

DEENDAYAL PORT AUTHORITY

Name of the Project: "Development, Operation & Maintenance of Berth no. 15 & 16 for handling Multipurpose Clean Cargo 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 post Pre Application Conference of the RFQ document
02.04.2026**

Sr. No.	RFQ Document/ Clarification to Pre-Bid Queries (Clause/Page no.)	Related Para	Queries	Reply to the Queries
1	Pre-bid Query reply no. 7 (Pg. 4)	The Capital dredging and maintenance dredging of Berth, channel & turning circle shall be carried out by Authority.	Please clarify and confirm that Capital & maintenance dredging of Berth pocket is also in Authority scope.	Yes. Berth pocket also in the scope of Authority.
2	Pre-bid Query reply no. 1 and relevant addendum (Pg. 1)	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."	Considering the discharge / load rate of 10 K – 12K for commodities such as food grain, sugar, timber, iron & steel, project cargo etc., the capacity of each berth would be approx. ~ 4 MTPA resultant to project capacity of ~ 9 MTPA. Accordingly, please rationale the project capacity from 17.75 MTPA to ~ 9 MTPA.	<p>13.6 MMT was handled in the last financial year with semi mechanization (using HMC only).</p> <p>The revised clause at sr.no.1 of Addendum no. 6 may please be referred.</p> <p>Hence, optimal capacity of 17.75 MMTPA at berth no. 15 & 16 with mechanization holds good.</p> <p>However, calculation details for the project capacity shall be provided in RFP stage.</p>

3	-	Exclusivity for Salt and Fertilizer (including FRM) handling	Considering the capacity of this project and specialized designed requirement for handling salt & fertilizer, please provide exclusivity for handling Salt and Fertilizer (including FRM - such as MOP, DAP, Sulphur, Rock Phosphate etc.) to this Project under DPA Port.	The detail shall be provided in RFP stage.
4	-	Inclusion of Berth 14 under the tender so Project should be suitable for handling all types of multi-purpose cargo	Inclusion of Berth 14 in this Project so that total capacity of the Project ~ 15 MTPA can be made available in line with Authority expectation. By incorporating berth 14 in this project, sufficient capacity would be available for multi-purpose cargo such as food grain, timber, iron & steel, project cargo, laterite, sand & aggregate etc. along with Salt and Fertilizer (including FRM).	The project is considered only for Berth nos. 15 & 16.
5	Pre-bid Query reply no. 66 (Pg. 24)	Clarity on the all- commodity handling.	We request you to provide inclusive definition of the cargo i.e. "all cargoes are permitted to be handled from the Project except negative list as provided in schedule...". Please provide exhaustive negative list.	The Concessionaire shall not handle liquid, hazardous, containerized and polluting cargo.
6	Pre-bid Query reply no. 99 (Pg. 41)	Freedom of the cargo handling design and technical specification	As the addendum provides details of mechanized system for salt and fertilizer handling. The cargo handling of timber,	The RFQ conditions including Addendums hold good. However, the detailed scope of work shall be

			<p>project cargo etc. would be very difficult. Accordingly, we request you to give complete flexibility for designing and technical specification of the equipment's to Concessionaire subject to minimum capex requirement as provided in the tender.</p>	<p>provided in RFP stage.</p>
7	<p>Pre-bid Query reply no. 1 and relevant addendum (Pg. 1)</p>	<p>Allowability / discretion of container handling with Concessionaire</p>	<p>We request you that the tender conditions may remain basis of multi-purpose handling. However, Concessionaire should be allowed to handle all types of containers also at Concessionaire discretion subject to minimum capex requirement as provided in the tender.</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 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 and polluting cargo. 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>
8	<p>Pre-bid Query reply no. 21 (Pg. 8)</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>	<p>With allowable vessel draft of -14.5 mtrs, Can post-panamax vessel be handled with the DWT of 88,000 MT?</p> <p>Whether, these vessels are allowed considering the berth & navigation channel. Post panamax vessel details are Length: 240 meters, Beam- 38.3 Meters, Draft – 14.4 meters.</p>	<p>If possible, post panamax vessel is allowed with existing draft of 14.5m.</p>
9	<p>Cl. No. 2.2.2 (A) (i) (Pg. 18)</p> <p>Pre-bid query reply no. 30 (Pg. 11)</p>	<p>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.</p>	<p>With reference to "DPA's response / clarifications to the queries raised by the prospective applicants for the Pre Application Conference of the RFQ documents held on 13-03-2026", please refer to the S. No. 30: we have raised query, "The words “and for” used in 2.2.2A (i) may be corrected as “and / or”</p>	<p>The clause no. 2.2.2(A) Technical Capacity:</p> <p>(i), “paid for, or received payments for, construction of eligible project(s) and for Operation of eligible projects under category 3; and/or”, shall be read as “paid for, or received payments for,</p>

			<p>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" and the same is replied that "clause of RFQ document (including Addendums) holds good".</p> <p>"It appears that 'and' was inadvertently used in place of 'and/or'." in the RFQ document, therefore, it is once again requested to clarify the same.</p>	<p><i>construction and/or Operation of Eligible Project(s) under Category 3; and/or"</i></p>
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