



DEENDAYAL PORT AUTHORITY



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Office of the
Engineer-In-Charge
Room No. 3 Marine Bhavan
New Kandla-370210

CME/Tug/2766/BuoysDPWorld/2026

DATE: 29.06.2026

To,
M/s. _____

Budgetary Offer

Sub: "Supply 15 Nos. of Channel Marking Buoys with all mooring accessories & Solar Powered LED Marine Lantern for Tuna Tekra container Terminal developed by DP World".

Dear Sir,

Deendayal Port Authority intends to E-Quotation for "Supply 15 Nos. of Channel Marking Buoys with all mooring accessories & Solar Powered LED Marine Lantern for Tuna Tekra container Terminal developed by DP World".

Kindly submit your budgetary-offer for the subject work in the prescribed format at **BOQ** on the basis of technical specification at **Annexure-I** & Scope of work and Terms & conditions of contract at **Annexure-II** enclosed herewith. The indicative drawing of existing Buoy is attached at **Annexure-III**.

The rates quoted must be inclusive of all costs such as material, labour, transportation at DPA site Kandla etc. and any other charges for successful completion of the work excluding GST. The GST applicable shall be shown separately, which shall not be considered for evaluation purposes. Any query regarding the subject matter shall be entertained by undersigned on Mobile no. 9879505124.

Your budgetary offer with duly signed and stamped for the above should reach through e-mail on cme@deendayalport.gov.in on or before 13/07/2026.

Thanking you,

Yours faithfully,

EIC (Tugs)

Deendayal Port Authority

Stamp, Date & Signature of Bidder

Copy to : Chief Manager (ICT), website@deendayalport.gov.in : for hoisting on DPA website.

Technical Details of Buoys:

2.5M diameter Steel Tail Tube Buoy TTS-2500 below:

1. Body Diameter: 2500mm Nominal.
2. Buoy Body Plate: 10mm thickness. The steel used for the subject work shall be confirming to IS 2062. IS grade shall be certified by Govt. approved Lab witnessed by any member of the International Association of Classification Societies (IACS), test certificate shall be submitted to DPA.
3. All steel must be sandblasted and painted with single coat of epoxy primer on both sides before fitting.
4. Body construction: Cylindrical welded with top and bottom dished ends. Dished end does not allow water to stay on deck level; whereas flat top allows water to stay on top deck. Further dished end provides very good structural strength.
5. The welding electrodes to be used shall be of ship building quality like advani Orelikan, ESAB, L&T or equivalent make, approved by Marine Class Societies. Quality of welding shall fulfill the Marine requirements of water tight integrity and structural integrity.
6. Indicative details: Buoy weight: 4400Kgs., Reserve Buoyancy 3890kg, Free Board 690mm.
7. Manhole & Compartment: Required four watertight compartments or Partition provided & Each partition have manhole so it reduce Buoy loss. The internal partition of compartments may be made by using 6mm MS plates IS 2062.
8. Superstructure: Vertical angle 75mm X 75mm X 8mm thick and horizontal angles 65x65x6mm thick superstructure being bolted to the buoy body with S.S. Bolts. One side of Superstructure shall be fitted with an access ladder to service the light with a guard ring at the top end. welded & bolted construction complete with Lantern Guard, Back rest and Ladder etc. MS Angle shall be reputed make of SAIL/JINDAL/TATA of IS Grade 2062 shall be certified by Govt. approved Lab/Marine Class societies. The IS grade 2062 shall be visible on the plates & angles.
9. Lifting eyes: 4 Nos. alloy steel welded construction.
10. Mooring eyes: 2 Nos. alloy steel welded construction.
11. Fender: Marine grade rubber fender 'D' shaped will be fixed all around the body to protect it from passing/service vessels. The fender shall be fitted in such a way that it should protrude at least 6 inch outside the buoy surface.
12. Day mark: Pillar type Red for Port hand and Green for Starboard as per IALA 'A' system recommendations color scheme.

13. Top mark: Red CAN for Port hand and Green CONE for Starboard hand as per IALA 'A' recommendations.
 14. Focal height: More than 4.55 Meters. (1500kg. supported mooring chain)
 15. Draft: 2.9 Meters approximately. (1500kg. supported mooring chain)
 16. Buoyancy chamber Leak Test: Buoy body will be tested with hydraulic pressure test at 0.5kg/cm² Or as per class requirement.
 17. Ballast weight: Ballast weight suitable for 2.5M dia. buoy stability.
 18. Radar Reflector: RR150 see Ana catalogue Section 5. Aluminum Radar Reflector having more than 50 M² echoing area will be provided below the top platform of superstructure.
 19. Mounting of Marine Light Base plate: Approx. 4 Holes for M12 Bolts at 200mm PCD. (As per lantern to be supplied)
- Finish: The buoy will be given the protective coating of paints as below:
 - EXTERIOR:
 - Sand blasting of all the steel components of buoys and painting as per the paint Manufacturer scheme (Marine grade-epoxy) after proper cleaning and surface preparation as per SA 2 1/2: (Make- International/Jotun/Sigma/Hampel).
 - Note: Color Coding of buoys for above & below water line shall be as per standard IALA norms.
 - Color DFT of Above & Below Water 275 DFT (Epoxy Primer & Epoxy Finish coat)
 - 6nos. of Fittings of Zinc Anodes on underwater area of buoys having approx. weight of 3.5 kg.
 - Note: Zinc anodes with purity higher than 99% and certified by Govt. approved Lab/Marine Class societies.
 - INTERIOR:
 - Interior of the buoy body will be cleaned/wire brushed of dirt and grease and a coat of 100 microns of Zinc based Epoxy primer & 75 microns of Epoxy finish will be provided.

Mooring Accessories Details:

The mooring chain must be the stud link type, made of MS U2 grade steel or an equivalent that meets international standards. The chain diameter should be at least 42MM. The chain must also be long enough for the sea conditions. Stud Link Chain Grade-2, Size 42 mm dia.

length-27.5 Mtrs. one enlarge link and one open link at each end and swivel adaptor at one end and Forelock Shackles of corresponding size at each end having certification from marine class society and conforming to relevant I.S.

Bridle Chain

Stud Link Chain Grade-2, Size 42 mm dia. length-13.75 Mtrs (1 set for Each buoy). one enlarge link and one open link at each end and swivel adaptor at one end and Forelock Shackles of corresponding size at each end having certification from marine class society and conforming to relevant I.S.

All shackles, swivels, and “O” ring shall be of suitable dimension for 42mm chain and it must follow international standards. All mooring equipment must be certified by IRS, Indian Register of Shipping, or by any other member of IACS, the International Association of Classification Societies. All mooring chains and accessories must be strong enough to work in sea condition BEAUFORT 5/6, which means fairly rough seas with strong winds.

Solar Powered LED Marine Lantern Details:

Light Source	LED
Color	Red/Green/White
Visibility Range	>3 Nautical Miles
Flashing	Intermittent quick flashing and adjustable
Nominal Voltage	12 V
Battery	Maintenance free with a minimum autonomy period of 21 days. i.e the battery should provide sufficient power to the lantern even if the charging circuit does not function for 21 days.
Body Material	UV radiation resistant material & powder coated aluminum suitable for marine environments.
Water Tightness	IP 68
Solar Panel	Integral with lantern. The entire lantern assembly should be as approved by IALA

Scope of Work and Special Terms & Conditions:

- 1) The bidder shall be Original Equipment manufacturer or Authorized Dealer or Business partner registered at GeM portal who is having experience in manufacturing or supply of Channel marking Buoys / mooring Buoys with or without mooring gears. The fabrication and supply of buoys including its superstructure with mooring gears (Chains, LED Lanterns & Radar reflector) are included under the scope of the work. Bidder must attach the Completion Certificate of Buoy supplied in the Technical Qualification Criteria.
- 2) Navigation buoys are required 15 nos. of Buoys as per below:
 1. 7 Red Lateral Buoys
 2. 7 Green Lateral Buoys
 3. 1 Fairway Buoy
- 3) The buoys should be supplied with manufacturer's test certificates as per IALA standards. The test of materials (Plates & angles) brought at Site for the fabrication of the buoys and different stage of fabrication of Buoys shall be certified by classification society (IRS, ABS, LRS, DNV etc.) which is a member of International Association for Classification Societies (IACS). The fabrication of all the buoys shall be carried out simultaneously as per instruction & guidance of Surveyor of IACS and all the requisite tests / modifications shall be carried out as per his requirements. There shall be at least 6 to 8 visits of Surveyor during the fabrication, paintings and final inspection before the dispatch of Buoys. The charges for the visit of the classification society surveyor shall be borne by the bidders. The bidder at his own cost shall arrange for Inspection requested by the Engineer-in-charge, DPA for the items to be supplied. The Marine Classification Society will work as Third Party Inspection Agency.
- 4) The manufacturers / suppliers / distributors or their sole selling agents, should be preferably an ISO certified organization.
- 5) Buoys should be able to withstand harsh marine environment.
- 6) All preliminary / final design and stability calculations for the buoy, mooring requirement calculation as per International Association of Marine Aids to Navigation and Light House Authorities (IALA) to be submitted to DPA.
- 7) Any fittings of accessories which may not be specifically mentioned in the specification but which are usual or necessary shall be included in the offer.
- 8) The buoys should be supplied with the manufacturer's test certificates as per IALA recommendations.
- 9) The supplier shall furnish 3 sets of Assembly drawing manual for Buoys.
- 10) All buoys shall be of make in India only.

- 11) All items, components and accessories offered should be brand new. All fittings/materials used are to be of approved quality and standards and fit for use in the tropical saline corrosive atmosphere. All work should be completed to the entire satisfaction of the Engineer-in-charge, DPA.
- 12) The supplier shall take comprehensive transit insurance for the imported and indigenous goods, transit-cum-storage and third party liability insurance policies with reputed underwriters to cover all the risks whatsoever during the whole period starting with dispatch of equipment and materials from bidder's warehouse and ending with final acceptance of work by the employer. The employer shall have first charge on the insurance claims, if any.
- 13) The Bidder has to supply all buoys at Bunder area, New-Kandla. The loading and unloading of the buoys shall be done by the bidder.
- 14) All the rules and regulations governing DPA will be applicable.
- 15) GSTIN No. & Income Tax PAN No. shall have to furnish by bidder, failing which the Bid/Quotation will be considered as non-responsive and be liable for discharge.
- 16) Force Majeure: This will be restricted to natural calamities and acts of GOD only.
- 17) Submission of fraudulent document shall be treated a major violence of such procedure and in such case Port shall resort to blacklisting the bidder for 3 years.
- 18) Tax: The rates quoted (except GST) by the bidder shall be deemed to be inclusive of the taxes, duties etc. which the bidder will have to pay for the performance of this contract. The employer will perform such duties in regard to the deduction of such taxes at sources as per applicable law.
- 19) EMD of 2% of estimated cost shall be submitted online in favour of Deendayal Port Authority, IDBI Bank, Gandhidham Branch, A/c No. VDDPTNFMEDRYD266, UPI ID. VAS. VDDPTNFMEDRYD266@IDBI IFSC Code: IBKL0000412
- 20) In case of Micro and Small Enterprise (MSEs) holding valid certificate issued by any agencies/organization under The Ministry of Micro, Small and Medium Enterprises indicating the sub-class list of activity related to the subject tender as per National Industrial Classification-2008 mentioned in the table below only shall become eligible for exemption from payment of EMD. Such bidder shall upload the scanned copy of valid certificate in preliminary bid.

Level	Description
Section C	Manufacturing
Division 30	Manufacture of other transport equipment
Group 301	Building of ships and boats
Class 3011	Building of ships and floating structures
Sub Class 30111	Building of commercial vessels: passenger vessels, ferryboats, cargo ships, tankers, tugs, hovercraft (except recreation-type hovercraft) etc.
Sub Class 30115	Construction of floating structures (floating docks, pontoons, coffer-dams, floating landing stages, buoys, floating tanks, barges, lighters, floating cranes, non-recreational inflatable rafts etc.)

- 21) EMD of the bidders other than L-1 & L-2 will be released within seven days from date of opening of the quotation.
- 22) EMD of the successful bidder shall be refunded after successful completion of the work.
- 23) The bidder has to arrange Gate Passes for entry/exit of labours and equipment's / vehicles inside/outside Cargo Jetty area at his own cost from CISF.
- 24) CME reserves the right to cancel the quotation without assigning any reasons and also increase/decrease the quantum of work.
- 25) The rate to be quoted excluding GST, no claims of bidder shall be entertained on account of any other Taxes levied by Central / State Govt. or any authorities paid by him.
- 26) Payment will be made by RTGS only after satisfactory of work and submission of duly signed bills.
- 27) All tools, plants, scaffolding ladder etc. and other machinery etc. required temporary for the purpose of execution of work will have to be arranged by the bidder at his own cost and storing of such tools, plants etc. will have to be made by him.

- 28) Bidder can be held liable for any monetary or non-monetary consequences on account of Non Remittance of tax by service provider to central government.
- 29) Bidder shall be responsible for any damage, theft and fire during the execution of said works. If any damage occurs due to workmen/machinery of the bidder, the bidder has to make good the loss/damage at his cost.
- 30) The bidder should strictly follow all statutory rules & regulations like labour law, insurance, safety norms & regulations etc.
- 31) The Bidder is required to execute the work in such a manner so as not to cause any damage, hindrance or interference to the Port activities and the work going on in the area. The Bidder shall make good the loss at his own cost and risk all damages caused by his workmen to the Port property and no extra payment shall be made to him on that account.
- 32) Liquidated Damage will be levied @ 0.50% of the contract value per week and part thereof will be levied in case of delay in completion work subject to maximum of 10% of contract value. However, if the delay is attributable to DPA, extension for completion of work will be granted without levy of LD.
- 33) Integrity Pact:
The Integrity pact shall be as per GeM terms & conditions
- 34) GUARANTEE:
All the equipment shall be guaranteed for one year from the date of supply and acceptance by the Employer. In the event of any defect attributable to the defective materials, design or workmanship, during the guarantee period, the supplier shall make good the same at his cost. The supplier shall supply new parts to replace any component that may be proved to have been so defective, free of cost to DPA. The Cost of all replacement of such defective parts of materials, including freight, insurance, clearance, custom duty, sales tax, delivery charge etc. shall be borne by the supplier who will also arrange at his cost for the fitting /replacement. If the system rendered idle during guarantee period for more than 7 days on account of any of the guarantee obligation on the part of supplier the guarantee period of the same shall be extended not exceeding the period of idleness.
The supplier shall be equipped to undertake the major repairs under guarantee, if called for by the employer. They should also be in a position to render necessary guidance and service. In case the supplier fails to attend the defects even on repeated intimations from DPA, the same will be got attended from other source at the risk and cost of the supplier.
- 37) COMPLETION PERIOD
The entire work as per scope of work and technical specifications should be completed within 180 days from the date of receipt of supply order by the Bidder. However, the

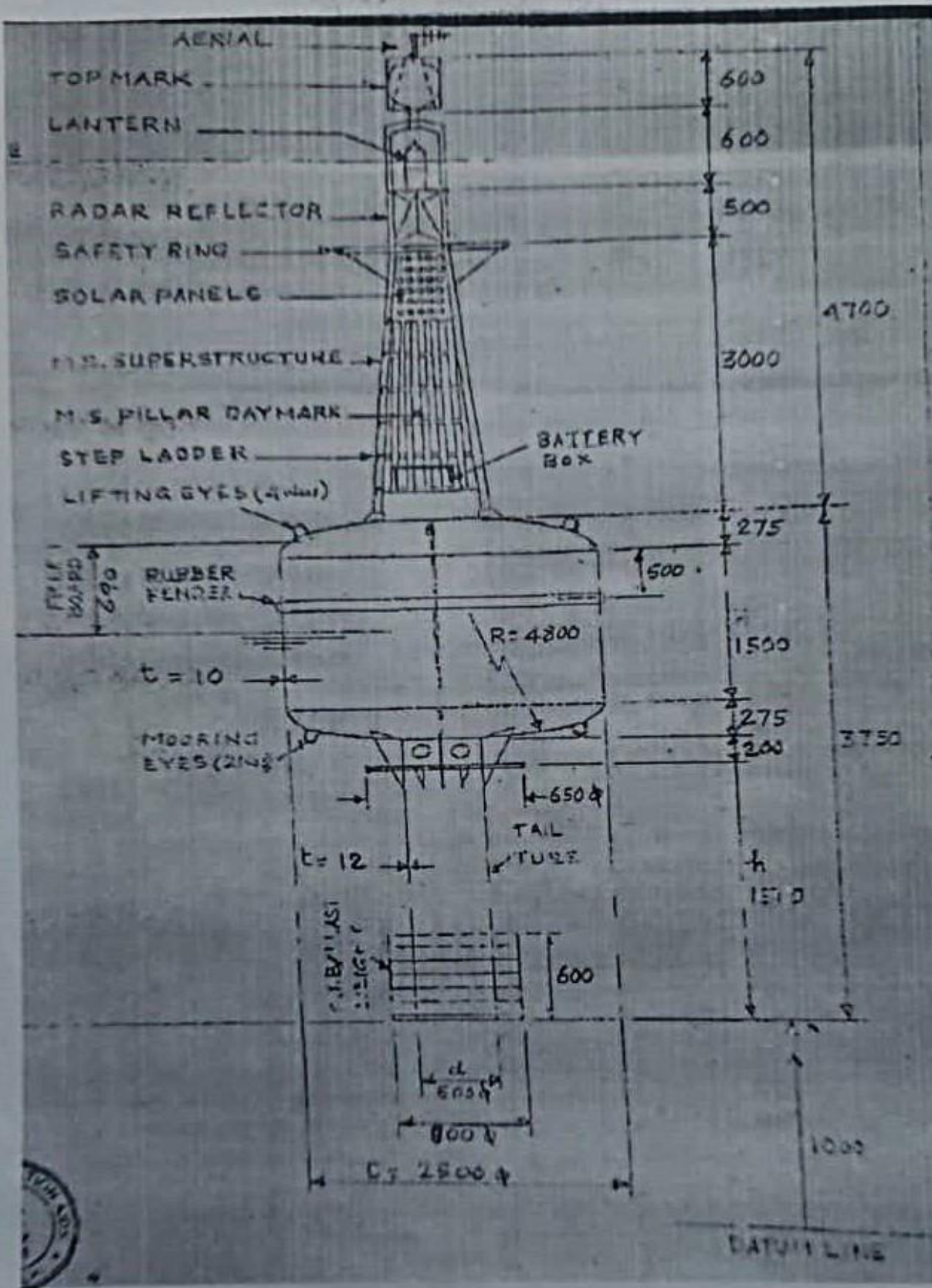
Supplier should make all efforts to complete the work as early as possible.

38)TERMS OF PAYMENT

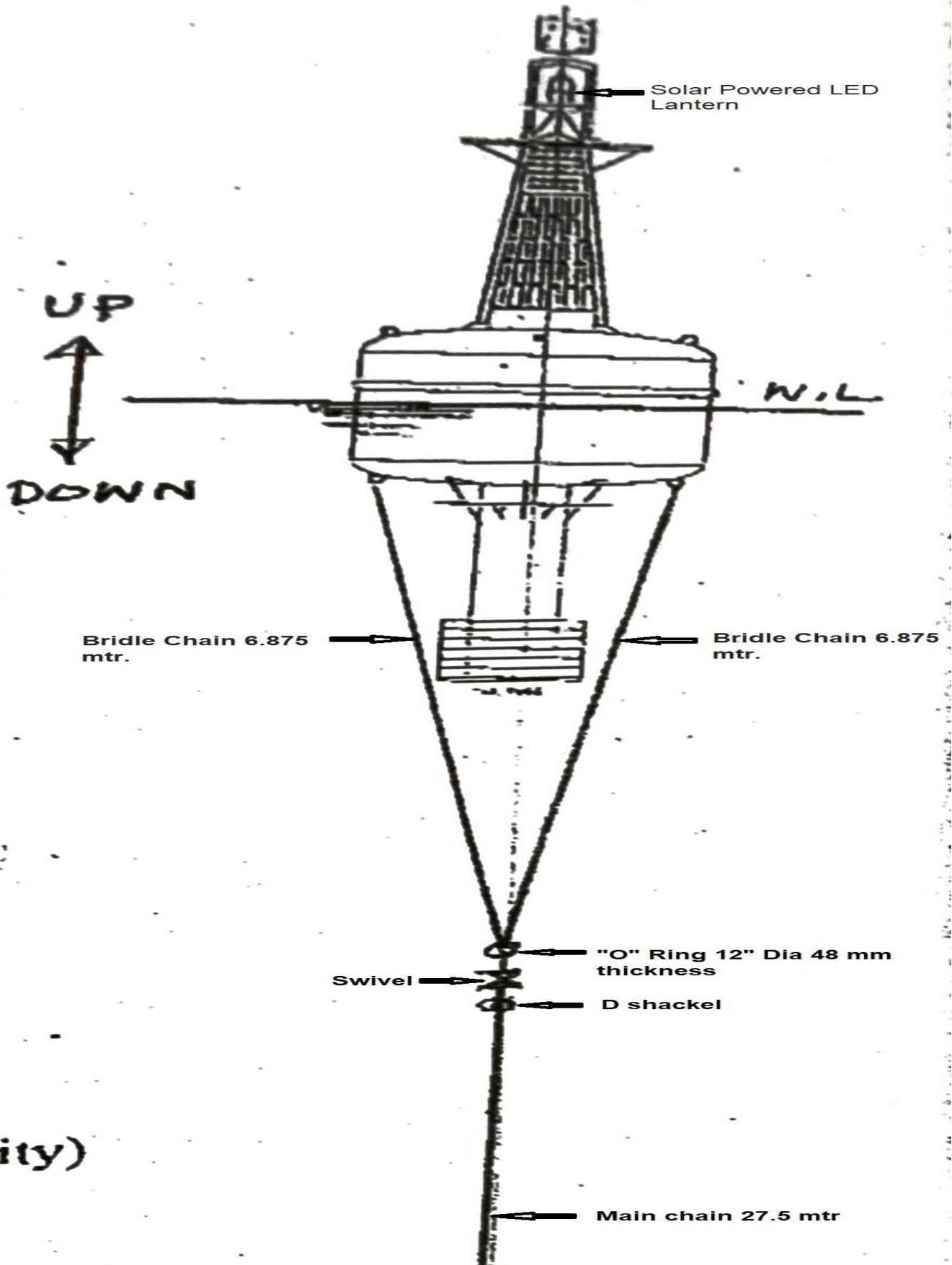
After submission of bills in duplicate by the bidder, the 100% payment shall be released by RTGS within 30 days of after satisfactory completion of job, inspection, test & trail. The bidder is required to furnish 5 % of quoted amount as PBG which shall be paid after completion of guarantee defect liability period of 12 months.

39) All General Conditions of Contract of GeM Portal shall be applicable. However, Special terms & Conditions mentioned above shall override the General Conditions of Contract of GeM Portal.

Drawing-I



Drawing-II



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Annexure IV:

Bill of Quantities

MECHANICAL ENGINEERING DEPARTMENT

Quotation No. CME/Tug/2766/BuoysDPWorld/2026

“Supply 15 Nos. of Channel Marking Buoys with all mooring accessories & Solar Powered LED Marine Lantern for Tuna Tekra container Terminal developed by DP World”.

BOQ

Sr. No.	Description	Qty.	Unit	Rate in figure per unit	Rate in words	Amount (Qty X Rate per unit)
1	Fabrication and Supply of 2.5M diameter Mild Steel Tail Tube Buoy with mooring accessories & Solar Powered LED Marine Lantern TTS-2500: - Buoy Body Plate: 10mm thickness, Tail tube plates: 12 mm, 4 compartments with 4 manholes, Internal compartment plate: 6mm, as per technical specifications (Annexure-I), Scope of work, terms & conditions and drawing (indicative) attached.	15	Nos			
	Total (Rupees_____ only) Rs.					

Above rates are Exclusive of GST.

Total Amount in Rupees in words (_____)

Seal & Signature of Bidder

EIC (Tugs)
Deendayal Port Authority