

**CME DEPARTMENT**

**Subject:- "Comprehensive AMC for Port owned one no. of Pilot Launch & three nos. of Mooring Launches and complete O&M for two Pilot Launches, one Mooring Launch & one Survey Launch for a period of three years."**  
**Tender No.:- CME/MECH.DIVISION/1935,Estimated cost Rs.14,74,59,146/-**

**Pre-bid Queries & its clarifications**

**Pre Bid Meeting held on 25/03/2026 @ 15:30 hrs. in the chamber of CME**

Sr. No.	P. No.	Clause No.	Tender Clause	Pre-bid Queries	Pre-bid clarifications
1	11	NIT-Pre-Qualification Criteria for eligible bidders.	<p>Bidders who meet the minimum qualification criteria will be qualified only if their available bid capacity is more than the total bid value. The available bid capacity will be calculated as under:                      Assessed Available Bid capacity = A x M x N – B,                      Where, —( N ) = Number of years prescribed for completion of the subject contract.                      —(A) = Maximum value of works executed in any one year during last Five years (Updated at current price level).                      —(M) = Mul plier Factor (usually 1.5)                      —(B) = Value at current price level of exis ng commitments and ongoing works to be completed in the next ‘N’ years. The Bidder shall furnish statements showing the value of existing commitments and ongoing works as well as the stipulated period of completion remaining for each of the works preferably countersigned by the Nodal Office or his nominee-in charge.                      Financial Year                      IMPORTANT:                      i) The value of annual turnover is not to be considered towards —A as mentioned in the formula.                      ii) The information may be provided as per the format given at Section-VIII.</p>	<p><u>Bid Capacity Requirement</u></p> <p>The concept of Bid Capacity has been discontinued by most major Government ports due to its impracticality and lack of alignment with real financial capability. The current formula-based calculation is confusing, outdated, and does not reflect the bidder's true financial strength.</p> <p><u>Suggestion:</u></p> <p>Instead of Bid Capacity, the following documents should be considered, as they provide a far more accurate and transparent assessment of a bidder's financial standing:</p> <ul style="list-style-type: none"> <li>●Audited balance sheets for the last 3 financial years</li> <li>●Annual turnover certificates</li> <li>●Net worth certificates from a Chartered Accountant</li> </ul> <p>These parameters are standard across major ports and PSUs and ensure fairness and clarity</p>	Tender condition will prevail
2	51	Clause No.1.5 of Section-III	<p>If the requirement of OEM spare part/material for repair is up to Rs. 15,00,000/- (Rupees Fifteen Lakhs only) in value, the Contractor shall procure/carry out the same on his own with the prior approval of DPA, who shall reimburse the cost after receipt of all spares in good condition at Kandla store and submission of all relevant documents.</p>	<p>Clause 1.5 of SCC-OEM Limit for Vendors Without Ad Valorem Charges</p> <p>The proposed enhancement of the OEM limit to ₹15,00,000 for vendors without ad valorem charges is noted. However, we request DPA to revise this limit to Rs. 10.00.000/-, as was stipulated in the previous tender. Procurement of spares from OEMs generally involves long lead times, and even after procurement. clearance of payments from DPA also takes additional time. Considering these practical constraints, an upfront expenditure of Rs. 15,00,000/- would place an undue financial burden on the contractor. A limit of Rs. 10.00,000/- would therefore be more reasonable and workable</p>	Tender condition will prevail

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3	91	Clause No.8.2 of Section-V	The Contractor shall be responsible .....However, the Main Engine top overhauling/ major overhauling work shall be done in supervision of OEM/Authorized dealer service engineer only. Main engine required to be inspected and monitor through the service engineer of the respective OEM/AD at the interval of three months and submit the inspection report regarding healthiness condition of the engine. Contractor is strictly bound to follow the recommendation of the inspection report of service engineer. Cost of engaging the service engineer will be in the scope of contractor. No additional cost shall be payable to the Contractor for carrying out these maintenance work. Delays, if any by workshops, OEM/Authorized dealer shall not be an excuse for not completing repairs and commissioning the crafts in time. Before starting any scheduled work, permission from the EIC shall be obtained. However, in exceptional cases, the Contractor shall submit a detailed report on the condition of the Engine/Machine along with the proposed maintenance procedure to ensure its timely operational readiness, and the decision of the Engineer-in-Charge (EIC) in this regard shall be final and binding.....decision of the Engineer-in-Charge (EIC) in this regard shall be final and binding.	<p>Clause 8.2 of SOW Main Engine Overhauling &amp; OEM Supervision</p> <p>The requirement that major top overhauling must be carried out only under the supervision of OEM Authorized Dealer (AD) service engineers, along with mandatory inspection every 3 months, is highly impractical.</p> <p>Concerns: OEM/AD service engineers are frequently unavailable due to high demand and limited manpower. Forcing quarterly inspections creates operational delays and unnecessary cost escalation. Availability issues often lead to prolonged vessel downtime, affecting port operations.</p> <p>Suggestion: Inspection interval should be revised to once every 6 months, which is practical, aligns with industry norms, and still ensures safe engine operation.</p>	Tender condition will prevail											
4				<p>Applicability to Mooring Launches</p> <p>For mooring launches, the requirement is even more unrealistic.</p> <p>Reasons: These vessels use small-capacity engines, which do not require such frequent OEM-level supervision. Authorized dealers in Gandhidham typically take considerable time to respond, making quarterly inspections unfeasible</p>	Tender condition will prevail											
5	113	<p>Clause No.18.2 of Section-V</p> <p>18.2 OPERATIONAL CREW (Floating Crew – Statutory): The crafts manning shall be carried out in compliance as per statutory requirement of IV/MS act, based on the BHP and tonnage of the craft.</p> <p>Manning shall be organized in TWO/THREE Shift of 12/8 hours each, ensuring continuous operation 24X7X365 days including holidays &amp; weekly off etc. No crew member shall be permitted to perform duty for more than 12 hours continuously on board.</p>	Request to provide Safe Manning Documents / Crew Manning Requirements for all crafts (Pilot Launch, Mooring Launches, and Survey Launch).	<p><b>Clause No.18.2 of Section-V read as :</b> Manning shall be organized in TWO/THREE Shift of 12/8 hours each, ensuring continuous operation 24X7X365 days including holidays &amp; weekly off etc. No crew member shall be permitted to perform duty for more than 12 hours continuously in a day of 24 hrs.on board. Manning for the crafts will be accordingly as per the practice at DPA as below:</p> <table border="1"> <tr> <td colspan="2"><b>1) Pilot Launches (ML Magh &amp; ML Swati):</b></td> </tr> <tr> <td><b>Designation:</b></td> <td><b>Nos. of person at a time</b></td> </tr> <tr> <td><b>Deck Manning:</b></td> <td></td> </tr> <tr> <td>1.One master with Inland Masetr Class 1 certificate</td> <td>01 Nos.</td> </tr> <tr> <td>2.One master with Inland Masetr Class 3/Serang certificate</td> <td>01 Nos.</td> </tr> <tr> <td><b>Engine Manning:</b></td> <td></td> </tr> </table>	<b>1) Pilot Launches (ML Magh &amp; ML Swati):</b>		<b>Designation:</b>	<b>Nos. of person at a time</b>	<b>Deck Manning:</b>		1.One master with Inland Masetr Class 1 certificate	01 Nos.	2.One master with Inland Masetr Class 3/Serang certificate	01 Nos.	<b>Engine Manning:</b>	
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6	89	Clause No.6 of Section-V	The contractors are advised to inspect & survey the crafts and verify the documents available before offering the rates. The Contractor shall accept the Crafts and its equipment on "as is where is" basis. DPA however will make available to the Contractor the certificates and documents pertaining to the said Crafts, which are available with DPA, for inspection and it will be deemed that the Contractor has inspected the same and is satisfied with the documents, class certificates, registration, licenses etc., and the condition of the said Crafts. The Contractor shall not be entitled to make or lodge any claim against DPA on account of any agreement, representation or warranty, either express or implied, with respect to the condition of the Crafts and pre-inspection of crafts to access the condition.	Please share the GA Plans and Class Survey Status of each craft.	<p>Tender condition will prevail.</p> <p><b>Note:-</b> ● Available GA Plans/Others Drawings will be shared on demand. ● Pilot Launch ML Rohini, Pilot Launch ML Magh, Mooring Launch ML Alok, Mooring Launch ML Atri are under IRS Class. ● Pilot Launch ML Swati, Survey Launch ML Nirikshak, Mooring Launch ML Hasta, Mooring Launch ML Vishakha are not under IRS Class.</p>																																		
	90	Clause No.7.1 of Section-V	Endeavor to make available drawings, manuals and certificates of the crafts to the Contractor as and when required for carrying out his obligations hereunder. However, if any specific drawing/manual/certificate pertaining to any machinery/equipment/craft is not available with DPA, the contractor has to arrange the same at his own cost. No request in this regard shall be entertained.																																				

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7	90	Clause No.7.6 of Section-V	The contractor may be provided space at inside or outside the port area for office space and staff rest room cum store room, <b>if available</b> , on chargeable basis as per DPA's S.O.R. The premises will be handed over in good conditions, however the contractor will be responsible for the maintenance, upkeep and hygiene of office space cum staff rest room provided to them. Also the contractor will be responsible for any damage to such premises during the tenure of the contract & the premises to be repaired by the contractor at their expenses. The contractor has to pay the electricity charges as per meter reading and water charges as fixed by DPA time to time along with rent as per DPA rate fixed time to time. The contractor will have to install a suitable energy meter approved by DPA for electricity consumption, if not installed by DPA.	Kindly confirm whether crew accommodation and galley facilities are available onboard the launches. If not, please advise whether any accommodation/space will be provided by DPA within the port premises.	Tender condition will prevail. <b>Note:-</b> There is no crew accommodation and galley facilities are available onboard the launches.
	91	Clause No.7.7 of Section-V	Quarters may be allotted to the contractor, <b>if available, at DPA Kandla Colony</b> , on chargeable bases as per prevailing rate & rent as per DPA Norms during the tenure of contract and the same shall be handed over by contractor on completion of contract to DPA, failing which standard rent as per prevailing DPA norms will be deducted & stern action will be initiated. Last month's payment towards AMC charges will be released after deduction of all kind of dues arise out of anything and subject to handing over the Quarter/Quarters, Office Rooms allotted to the contractor. For office cum restroom and store space /plot space may be allotted inside or outside jetty area, if available, on chargeable bases as per DPA Norms.		

Sd/-  
**EIC(Tugs)**

Sd/-  
**Dy.CME**

Sd/-  
**CME**

Sd/-  
**Dy. Conservator**

Sd/-  
**FA & CAO**