	The authority is requested to provide a brief breakdown of Capital costs expected	The details shall be provided in RFP stage.
54	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........Facility planning has been undertaken in line with the market demand anticipated. Civil	The authority is requested to provide the methodology for calculation of optimal capacity for containers and multi-purpose cargo Further, It is understood that the 0.60 Million TEU for containers and 5.08 MMTPA	Please refer the clarification at Sr. No. 1 above.

	Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	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.....	of multipurpose cargo capacity is indicative and can be altered and modified as per the concessionaire's internal assessments Kindly confirm whether the concessionaire can choose to develop as an exclusive container terminal or as an exclusive multipurpose (clean cargo) handling terminal	
55	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	The Authority is requested to clarify Whether the concessionaire is free to design and install cargo handling equipment and storage spaces based on own internal assessments	The concessionaire is free to design and install cargo handling equipment and storage spaces based on own internal assessments subjected to compliance of provisions of Concession Agreement.
56	-	-	Whether 14.5-meter draft includes tidal variation – if so, what is the tidal variation included. Considering that Container vessel berthed on fixed window basis, there should not be any waiting.	Please refer the clarification at Sr. No. 1 above.
57	-	-	Request the authority to confirm that the maintenance dredging and any future capital dredging shall be carried out by Authority at its costs.	Please refer the clarification at Sr. no. 7 above.

58	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The total quay length is 600 meters, which can accommodate 2 Panamax vessels simultaneously...</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>Kindly clarify the following:</p> <ul style="list-style-type: none"> - We understand each berth can accommodate a 300m LOA vessel. As 600 mtrs quay length is contiguous length, there may be possibility that 2 vessel up to 600 LOA in totality (1 vessel may be larger & other is smaller) can be berthed? - Two 300m LOA vessels can be berthed simultaneously along both berths - Kindly specify the max. specification of vessels that can berthed at this terminal - Whether, 6,000 TEU vessel/ 75,000 DWT vessels are considered as restriction due to technical issue? Or there is possibility to berth bigger DWT vessel with draft -14.5 mtrs. 	<p>Please refer the clarification at Sr. no. 44 above.</p>
59	Pg 10, RFQ	<p>The implementation period for the complete project facility is reckoned in 18 months from the date of award of Concession</p>	<p>May the authority kindly share the development/implementation schedule envisaged.</p> <p>Given the lead time involved in procurement, installation, and commissioning of major equipment and facilities, the Authority is requested to consider allowing a longer implementation period of ~ 30 months.</p>	<p>Clause of RFQ document (including Addendums) holds good.</p>
60	Cl. No. 1.1.1 (Pg. 8)	<p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where</p>	<p>- Kindly clarify any repairs and maintenance works required to existing</p>	<p>The details shall be provided in RFP stage.</p>

	<p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & conditions shall be informed in the later stage....</p>	<p>berths shall be borne by the authority before handover</p> <p>- With respect to existing project assets – it is understood that any damages/ 3rd party claims/ disputes etc. shall be resolved by the authority before handover</p>	
61	<p>Cl. No. 1.2.8 (Pg. 14)</p>	<p>Bids will be invited for the Project on the basis of royalty to the Authority (the "Royalty") quoted by a Bidder for award of the concession. The concession period shall be pre-determined, and will be indicated in the draft Concession Agreement forming part of the Bidding Documents. The Royalty shall constitute the sole criteria for evaluation of Bids. The Project shall be awarded to the Bidder quoting the highest Royalty.</p>	<p>The Authority is requested to clarify the basis and methodology for quoting the "Royalty," including whether the same is to be quoted on a per MT of EXIM cargo basis or Royalty on Per TEU of EXIM cargo basis. Further, the conversion factor for FEU, Transshipment, Coastal container & RO-RO is not provided.</p>	<p>Please refer the clarification at Sr. No. 1 above.</p> <p>The details shall be provided in RFP stage.</p>
62	<p>Cl. No. 1.2.9 (Pg. 14)</p>	<p>Concessionaire shall fix the Tariff based on market conditions and on such other conditions, if any, as may be notified and made applicable by a competent authority, under the provisions of the MPA Act.</p>	<p>It is understood that Tariff Guidelines for the PPP operator (Concessionaire) dated 21.12.2021 and amendments issued from time to time shall have to be followed, please confirm.</p>	<p>Please refer the clarification at Sr. no. 9 above.</p>
63	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The total quay length is 600 meters, which can</p>	<p>The Concessions Authority is requested to convey any possibility to expand the facility (both quay lengthwise (~ 100 to 200 mtrs) and area wise) based on performance and sustainability or vessel requirement.</p>	<p>No.</p>

	(Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	accommodate 2 Panamax vessels simultaneously.... The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & conditions shall be informed in the later stage.... 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.....		
64	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	The Authority is requested to provide last 5 Years berth wise commodity wise traffic at berth 15 and 16.	Please refer the clarification at Sr. no. 33 above.
65	-	-	1) Whether the authority is planning	The details shall be provided in RFP

			<p>projects of similar nature in the future?</p> <p>2) The authority is also requested to provide details regarding forthcoming PPP/development project planned along with the anticipated timelines of implementation</p> <p>3) Any restrictions (cargo related or berthing preferences) applicable to conducting operations at the berths due to contractual obligations associated to competing facilities</p>	stage.
66	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>Please provide the negative list of Cargo – listing cargo/commodities NOT ALLOWED to be handled at the berth. This will form the basis for our assumption that we can handle any cargo that is ‘not part of the negative list’</p>	<p>Please refer the clarification at Sr. no. 1 above.</p>

67	-	-	<p>1) Whether the available Rail Connectivity shall be exclusively provided for the terminal.</p> <p>2) Whether the railway operations shall be operated and managed by the concessionaire, kindly confirm</p> <p>3) Whether Terminal charges, Haulage charges or any other railway infrastructure/ related charges to be applicable on the Concessionaire or Customer of the Concessionaire.</p>	<p>1) Please refer the clarification at Sr. no. 22 above.</p> <p>2) & 3) The details shall be provided in RFP stage.</p>
68	-	-	<p>Whether the EC is being obtained the concessioning authority - we request the authority:</p> <p>1) to provide its current status of the EC</p> <p>2) Copy of the EC</p> <p>3) Types of cargo allowed as per the EC</p> <p>4) whether they are any environmental and geographical restrictions with respect to development and operations</p>	<p>The details shall be provided in RFP stage.</p>
69	-	-	<p>1) Kindly provide details of all the charges collected by DPA</p>	<p>The details shall be provided in RFP stage.</p>
70	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p>	<p>Please provide details of Supporting Infrastructure to be provided by the Authority in terms of :-</p> <p>1) Rail connectivity</p>	<p>1&2) Please refer the clarification at sr. no. 42 above.</p> <p>3&4) Suitable arrangement shall be</p>

	(Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	<p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & 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>2) Road Connectivity</p> <p>3) Access to utilities such as Electricity and Water supply during and post construction phase – Please provide the details and location of the tapping points.</p> <p>4) Truck Parking spaces etc</p>	made by Concessionaire as per the requirement.
71	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>	RFQ document specify the capacity of Container and multi-purpose cargo considering 1 berth each for Container and multi-purpose berth. Whether, this is mandatory on the Concessionaire to develop 1 berth each for Container & Multi-purpose or Concessionarie is free to decide the berth apportion based on traffic projection i.e. both multi-purpose or both container, please confirm	Please refer the clarification at Sr. No. 1 above.
72	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p>	One of the objective of the project is mentioned as to handle IMPEX containers . Please clarify if the concessionaire can handle all types & modes of containers	Please refer the clarification at Sr. No. 1 above.

	<p>Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</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>including empty containers, transshipment containers & containers for coastal movement etc. apart from IMPEX containers.</p> <p>If there are any restrictions or conditions to handle any type or mode of containers, please provide details.</p>	
73	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>Details of Multipurpose Cargo (Clean Cargo) handled (in MTs) at Deendayal Port Authority: Table showing commodity handled from 2020-21 to 2024-25.</p> <p>Details of Containers handled (in TEUs) at Deendayal Port Authority: Table showing containers handled from 2020-21 to 2024-25.</p>	<p>Please provide details regarding the existing cargo wise & quantity wise handled at each berth – berth 15 & berth 16 respectively for the last 3 Financial Years & the current FY till December 2025. This will provide greater clarity to understand the cargo, trend etc. & evaluate in a better way.</p> <p>Also please provide details of 19.61 MMT cargo – (Other Clean Cargo / Sand/ Clay etc.) handled in FY 24-25 at DPA as 19.61 MMT is a big number and bifurcation to different cargo & quantity within this category of Others will give better clarity.</p>	<p>Please refer the clarification at Sr. no. 33 above.</p>
74	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p>	<p>... for handling clean cargo viz. Iron & Steel products, Food grains, Sugar, Rice, Salt, Silica clay, Project cargo etc. and containers allotting the berths to a single operator, at "as-is-where is" basis through DBFOT basis under Public-Private Partnership (PPP) mode ...</p>	<p>Some of the cargo are mentioned under Multipurpose (Clean Cargo) in the first paragraph under the heading Rationale of the Project like Iron & Steel Products, Food Grains, Sugar, Rice, Salt, Silica, clay, Project cargo etc.</p>	<p>Please refer the clarification at Sr. no. 1 above.</p>

	Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)		<p>If there is any definition for Multipurpose (Clean Cargo) & the complete list of all the cargo that can be handled under Multipurpose (Clean Cargo), please share the same.</p> <p>In case of any difficulty to list all the Multipurpose (Clean Cargo), please provide a list of all the Multipurpose (Clean Cargo) that can be handled at berth 15 & 16 out of the various cargo being handled at DPA in the last 10 years.</p>	
75	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>Please confirm if the concessionaire will have flexibility in developing the project for only container handling at both berths or only Multipurpose (Clean Cargo) at both berths or any combination thereof for Containers & Multipurpose (Clean Cargo) both so as to have total optimal capacity of 14.10 MMTPA for both berths put together without individual capacity for each type of cargo.</p>	<p>Please refer Addendum No. 4 in conjunction with clarification at Sr. no. 1.</p>
76	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>.....Facility planning has been undertaken in line</p>	<p>Please provide the calculations for back up area considering the project capacity of 14.10 MMTPA including for Containers & Multipurpose (Clean Cargo). The storage space seem less for back up</p>	<p>Please refer the clarification at Sr. No. 1 above.</p>

	(Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	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.....	area- storage – open & covered & all other infrastructure & facilities. Please review. Also is there any provision for allotment of additional storage space & also provision for office space & facilities in any common user building etc.	The details shall be provided in RFP stage.
77	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities ..........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.....	Please clarify if the concessionaire can handle vessels of more than 75000 DWT also if the same can be safely accommodated at the berths at mentioned draft of 14.5 m. Also please clarify any restrictions for vessels in terms of LOA, Beam, draft, air draft, tide availability etc.	Please refer the clarification at Sr. no. 44 above.
78	-	-	Please provide details on any exclusivity that can be provided to the concessionaire for cargo handled at berths 15 & 16. (Either for any specific type or mode of Containers or Multipurpose (Clean Cargo). Please also clarify if there is there any such exclusivity to any other PPP concessionaire or O & M operator at DPA? Also is DPA planning any such similar facilities- new or existing on PPP / O & M	Please refer the clarification at Sr. No. 1 above. The details shall be provided in RFP stage.

			etc. to handle Multipurpose (Clean Cargo) and or containers in the next 10 years? If so please provide the details.	
79	-	-	Kindly provide details on the planned access and mobilization for the project site. Also utilities availability & charges during construction / development phase & subsequently. Also, ROW & planned exit & entry from DPA for berths 15 & 16.	Both the berths are currently operational and have entry & exits. However, the necessary modification as per the project requirement shall be developed by the Concessionaire. Further, water is to be arranged by the concessionaire and electricity shall be provided by the DPA on applicable charges as per SoR. Please refer clause no. 2.5 of RFQ documents for better understanding of the project site by the bidder.
80	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities .........The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & conditions shall be informed in the later stage.... Facility planning has been undertaken in line	The berths 15 & 16 are currently in operation. Please provide clarity on when the berth & the total vacant back up area will be handed over to the concessionaire. Also will the berth and or back up area be continued to be used for operations by Port until start of operations by the concessionaire. Please clarify. For any delays in handing over the berth & total vacant back up area, please clarify	The details shall be provided in the RFP Stage.

		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.....	that the all costs, subsequent costs , losses & risk will be on account of the concessioning authority.	
81	Cl. No. 1.1.4 at Sr. no. 6 of Addendum No. 3 (Pg. 5)	Indicative capital cost of the Project (the “Estimated Project Cost”) will be revised and specified in the Bidding Documents of the Project. The assessment of actual costs, however, will have to be made by the Bidders. For the purpose of this RFQ, the Estimated Project Cost stands as Rs. 964 Crore.	Basis of Estimated Project Cost The RFQ indicates an indicative estimated project cost of Rs.733 Crores. Kindly clarify the basis of computation of the said estimated project cost and provide, to the extent available, a broad component-wise break-up (civil works, refurbishment of existing assets, equipment, utilities, yards, power, safety systems, etc.), for the limited purpose of enabling bidders to assess project scope and financial exposure under the DBFOT framework.	Please refer Addendum No. 4 in conjunction with clarification at Sr. no. 1. The details shall be provided in RFP stage.
82	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities .........The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on “as-is-where is” basis, which includes 2 no. of HMC’s. The complete list of existing assets and related terms &	Scope of Modifications to Existing Civil Assets The RFQ provides that the existing assets of Berth No. 15 & 16 shall be handed over to the Concessionaire on an “as-is-where-is” basis. Kindly clarify;	The details shall be provided in RFP stage.

	Addendum No. 4 (Pg. 1 & 2)	conditions shall be informed in the later stage.... 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.....	Whether any specific modifications, alterations, strengthening, or additional structures are envisaged by the authority over the existing civil works to meet the proposed utilization. Whether any condition assessment, structural audit or engineering study has been undertaken by the Authority, and if so, whether key findings may be shared with pre-qualified bidders.	
83	-	-	Design Life and Original Planning Parameters Kindly clarify, with respect to the existing civil structures of Berth No. 15 & 16: The original design life and planning horizon as envisaged at the time of construction. The design loads, operational stresses, and cargo-handling parameters for which the berths were originally engineered. This information is sought for long-term operational and maintenance planning under the concession.	The berth (No.15&16) structure were designed and constructed with the following design life: RCC piles and deck superstructure: 50 years. Fenders and access ladders: 8 years. The berth no.15 and 16 are under operations since year 2013 and 2019 respectively. The bidders are informed to have a site visit and assess the berth for its condition as per clause no. 2.5 of RFQ documents.
84	Cl. No. 1.1.1 (Pg. 8)	....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities	Structural Adequacy for Proposed Cargo and operation Profile The proposed utilization includes	Please refer the clarification at Sr. No. 1 above.

	<p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</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>multipurpose clean cargo and container handling, along with installation of mobile harbour cranes and allied equipment.</p> <p>Kindly clarify:</p> <p>Whether the existing structural capacity of the berths is considered adequate for the proposed cargo mix and equipment loads.</p> <p>Whether any additional strengthening or structural augmentation is envisaged to be undertaken by the concessionaire.</p> <p>Whether the Authority has undertaken any technical evaluation in this regard forming part of the project planning.</p>	<p>Please refer Clause 2.5 of RFQ document.</p> <p>The details shall be provided in RFP stage. It is bidder's responsibility to assess the conditions of existing facilities to proceed further.</p> <p>Please refer the clarification at Sr. no. 44 above.</p> <p>The documents furnished or to be furnished by DPA in RFQ/RFP is only for reference purpose.</p>
85	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>Import Related benefits on Equipment Procurement</p> <p>The project envisages the procurement of high-value imported cargo-handling equipment.</p> <p>Kindly clarify whether any import-related benefits, exemptions, or procedural facilitation available to the Authority, as a Government entity, may be extended or facilitated for the Concessionaire, and if not, confirm that all import-related duties,</p>	<p>All import-related duties, taxes, and costs shall be borne entirely by the Concessionaire as per the applicable Customs & DGFT Guidelines.</p>

			taxes, and costs shall be borne entirely by the Concessionaire.	
86	-	-	<p>Power Supply Availability and Risk Allocation</p> <p>Additional equipment installation and terminal operations will require reliable and enhanced power supply. Kindly clarify: Whether the Authority will ensure availability of the requisite quantum of power supply for the proposed operations. In the event of power supply interruptions or failures attributable to external or Authority-side infrastructure, whether the resulting costs and operational impacts shall lie with the Concessionaire or be addressed under the Concession framework.</p>	Please refer the clarification at Sr. no. 25 above.
87	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms &</p>	<p>Risk Allocation for Structural Failure of Existing Assests</p> <p>Given that existing assets are to be handed over on "as-is-where-is" basis, kindly clarify: In the event of structural failure of breakdown existing infrastructure arising</p>	Condition assessment, structural audit or engineering study shall be carried out by the Concessionaire at their cost & risk for the proposed utilization to fulfil their requirement.

	(Pg. 1 & 2)	<p>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>during operations for the envisaged use, whether the cost of repair and restoration shall be borne by the Concessionaire or the Authority.</p> <p>Whether consequential losses due to operational delays or business interruption, if any, shall be addressed under the Concession Agreement.</p>	
88	Cl. No. 3.2.1 (i) (Pg. 35)	<p>....For the purpose of this RFQ:</p> <p>(i). Port sector would be deemed to include Marine structures, On-shore and Off-shore Terminals, Berths, Jetties, Quays, Cargo Handling System, Bulk/Liquid Material Handling System, Port based Terminal Facilities, CFS/ICDs, Storage Tanks/Tank Farms, Conveyors, Pipelines, Warehousing, etc. and....</p>	<p>Treatment of Allied Port Operations vis-à-vis warehousing for Eligibility</p> <p>The eligibility criteria include warehousing projects as qualifying experience. Please clarify the undermentioned.</p> <p>That we have been using our own warehouses as a captive resource as an inclusive part cargo handling operations/services at Kandla Port. Whether the aggregate turnover generated by such services shall be considered as a qualifying criterion or not.</p>	Clause of RFQ document (including Addendums) holds good.
89	Cl. No. 3.2.1 (ii) (Pg. 35)	<p>....core sector would be deemed to include power, telecom, highways, airports, railways, industrial parks, petroleum and natural gas, pipelines irrigation, water supply, sewerage and real estate development.</p> <p>(Please note: Real estate development shall not</p>	<p>Eligibility for Pipeline Manufacturing and Laying Experience</p> <p>Kindly clarify whether experience in manufacturing and laying of irrigation or industrial pipelines, involving large-scale</p>	Clause of RFQ document (including Addendums) holds good.

		include residential flats unless they form part of a real estate complex or township which has been built by the Applicant)	infrastructure execution, shall be considered as eligible project experience for the purpose of qualification under the RFQ.	
90	General - Notice Inviting Tender, (Pg. 2)	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 for a concession period of thirty (30) years.	Considering that there are various other competing facilities in the region such as Berth 11,12,13 and the upcoming Tuna Tekra Container Terminal and also since the project involves significant capital investment, it is likely that the project will have longer payback / gestation period. Hence, we requested the Authority to increase the concession period to 50 / 60 years as seen in the recent PPP projects in India, without the ROFR / RTM clause.	Clause of RFQ document (including Addendums) holds good.
91	Cl. No. 1.1.1 (Pg. 8) Sr. no. 5 of Addendum No. 3 (Pg. 4) Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)	....Subject project Berths No. 15 and 16 were previously operational under PPP for handling Multipurpose cargo (other than liquid and container cargo), which were handed over by the Concessionaire to DPA post termination process. Presently, DPA is carrying out the cargo handling operation at berths No. 15 and 16. Both these mentioned berths are encumbrance free and under the ownership of the Port Authority and operated by the Port for handling multiple cargo	We request the Authority to kindly provide the following information: a) Historic traffic and capacity utilisation data for Berth no. 15 and 16 during the previous PPP period (commodity -wise, year-wise volumes, vessel calls, berth productivity, and average turnaround). b) Current operational status and condition of the berths, including: 1. Structural condition and any recent maintenance undertaken	Please refer Clause 2.5 of RFQ document. The details shall be provided in RFP stage.

		<p>..... The berth nos. 15 & 16 are recently constructed and presently under operations.....</p>	<p>2. Existing utilities (power, water, firefighting),</p> <p>3. Available equipment, if any,</p> <p>4. Back -up yard condition and readiness (<i>Breakup of existing 43.5 hectares of backup area</i>)</p> <p>5. Any operational constraints currently encountered by DPA.</p> <p>Any technical or statutory reports (structural audits, safety inspections, asset condition assessments) available post -handover. Data provided by the Authority will save time for the bidders during the procurement process and bidders will be able to make assessment regarding the project independently.</p> <p>This information will greatly assist bidders in evaluating the existing baseline, planning required capex, and assessing operational risks associated with the proposed concession.</p>	
92	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p>	<p>....Subject project Berths No. 15 and 16 were previously operational under PPP for handling Multipurpose cargo (other than liquid and container cargo), which were handed over by the Concessionaire to DPA post termination process. Presently, DPA is carrying out the cargo handling</p>	<p>RFQ states the berths are “encumbrance free”. Kindly provide the following information:</p> <p>1.Is there is any encumbrance on the egress or ingress to the project site which may hinder the construction of the project.</p>	<p>Clause of RFQ document (including Addendums) holds good.</p> <p>The details shall be provided in RFP stage.</p>

	<p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>operation at berths No. 15 and 16. Both these mentioned berths are encumbrance free and under the ownership of the Port Authority and operated by the Port for handling multiple cargo</p> <p>..... The berth nos. 15 & 16 are recently constructed and presently under operations.....</p>	<p>2. Are there any environmental liabilities, ongoing or historic, associated with the assets?</p> <p>3. Will DPA indemnify the Concessionaire against acts of DPA officials, port users, or third parties during construction phase since presently, DPA is carrying out the cargo handling operation at the Berths?</p>	
93	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....The envisaged total quay length is 600 meters, which can accommodate a minimum of 02 vessels each of 300 m.....</p>	<p>Given the current berth dimensions, the facility can accommodate vessels only up to about 250 –260 meters, corresponding to a maximum capacity of roughly 5,000 TEU. Upgrading the facility to handle large container / bulk vessels would require complete reconstruction of the berth structure, along with significant channel dredging, both of which would substantially increase the overall CAPEX. Therefore, under the existing configuration, the terminal is effectively limited to smaller vessel classes unless a major redesign is undertaken.</p> <p>Request Authority to please provide the design vessel data for the two berths for various commodities</p>	<p>Please refer the clarification at Sr. No. 1 above.</p> <p>Please refer the clarification at Sr. no. 44 above.</p>
94	<p>Cl. No. 1.1.1 (Pg. 8)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling</p>	<p>1) Please confirm whether the stated optimal capacities —0.60 million TEU per</p>	<p>Please refer the clarification at Sr. No. 1 above.</p>

	<p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>facilities</p> <p>Optimal Capacity (In Million TEUs Per Annum) TEU : 0.05 MTEU for Containerized Cargo</p> <p>Optimal Capacity (In Million Metric Ton Per Annum) MMTPA: 17.75 MMTPA for Multipurpose Clean cargo.</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>annum for containers and 5.08 MMTPA per annum for clean cargo —are intended only as planning parameters, and not as minimum performance obligations under the RFQ/RFP.</p> <p>2) Additionally, please clarify whether the terminal is required to operate as a multi-purpose facility, or if it may be developed and operated solely as a container terminal.</p> <p>3)Please confirm, if there is any Minimum Guaranteed Throughput (MGT) requirements for cargo types, Please provide the commodity wise MGT schedule for the project.</p>	<p>The details shall be provided in RFP stage.</p>
95	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>We request the Authority to kindly clarify the permissible vessel sizes, structural capacity of the berths, and any plans for deepening the draft to 18metres.</p>	<p>Please refer the clarification at sr. no. 21 above.</p> <p>The details (if any) shall be provided in RFP stage.</p>

96	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>a) Please confirm whether the Concession Period includes construction period of 18 months?</p> <p>b) Based on the brief scope of work, we request that the construction period may be extended from 18 months to 24 months, given that the key equipment i.e. QCs may take longer than this time to get installed on site.</p>	<p>Please refer Addendum No. 4 in conjunction with clarification at Sr. no. 1.</p>
97	-	-	<p>The term 'date of award of concession' is not defined anywhere in the RFQ document. Kindly clarify what is considered as the 'date of award of concession'.</p>	<p>The details shall be provided in RFP stage.</p>
98	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>The project involves Container handling equipment's i.e., RMQCs, RTGCs, Tractor trailers, ECH, Reefer Stackers, MUV Vehicle along with development of Container Stacking yard, and Multipurpose handling equipment's i.e., Mobile Harbor Crane, Fork lift, pay loaders, Dozier, Hoppers, Grabs, Trailers etc. along with development of Cargo yard, Storage shed.</p> <p>Ancillary facilities like the Terminal Building, Work Stations, Storage Yard, Internal Road Infrastructure, Drainage System, Firefighting Systems, Power Supply, Water Supply,</p>	<p>1. Please confirm that the concessionaire is free to decide/determine the number, type and other parameters of all such 'container handling equipment and associated facilities' that is to be installed so long as it meets the requirement to handle the proposed container volumes at the project.</p> <p>2. Further we request clarification on the requirement to include RMQCs for a berth that is designated as multipurpose cargo. RMQCs are specialized container -handling</p>	<p>Clause of RFQ document (including Addendums) holds good and also please refer the clarification at Sr. No. 1 above.</p> <p>The details shall be provided in RFP stage.</p>

		Communication System etc. to the required extent for the project. The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as -is-where is" basis, the list of which and related terms and conditions shall be informed in the later stages.	cranes and are not typically required or operationally compatible with berths handling liquid cargo, bulk, or general multipurpose cargo.	
99	-	-	<ol style="list-style-type: none"> 1. Whether the proposed equipment need to be electric or hybrid? 2. Will the authority provide a minimum specification of the equipment proposed for the Project or it will be left to the concessionaire to decide? 	The Concessionaire shall have the flexibility to select the type and specifications of equipment, provided the same meets the minimum performance of project requirements, and all equipment shall be electrified energy efficient.
100	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & 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</p>	<p>The RFQ states that assets of Berths 15 & 16 will be handed over on an "as -is-where-is" basis.</p> <p>Kindly provide the following information:</p> <ol style="list-style-type: none"> 1. What are the existing assets installed that will be handed over? 2. Post-handover, if any assets are found to be dysfunctional or non -functional, what is the mechanism involved to remedy this? Will the dysfunctional assets be repaired or replaced? 3. What is the operational life of these assets? 	The details shall be provided in RFP stage.

		shall be developed in single phase with a duration of 24 months.....	4. When was the last maintenance of these existing assets done? 5. Are there any mangroves in the project site? If yes, who will have the responsibility of compensatory afforestation?	
101	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p> <p>Cl. No. 2.5 (Pg. 23)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & 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>	Please provide complete details (e.g. location of electrical main/sub-station/s) from where the concessionaire is required to draw main electrical power to serve the project.	Please refer the clarification at sr. no. 25 above.
102	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where</p>	<p>Authority to clarify, what is to be included under the term 'disaster management facility'?</p> <p>Is there any existing/under construction 'firefighting facility'?</p>	<p>Please refer Clause 2.5 of RFQ document.</p> <p>The details shall be provided in RFP stage.</p>

	<p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & 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>		
103	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</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>....Compliance with environmental laws including obtaining and keeping all required statutory clearances & consents in force throughout the concession period which shall include construction, operation, and maintenance phases</p>	<p>This clause on the broad scope of work of the Concessionaire places responsibility for obtaining and maintaining environmental clearances on the Concessionaire.</p> <ol style="list-style-type: none"> 1. Authority to please provide copies of existing environmental and other statutory clearances and their validity status. 2. Will the existing clearances still be valid after the bid and will they be transferred to the incoming concessionaire or does the incoming Concessionaire need to obtain fresh clearances? 3. Are there are any existing environmental violations? <p>Please also provide the update on the status and obligation of the remaining</p>	<p>The details shall be provided in RFP stage.</p>

		of the Project...	statutory approvals and compliances of the said project.	
104	Cl. No. 1.1.4 at Sr. no. 6 of Addendum No. 3 (Pg. 5)	Indicative capital cost of the Project (the “Estimated Project Cost”) will be revised and specified in the Bidding Documents of the Project. The assessment of actual costs, however, will have to be made by the Bidders. For the purpose of this RFQ, the Estimated Project Cost stands as Rs. 964 Crore.	Please provide the detailed breakup of the Estimated Project Cost along with estimates of infrastructure. Also confirm the base year for estimation of Estimated Project Cost and confirm whether it is inclusive of GST.	The details shall be provided in RFP stage.
105	Cl No. 1.2.8 & 1.2.9 (Pg. 14)	1.2.8. Bids will be invited for the project on the basis of royalty to the Authority (the "Royalty") quoted by a Bidder for award of the concession. The concession period shall be pre -determined, and will be indicated in the draft Concession Agreement forming part of the Bidding Documents. The Royalty shall constitute the sole criteria for evaluation of Bids. The project shall be awarded to the Bidder quoting the highest Royalty. In this RFQ, the term “Highest Bidder” shall mean the Bidder who is offering the highest Royalty. 1.2.9. Concessionaire shall fix the Tariff based on market conditions and on such other conditions, if any, as may be notified and made applicable by a competent authority, under the provisions of the MPA Act.	As Royalty is the sole financial evaluation parameter, we request confirmation that: (i)the Concessionaire will have full flexibility to set tariffs in accordance with the MPA Act, subject only to any notified regulatory conditions; and (ii) there is neither a revenue-share mechanism nor any prescribed floor Royalty under the RFQ/RFP framework.	The details shall be provided in RFP stage.

106	<p>CI No. 1.2.8 & 1.2.9 (Pg. 14)</p>	<p>1.2.8. Bids will be invited for the project on the basis of royalty to the Authority (the "Royalty") quoted by a Bidder for award of the concession. The concession period shall be pre -determined, and will be indicated in the draft Concession Agreement forming part of the Bidding Documents. The Royalty shall constitute the sole criteria for evaluation of Bids. The project shall be awarded to the Bidder quoting the highest Royalty. In this RFQ, the term "Highest Bidder" shall mean the Bidder who is offering the highest Royalty.</p> <p>1.2.9. Concessionaire shall fix the Tariff based on market conditions and on such other conditions, if any, as may be notified and made applicable by a competent authority, under the provisions of the MPA Act</p>	<p>The bids will be invited on the basis of Royalty payable to the Authority. In this context, we request the Authority to kindly clarify the following:</p> <p>a) Whether the bidding parameter will be Royalty on a per -TEU basis, or if any alternative unit of measurement is envisaged. We also request an illustrative example to clarify the intended Royalty structure.</p> <p>b) We request clarification on the methodology and timing of Royalty escalation, including the effective date of the first escalation and the applicable indexation mechanism. In this regard, we recommend that any escalation should commence from the Date of Commercial Operations (COD), rather than from the date of award or financial close. This approach ensures alignment between the escalation schedule and actual revenue -generating operations and is consistent with standard concession practices.</p> <p>c) Whether Royalty will be levied strictly on a per -TEU basis, as implied under the Tariff Guidelines, 2021, and confirmation that</p>	<p>Please refer the clarification at Sr. No. 1 above.</p> <p>The details shall be provided in RFP stage.</p>
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			<p>this remains the sole financial bid parameter for the Project.</p> <p>d) The applicability and computation of Royalty across different container categories, specifically:</p> <ul style="list-style-type: none"> • 40 ft Containers (FEU) • Containers above 40 ft / ODC • Coastal Containers • Transshipment Containers • Empty Containers <p>e) Whether differential Royalty rates or multipliers will apply to the above container categories under the Tariff Guidelines, 2021, or whether a uniform Royalty per TEU will apply across all container types.</p> <p>A clear confirmation on the above will enable bidders to accurately model revenues and assess the commercial viability of the Project.</p>	
107	Cl. 2.14.2 (Pg. 28)	2.14.2. The Authority may, in its sole discretion, extend the Application Due Date by issuing an Addendum in accordance with Clause 2.10 uniformly for all Applicants.	Given the scale and complexity of the project, we request an extension of the Application Due Date to allow bidders adequate time for comprehensive review and completion of internal approvals. Preparation of the RFQ submission requires obtaining multiple mandatory certificates	Please refer the Addendums.

			<p>from Associates, Statutory Auditors, Company Secretaries, and overseas entities; to demonstrate compliance with the Technical and Financial eligibility criteria. Coordinating and securing these formal certifications is a time-intensive process.</p> <p>In view of the above, we request the Authority to extend the Application Due Date submission by at least 8 weeks from the date of releasing the responses to queries.</p>	
108	-	-	Request to Authority to provide details of the advisors including transaction, financial, technical, legal and other consultants/advisors engaged for the project.	Not relevant.
109	CI No. 2.5 (Site visit and verification of information) S(Pg. 23)	Applicants are encouraged to submit their respective Applications after visiting the project site and ascertaining for themselves the site conditions, traffic, location, surroundings, climate, availability of power, water and other utilities for construction, access to site, handling and storage of materials, weather data, applicable laws and regulations, and any other matter considered relevant by them.	To facilitate the site visit, we request Authority to kindly share the contact details of the designated local representative for coordination. Additionally, we request confirmation on whether an official site visit has been scheduled at this stage.	Please refer Clause 2.5 of RFQ document.

110	Cl. No. 2.2.2 (B) (Pg. 17)	<p>Financial Capacity: The Applicant shall have a minimum Net Worth (the “Financial Capacity”) of Rs.183.25 Crore (Indian Rupees One Hundred Eighty Three Crore and Twenty Five Lakhs Only) at the close of the preceding financial year.</p> <p>In case of a Consortium, the combined technical capacity and net worth of those Members, who have and shall continue to have an equity share of at least 26% (twenty six per cent) each in the SPV, should satisfy the above conditions of eligibility; provided that each such Member shall, for a period of 1 (one) years from the date of commercial operation of the Project, hold equity share capital not less than 26% (twenty six per cent) of the subscribed and paid up equity of the SPV specified in the Concession Agreement.</p>	<p>As per 2.2.2(B), Applicant needs to submit only Net Worth Certificate and there is no requirement of submitting any other details.</p> <p>Further kindly confirm that statutory auditor certificate is NOT required for Net Cash Accruals for last 5 years and the audited financial statement submitted for last 5 years will suffice.</p>	<p>It is clarified that, in addition to the Net Worth Certificate as specified under Clause 2.2.4(ii), the Applicant is required to submit audited financial statements, including balance sheets, financial statements, and annual reports for the last 5 (five) years, in accordance with the provisions of the RFQ.</p> <p>Net Cash Accruals, defined as Profit After Tax plus Depreciation, shall be derived from the submitted audited financial statements. No separate certificate is prescribed, provided the same is clearly ascertainable from the submitted financial statements.</p>
111	APPENDIX II (Power of Attorney for signing of Application) (Pg 57)	<p>Notes:</p> <ul style="list-style-type: none"> • The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant(s) and when it is so required, the same should be under common seal affixed in accordance with the required procedure. 	<p>We request the Authority to kindly confirm whether a Power of Attorney executed by (i) any two Directors, or (ii) one Director and the Company Secretary, will be considered valid for the purposes of this RFQ. We also seek clarification that affixing the Company’s common seal is not mandatory and without common seal, POA will be accepted.</p>	<p>The Power of Attorney shall be supported by a valid Board Resolution/authorization as per the Applicant’s constitutional documents. Accordingly, its validity will depend on such authorization and not on the designation or number of signatories.</p>

				Affixing of the common seal is not mandatory unless required under the Applicant's constitutional documents.
112	Appendix -I Annex-IV- Point 15 - Certificate from Statutory Auditor/ Company Secretary regarding Associate	Based on the authenticated record of the Company, this is to certify that more than 50% (fifty percent) of the subscribed and paid up voting equity of (name of the Associate) is held, directly or indirectly, by _____ (name of Applicant/Consortium Member). By virtue of the aforesaid share -holding, the latter exercises control over the former, who is an Associate in terms of Clause 2.2.9 of the RFQ....	We would like to highlight that the current Associate certificate (Under Point 15 of Annex IV, Appendix IA) does not cover the scenario where Associate controls the Bidder. Hence, Authority to modify the format of the Certificate of Associate (point no 15) as "more than 50% (fifty per cent) of the subscribed and paid-up voting equity of (name of the Associate/Bidder/Consortium Member) is held, directly or indirectly, by .....(name of Bidder/Associate/Consortium Member)	It is clarified that the certificate format under Point 15 is applicable only in cases where the Applicant/Consortium Member is claiming experience of its Associate, in terms of Clause 2.2.9, to establish that the Applicant exercises control over the Associate. Accordingly, the scenario referred to in the query (i.e., Associate controlling the Applicant) is not relevant in this context, and no modification to the prescribed format is required.
113	Appendix VI Information for Security Clearance (Pg. 68)	Revised formats for seeking Security Clearance for Bidders to be provided in line with Ministry of Shipping letter vide F.No. PD -24018/2/2018 –SCC dated 24/08/2018. Considering the same, all the interested Bidders for the above proposal have to register themselves in "e -SAHAJ" portal. Bidders then need to fill up the form, upload documents as instructed and download the self –generated Acknowledgement from 'e -SAHAJ', to be sealed	We attempted to access the e -SAHAJ portal (https://esahaj.gov.in/); however, the portal opens only for the Ministry of Civil Aviation, and no option is available to access other ministries/departments. Please refer to the screenshot below. We request the concerned authority to kindly share the correct URL and relevant website	It is clarified that the reference to the e-SAHAJ portal is as per applicable Government guidelines and has been provided in the RFQ for facilitation. The portal is managed by the concerned Government authority.

		and signed by the Authorized Signatory. The same shall be made part of RFQ Application in here as APPENDIX VI.	<p>details for completing the online registration on the e -SAHAJ portal.</p> 	Applicants are advised to take up any access or registration issues directly with the respective portal/helpdesk.
114	Appendix -VIII (Pg. 78)	Undertaking for entering into Operation & Maintenance (O&M) agreement.	We understand this undertaking is not required for the Applicant who has given O&M experience as per the tender requirement and can be omitted if we provide O&M experience certificate.	It is clarified that submission of the undertaking is required only in cases where the Applicant does not meet the stipulated O&M experience requirement. Applicants fulfilling the O&M experience criteria are not required to furnish the said undertaking.
115	Appendix -X (Pg. 80)	Integrity Pact	We understand the Integrity Pact is to be signed on plain paper, please confirm.	The RFQ does not prescribe execution of the Integrity Pact on non-judicial stamp paper. Accordingly, the same may be executed on plain paper.
116	Clause 6(1) of RFQ; and Section 10 of	1)Miscellaneous 2)Integrity Pact	Clause 6 of RFQ: The Bidding Process shall be governed by, and construed in accordance with, the laws of India and the Courts at Ahmedabad shall have exclusive jurisdiction over all disputes arising under,	It is clarified that the jurisdiction for the subject process shall be Gandhidham, Gujarat. Accordingly, Courts at Gandhidham shall have jurisdiction over all matters arising

	APPENDIX X of RFQ		<p>pursuant to and/ or in connection with the Bidding Process.</p> <p>Section 10 of APPENDIX X of RFQ: Place of performance and jurisdiction is the Registered Office of the Principal, i.e. Gandhidham, Gujarat.</p> <p>The jurisdiction is mentioned different in the RFQ and the Integrity Pact, please mention the correct jurisdiction.</p>	out of or in connection with the Bidding Process.
117	Addendum – I Pre -Application Conference	<p>Rescheduled Event Description and Date:</p> <p>(i) 18.02.2026 at 16:30 Hrs. either in Board room At A.O. building, Deendayal Port Authority, Gandhidham – 370 201, Kutch Gujarat.</p> <p>OR</p> <p>(ii) through Video Conference, at same date & time.</p>	We request Authority to provide link for attending pre -application conference scheduled for 18 th Feb 2026 at 4:30 pm.	The same has been already communicated.
118	General – Competing Facilities	-	Request the Authority to please confirm whether there will be exclusivity provided with respect to the project with respect to the commodities and till when? .	The details shall be provided in RFP stage.
119	General	-	<ul style="list-style-type: none"> • What will be the assured draft by the Authority at berth pocket, navigation channel and turning circle. • Who shall be responsible for maintenance of requisite drafts (navigation channel, berth pocket, turning circle)? 	<p>Please refer the clarification at Sr. no. 7 above.</p> <p>Clause of RFQ document (including Addendums) holds good. Also, please refer clarification at Sr. no. 1.</p>

			<ul style="list-style-type: none"> • Please confirm if the design requirements for the upgraded facilities will be done as per the latest standards and guidelines or it should be in line with the existing facilities at the berth? 	
120	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p> <p>Cl. No. 2.5 (Pg. 23)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & 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>Authority to please provide the detailed list of all assets (civil, equipment, fire fighting facilities, electrical, sub -station, utilities etc.) that will be handed over to the concessionaire.</p>	<p>The details shall be provided in RFP stage.</p>
121	-	-	<p>Request the Authority to please Authority to confirm whether there will be any obligations related to the existing employees of DPA for the two berths.</p>	<p>It is clarified that there are no obligations on the Concessionaire with respect to the existing employees of the Authority for the subject berths. The Concessionaire shall be responsible for deployment</p>

				and management of its own personnel in accordance with the provisions of the Concession Agreement.
122	<p>Cl. No. 1.1.1 (Pg. 8)</p> <p>Sr. no. 5 of Addendum No. 3 (Pg. 4)</p> <p>Sr. no. 1 & 2 of Addendum No. 4 (Pg. 1 & 2)</p> <p>Cl. No. 2.5 (Pg. 23)</p>	<p>....DPA in the light of increasing future demand for Multipurpose Clean Cargo and Container handling facilities</p> <p>....The existing assets of the berth-15 & 16 shall be handed over to the concessionaire on "as-is-where is" basis, which includes 2 no. of HMC's. The complete list of existing assets and related terms & 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>	<ul style="list-style-type: none"> • Request the Authority to please clarify whether a dedicated rail yard will be allocated exclusively to the Concessionaire. • Request the Authority to please specify usage terms, operational control, and design parameters. 	<p>Please refer the clarification at Sr. no. 22 above.</p> <p>Please refer Clause 2.5 of RFQ document.</p>
123	Technical & Engineering Documents	-	<p>Request the Authority to please provide the following reports</p> <ul style="list-style-type: none"> o DPR or DFR including the market assessment reports. o As -built drawings of all structures/utilities for Berths 15 & 16. o Latest bathymetry charts. 	The available details shall be provided in RFP stage.

			<ul style="list-style-type: none"> o Topographic survey reports. o Latest inspection reports of all equipment o Historical performance reports of equipment o Fuel / power consumption reports of equipment o O&M reports of existing infrastructure o Structural integrity test reports for berth / yard and buildings o Soil test reports 	
124	Tidal Restrictions	-	<ul style="list-style-type: none"> • Request the Authority to please provide details on tidal windows, tidal ranges, and any tidal-based operational restrictions. 	The details shall be provided in RFP stage.
125	Berth Depth & Navigation Guidelines	-	<ul style="list-style-type: none"> • Request the Authority to please confirm current dredged depth at berth pockets (with CD reference). • Request the Authority to please provide navigation guidelines for approach, berthing, and departure. 	Please refer the clarification at Sr. no. 21 above.
126	Navigation Channel & FWB	-	<ul style="list-style-type: none"> • Request the Authority to please provide the total length of the navigation channel. • Request the Authority to please confirm location of the Fairway Buoy (FWB) and other navigational markers. 	Both the berths are operational. The available details shall be provided in RFP stage.
127	Channel Draft & Dredged Levels	-	<ul style="list-style-type: none"> • Request the Authority to please confirm maximum permissible draft. 	Please refer the clarification at Sr. no. 21 above.

			<ul style="list-style-type: none"> Request the Authority to please provide current dredged depths across the navigation channel. 	
128	Turning Circle	-	<ul style="list-style-type: none"> Request the Authority to please provide the location and diameter of the turning circle. Request the Authority to please confirm the dredged depth and any relevant constraints. 	Both the berths are operational. The available details shall be provided in RFP stage.
129	Oceanographic / Hydrodynamic Studies	-	<ul style="list-style-type: none"> Request the Authority to please confirm whether DPA has conducted tide, current, wave, sedimentation, or oceanographic studies. Request Authority to provide the reports for our analysis. 	Please refer the clarification at Sr. no. 7 above.
130	Crane Rail Specifications	-	<ul style="list-style-type: none"> Request the Authority to please provide crane rail specifications (type, gauge, load capacity, elevation). Request the Authority to please confirm feasibility of crane movement between the two berths. 	Please refer Clause 2.5 of RFQ document.
131	Demarcated Area Map	-	<ul style="list-style-type: none"> Request the Authority to please provide a clearly demarcated site plan for Berths 15 & 16 including backup yard, utilities, and circulation areas. 	The details shall be provided in RFP stage.
132	Historical Maintenance Dredging Data	-	<ul style="list-style-type: none"> Provide historical maintenance dredging quantities for: <ul style="list-style-type: none"> o Turning circle 	Please refer the clarification at Sr. no. 7 above.

			o Berth pockets at Berths 15 & 16	
132	Water supply	-	<ul style="list-style-type: none"> • Authority may please advise and share the details of take off point for the water requirement for the Project including the potable water and water for other usage including fire fighting ? 	Please refer Clause 2.5 of RFQ document.
134	Green Port Policy	-	<ul style="list-style-type: none"> • Authority may please clarify, whether green port policy will be applicable for this project and also provide the latest green port policy, if applicable? 	The details shall be provided in RFP stage.
135	Utilities – Power supply	-	<ul style="list-style-type: none"> • We request the Authority to please provide details of the existing capacity of current sub -station and provide its location map. •Further, please clarify if there is any plan to increase the capacity of existing sub-station in view of the additional equipment proposed for the Project? 	Please refer the clarification at Sr. no. 25 above.

ANNEXURE-I

Cargo Handled at Cargo Berths 15 & 16 at DPA in Last 2 yrs.

Sr. No.	COMMODITY	2023-24(In Tons)	2024-25(In Tons)
		Combined (15 & 16)	Combined (15 & 16)
1	IRON & STEEL PRODUCTS	536955	324924
2	FOODGRAIN	146907	424519
3	PROJECT CARGO(MACHINERY)	23898	35256
4	WOODEN LOGS	1183695	1063265
5	SUGAR	120981	10041
6	SALT	4439360	10468075
7	OTHER CLEAN CARGO /SAND CLAY etc. - break up below		
a	AGGREGATE BULK	229350	124650
b	BALL CLAY BULK	94912	94235
c	CLAY/KAOLIN/F'LSPR	30000	33000
d	COPPER CONCENTRATES	14500	8867
e	CAUSTIC SODA/MAGNESIUM OXIDE BAGS	0	1475
f	COAL BULK	0	1042
g	DRUMS	1	0
h	FERRO NICKEL J BAGS	0	10070
i	GYPSUM BULK	89800	132935
j	KAOLIN BULK	91400	52500
k	LATERITE BULK	150000	0
l	LIMESTONE/DOLOMITE	0	18800
m	MOP BULK	29394	115150
n	M SAND BULK	0	33000
o	RSM BULK	117240	168150
p	SBM BULK	85837	330194
q	SILICA SAND BULK	35650	50000
r	SODA FELDSPAR	13500	0
s	SODIUM CARB/CAUSTIC SODA	0	2947
t	STONE CHIPS	114500	115000
u	TALC POWDER	3000	0
v	WAGONS	0	454
Total		7550880	13618549