MINUTES OF PRE-BID MEETING HELD ON 29-07-2026

1. Expression of Interest Ref no. DCI/TECH/SB/TSHD/2601, dated 20.07.2026

2. Expression of Interest for "Design, Construction and Supply of One Trailer Suction Hopper Dredger Of 12000 Cu.M Capacity Under Atmanirbar Bharat"

3. Pre-Bid Meeting held at 1130Hrs of 29.07.2026 at the Premises of DCI Head Office, Visakhapatnam.

4. Participants (VC) alongwith DCIL:
   a) M/s Royal IHC, Netherlands & India;
   b) M/s Cochin Shipyard Limited
   c) M/s DAMEN and their Indian Counterpart

Sl. No.	Observation	Clarification
1.	**Refer EOI Clause No.07(c) Eligibility Conditions:** The condition stating "Applicant shall have requisite experience of delivering at least one 10,000 Cu.M TSHD in the last 7 Years" Request for relaxation of Criteria	As indicated at EOI Clause no. 07(d), it may please be read as "Either the shipyard / JV / Technical Partner" participating in the EOI shall possess experience in building TSHDs and has delivered atleast one 10,000m^3 TSHD in the last 7 Years. This criterion shall be met by the applicant.
2.	**Refer EOI Enclosure-V, Outline Technical Specification:** What is the preferred Diameter of Suction tube and dredge pipelines	900mm (Inner Diameter)
3.	**Refer EOI Enclosure-IX, Budgetary Quote:** How does the EOI handle currency rate changes for imported machinery if the contract price must be in INR?	Applicant shall absorb the factor of currency variation and shall quote proposed contract value in Indian Rupees only.
4.	**Refer EOI Enclosure-IX, Budgetary Quote:** Can the Contract be specified in Two phases, namely – Design phase and Construction phase, so that all the designed received in the EOI can be complied to choose best suitable option.	The Terms and conditions specified in the EOI holds good. No further amendment or modification in this context is possible.

General Manager (Technical)

DREDGING CORPORATION OF INDIA LIMITED
DREDGE HOUSE, HB COLONY MAIN ROAD
SEETHAMMADHARA,
VISAKHAPATNAM - 530 022

Email: hodtech@dcil.co.in & shipbuilding@dcil.co.in,
Web: www.dredge-india.com

Expression of Interest Ref no.
DCI/TECH/SB/TSHD/2601
Dt. 20.07.2026

EXPRESSION OF INTEREST
FOR

"DESIGN, CONSTRUCTION AND SUPPLY OF ONE TRAILER SUCTION HOPPER DREDGER OF 12000 CU.M CAPACITY UNDER ATMANIRBAR BHARAT".

DR. GVR MURTHY
GENERAL MANAGER (TECH)
DREDGING CORPORATION OF INDIA LIMITED
DREDGE HOUSE, MMTC COLONY,
SEETHAMMADHARA
VISAKHAPATNAM

EXPRESSION OF INTEREST

DCI/TECH/SB/TSHD/2601 Dt:20.07.2026

Due Dates & Information:

1.	Name of Work	:	**Design, Construction and Supply of one trailer suction hopper dredger of 12000 cu.m capacity under Atmanirbar Bharat**
2.	Type of Bid		Open
3.	Delivery	:	28 months from the date of placement of Order
4.	Availability of Bids for downloading.	:	20.07.2026 to 10.08.2026 at 1500 hrs. (21 days)
5.	Last date for receipt of pre-bid queries by DCI from bidders.	:	10.08.2026 at 1500 hrs
6.	Pre-bid meeting scheduled on	:	29.07.2026 at 1100 Hrs at through VC link https://dcil21.webex.com/meet/dotsectt. Parties may also send their authorized representatives to DCI Head Office at the address given in the tender document.
7.	Last date & time for online submission of bids	:	10.08.2026 upto 1500 Hrs
8.	Validity of offer	:	180 days from the date of opening of Tender
9.	Date, time and place of opening of Techno-commercial bids	:	10.08.2026 at 1530 Hrs in CPP portal

Detailed notice inviting Expression of Interest along with complete documents can be downloaded from CPPP portal & DCI website http://dredge-india.com from 20.07.2026 to 10.08.2026 @ 15:00 hrs. EOI Bids will be opened on 10.08.2026 @ 15:30 hrs. For further details and general enquiries prospective bidders may contact to the address given below, (Email: hodtech@dcil.co.in & shipbuilding@dcil.co.in). Contact No.0891-2871222/ 388 during working hours before the last date and time of downloading of tender documents.

General Manager (Tech)
Dredging Corporation of India Ltd.,
Dredge House, H B Colony Main Road
Seethammadhara, Visakhapatnam – 530 022
Andhra Pradesh (INDIA)
Ph No. 0(+)91-891- 2871-222/388,
E-mail ID: hodtech@dcil.co.in & shipbuilding@dcil.co.in

EXPRESSION OF INTEREST

ACQUISITION OF ONE (1 NO.)
TRAILER SUCTION HOPPER DREDGER OF 12,000 CU.M CAPACITY

1. DCI, is a premier dredging company in India providing maintenance and capital dredging services, Land Reclamation and allied marine services to Major ports and other maritime organizations of India since 1976. DCI helps to ensure continuous availability of the desired depths in the shipping channels of the major and minor Ports, Indian Navy, Fishing Harbours and other maritime organizations and also helps in creating new ports. DCI's Head Office is strategically situated on the east coast of India at Visakhapatnam and Regional/Project office at various locations in India.

2. In this connection DCI is inviting Expression of Interest from experienced, resourceful and bonafide Ship builders / dredge builders with proven technical and financial capabilities.

3. The present EOI is being issued by DCI for the selection of a suitable Indian shipyard for the design, construction, and delivery of the subject vessel with a Joint Venture Company (JVC) who has experience in building a TSHD of 10,000 cu.m or more. Reputed shipyards, both Indian and international (JVC with Indian Shipyard), are invited to participate in the EOI process and submit their offers. Upon completion of the EOI/tendering process and incorporation of the proposed JVC, the shipbuilding contract for the subject vessel shall be executed between the successful shipyard and the proposed JVC.

4. Under this EOI, it is envisaged that one (1 no.) TSHD of 12,000 cu.m shall be built in a reputed shipyard having experience of constructing/building a 10,000 cu.m TSHD or should have successfully launched the vessel or min. 80% of construction or delivered at least one no. 10,000 cu.m in last 7 years. The proposed TSHD shall be built at a reputed shipyard based in India through technical tie-up / collaboration / Joint Venture / Strategic Alliance.

5. Guidelines for Eligibility of an applicant from a country which shares a land border with India (Ref: F.No.6/18/2019-PPD, dt.23.07.2020 of D/o Expenditure, GoI) would be applicable for the respondents. Applicants are to confirm their acceptance that they are in compliance with the provisions detailed at **Enclosure – I**. Applicants should also submit the requisite undertaking/certificate as mentioned.

6. The EOI is intended to ascertain modalities and capabilities of shipyards for building one TSHD in an Indian shipyard. Through this EOI, shipyards having the required infrastructure, technology, and capability for building 12,000 cu.m in India will be ascertained. The details submitted by the Applicants regarding their technical tie-up / collaboration / Joint Venture / Strategic Alliance and financial

capability will be evaluated to determine the terms and conditions for the shipbuilding contract. Based on the response to the EOI, DCI shall have the option either to invite bids from the Applicants who have responded to the EOI or float a tender enquiry. After evaluation / examination of the offers, DCI may at its sole discretion decide the further course of action.

7. **Eligibility Conditions**

(a) The qualification of Applicants will be based on a "Shipyard Qualification Template" to be submitted by the shipyards as per the format prescribed at **Enclosure - II**, along with their response to the EOI, in order to assess the infrastructure availability and capability of the Applicant to execute the shipbuilding contract

(b) Applicant shall submit functional infrastructure capability duly certified by IRS or IACS society (DG Approved), preferably ABS / BV / DNV / LR / NK, stating that the shipyard is capable of building 12,000 cu.m TSHD and has a Quality Assurance and Safety Department of international standards.

(c) Any Applicant having requisite experience of delivering at least one 10,000 cu.m TSHD in last 7 years and who can construct 10,000 cu.m TSHD in India as envisaged in the EOI may apply. The Applicants have to provide details of their strategy for building TSHDs in India.

(d) Indian and international shipyards can have a technical tie-up / collaboration / Joint Venture / Strategic Alliance. In such instance all the parties of the tie-up / collaboration / Joint Venture / Strategic Alliance shall jointly be the "Applicant" for the EOI. A Lead Member shall be identified by the Applicant. The details sought under this EOI under Para 7(A) and 7(C) shall be provided for all parties. The tie-up / collaboration / Joint Venture / Strategic Alliance must include basic and detailed design support by the International Shipyard throughout the project till delivery of the vessels. Necessary supporting documents are to be submitted by the Applicant.

(e) No Applicant can have a tie-up / collaboration / Joint Venture / Strategic Alliance with a member of another Applicant. In this regard each party participating in the EOI through such arrangement will have to provide an undertaking as per **Enclosure - III**.

(f) An Applicant shall not have a conflict of interest that affects the bidding process. Any Applicant found to have a conflict of interest shall be disqualified.

(g) The shipyard should have positive net worth during the immediate preceding financial year. In case a shipyard does not have a positive net worth as required during the immediate preceding financial year, it should provide a Letter of Comfort from Scheduled Banks / reputed lending financial institutions indicating necessary financial support of at least 60% of the value of the contract, as per **Enclosure - IV**.

8. **Technical Specifications**

The outline Technical Specification of the vessels under consideration is enclosed at **<u>Enclosure - V</u>** for guidance.

9. **Submission of Stage - I Technical Offer**
The Expression of Interest for construction of the intended vessel as stated above shall be submitted as under:

A. Details of Applicant

(a) A brief history of Applicant, organizational structure, etc. along with material/information in English language demonstrating the Applicant's capability to undertake and fulfill the project.
(b) A statement regarding building experience of the shipyard year-wise during the last seven years, giving name of ship, type/size, year built, owners, classification society, time taken from contract signing to delivery of the vessel (both contractual as well as actual), proof of delivery, etc.
(c) Details of infrastructure at shipyard to build the vessel as per the EOI.
(d) Delivery schedule of the proposed vessels in number of months from date of contract effectiveness.

B. Technical tie-up / collaboration / Joint Venture / Strategic Alliance: Details between shipyards bringing out the capability to build / design the required vessel as per the EOI document along with documentary evidence.

C. The published / audited Annual Report of Applicant for past three years, i.e. the immediate past one year and the previous two years, together with a statement giving the summarized financial position of Applicant Shipyard in English language, certified by the Secretary of the Company or any other Authorized Official.

10. **Date** and **Time for Submission of EOI:** The last date for responding to the EOI is 10.08.2026 by 1500 hours IST.

11. Submission **Address**
Dr. GVR murthy
General Manager (Tech)
Dredging Corporation of India Limited
Dredge House, MMTC colony,
Seethammadhara
Visakhapatnam – 530 022.

12. **Other Conditions**

(i) DCI has the sole discretion to accept or reject any EOI without assigning any reason.
(ii) While evaluating EOI, regard would be paid to national defense and security considerations.

(iii) The EOI should also confirm the following in writing while submitting the Technical offer “Envelope-I”:

a. Whether the Applicant employs in any capacity, whether administrative or advisory, any ex-DCI officer who has retired from the DGM / JGM / GM or higher level in the preceding three years as on the EOI closing date.

b. If the answer above is affirmative, the name and designation of that officer in the firm, designation at the time of retirement in DCI, and date of retirement from DCI should be furnished.

c. The role and responsibilities of that officer in the firm, especially with regard to the contract for which the bid is made, should be clearly spelt out.

(iv) DCI does not deal with agents or brokers and all dealings will be directly with the Applicant. The Applicant will give written undertaking that it would not pay any commission or brokerage in any form to any party. This undertaking would also state that DCI would not be required to pay commission or brokerage in any form to any party and that DCI is not responsible for any understanding, arrangement, or agreement between the Shipyard and other third parties. However, DCI has no objection to Applicant having a representative only for facilitating transmission of messages and other documents.

(v) A brief shipbuilding contract detail is placed at **Enclosure - VI** for reference of Applicants.

(vi) In case of any differences in the terms and conditions mentioned in the EOI document and the tender document, the terms and conditions mentioned in the tender document shall prevail.

13. **Integrity Pact**

(a) Applicants are required to submit “Integrity Pact” (**Enclosure - VII**), duly signed by the same signatory on all pages and details filled in properly. Acceptance of the Integrity Pact shall be unconditional and the bidder must not change any contents of the Integrity Pact. The signed Integrity Pact should be enclosed with the Technical Offer in “Envelope-I”.

(b) The following Independent External Monitors (IEMs) have been appointed to oversee the implementation of the Integrity Pact:

(i) Shri Prahlad Kumar Sinha, A303 Sanskriti Vihar, 10th Avenue, Gaur city 2, Greater Noida West, Gautam Budh Nagar, UP – 201318 Mobile – 9432677066 Email: pekay66@gmail.com

(ii) Shri Aditya Kumar Mittal, Flat C-2/10 (3102), Vanashree CHS, Plot 1 & 2, Sector 58A, Palm Beach Road, Near Seawood Estates, Nerul (West), Navi Mumbai– 400706, Mobile: 9560527000, Email: adityakumarmittal@gmail.com

(c) Bidders shall not approach the Courts while representing matters to IEMs and will await the IEMs’ decision in the matter.

14. **Jurisdiction Clause:** All matters connected with this EOI shall be governed by Indian law, Place of performance and jurisdiction is the Registered Office of the Principal, i.e. Visakhapatnam.

15. DCI reserves the absolute right, at its sole discretion, to amend, modify, suspend, withdraw, cancel, or abandon this Expression of Interest (EOI), either wholly or partly, at any stage of the process, without assigning any reason whatsoever and without issuing any prior notice to the Applicants. DCI shall not be liable for any costs, expenses, losses, or damages incurred by any Applicant as a consequence of such action.

16. Nature of Association (Technical Tie-up / Collaboration / Joint Venture / Strategic Alliance) - Documents to be enclosed **Enclosure – VIII**
    a) The Applicant shall submit the following documents along with the above format:
    b) Copy of the Technical Collaboration / Joint Venture / Strategic Alliance Agreement or Memorandum of Understanding (MoU).
    c) Board Resolution / Power of Attorney authorizing participation in the EOI.
    d) Letter from the Technology Partner confirming exclusive participation with the Applicant for this EOI.
    e) Organization chart showing roles and responsibilities of each party.
    f) List of similar vessels delivered jointly under the collaboration.
    g) Documentary evidence of technology transfer/design support.
    h) Undertaking that the collaboration shall remain valid until completion of the shipbuilding contract, if awarded.
    i) Any other supporting documents considered relevant by the Applicant.

17. The Applicant shall submit an indicative and non-binding Budgetary Quote for the design, engineering, construction, testing, commissioning, sea trials, delivery and warranty of one (01) Trailer Suction Hopper Dredger (TSHD) of 12,000 m^3 hopper capacity, in the format prescribed at **Enclosure – IX**.

The Budgetary Quote shall separately indicate:

1. Gross Budgetary Contract Price (exclusive of applicable GST and taxes);
2. Estimated Shipbuilding Financial Assistance (SBFAS) admissible under the prevailing Shipbuilding Financial Assistance Scheme (SBFAS) of the Government of India, should be passed on to DCI.
3. Net Indicative Cost to the Owner after adjustment of the estimated SBFAS benefit shall be the contract price (which will be reflected in Contract); and
4. Delivery Period and Validity of the Budgetary Quote.

The Budgetary Quote is sought solely for budgetary estimation, project viability assessment, and formulation of the subsequent Request for Proposal (RFP)/Tender. Submission of the Budgetary Quote shall not constitute a commercial bid or create any contractual obligation on either the Applicant or DCI. The final contract price and commercial terms shall be finalized only during the subsequent tendering process.

<u>Enclosure – I</u>

GUIDELINES FOR ELIGIBILITY OF AN "APPLICANT" FROM A COUNTRY WHICH SHARES A LAND BORDER WITH INDIA

(i) Any bidder from a country which shares a land border with India will be eligible to bid in this tender only if the bidder is registered with the Competent Authority.

(ii) "Bidder" includes any person, firm, or company, including any member of a consortium or joint venture, and every artificial juridical person, including any agency branch or office controlled by such person, participating in a procurement process.

(iii) "Bidder from a country which shares a land border with India" means:

   a) An entity incorporated, established, or registered in such a country.

   b) A subsidiary of an entity incorporated, established, or registered in such a country.

   c) An entity substantially controlled through entities incorporated, established, or registered in such a country.

   d) An entity whose beneficial owner is situated in such a country.

   e) An Indian or other agent of such an entity.

   f) A natural person who is a citizen of such a country.

   g) A consortium or joint venture where any member falls under any of the above.

(iv) The beneficial owner for the purpose above will be as under:

   (I) In case of a company or LLP, the beneficial owner is the natural person(s) who has controlling ownership interest or exercises control through other means.
   Explanation

      (a) "Controlling ownership interest" means ownership of or entitlement to more than 25 percent of share or capital or profits of the company.

      (b) "Control" includes the right to appoint majority of directors or control management or policy decisions.

   (II) In case of a partnership firm, the beneficial owner is the natural person(s) who has ownership of or entitlement to more than 15 percent of capital or profits.

   (III) In case of an unincorporated association or body of individuals, the beneficial owner is the natural person(s) who has ownership of or entitlement to more than 15 percent of the property, capital, or profits.

   (IV) Where no natural person is identified, the beneficial owner is the relevant natural person who holds the position of senior managing official.

   (V) In case of a trust, identification includes the author of the trust, trustee, beneficiaries with 15 percent or more interest, and any other natural person exercising ultimate effective control.

   (VI) An Agent is a person employed to do any act for another, or to represent another in dealings with third person.

   (VII) The successful bidder shall not be allowed to sub-contract works to any contractor from a country which shares a land border with India unless such contractor is registered with the Competent Authority.

UNDERTAKING

I/We have read the clause regarding restrictions on procurement from a bidder of a country which shares a land border with India. I/We hereby certify that I/we am/are not from such a country OR from such a country and my/our certificate of registration with the Competent Authority is attached herewith (strike out whichever is not applicable). I/we hereby certify that I/we fulfill all requirements in this regard and are eligible to be considered.

Place:	Signature of the Bidder
Date:	Rubber stamp of the Company

Enclosure - II

SHIPYARD QUALIFICATION TEMPLATE

PART I: GENERAL INFORMATION ON SHIPYARD AND MANAGEMENT

S. No.	Element	Shipyard Details (To be filled)
1	Name of the Organization & Address	
2	Details of the Contact Person	
3	Year Established	
4	Type of Organization - Proprietary / Partnership / Public Limited Company / Government PSU / Others (Please Specify)	
5	Product Profile in Terms of Types of Ships Built	
6	Details of Collaborations, If Any	
7	Annual Turnover in the Last Three Years	
8	Bankers	
9	Details of Key Customers Served in the Last 3 Years; yard to furnish owners' feedback regarding performance/quality/after sales service of recently delivered vessels	
10	Details of firm orders in hand; indicate list of vessels on order with details such as type, size, deadweight, construction/delivery schedule etc.	
11	Details of applicable statutory taxes paid in the last 3 years as well as details of pending claims of the tax/revenue authorities including provisions made for the same	
12	Number of painting shops/area; indicate the numbers and area of enclosed blasting and painting shops/open area available	
13	Warehouse; indicate area and facilities available for warehousing	
14	Logistics; accessibility/location of yard with respect to procurement	
15	Permanent employees (employees on payroll to be indicated); contract employees also to be indicated	
16	Dedicated staff in Quality Control Department	
17	Dedicated staff in Safety (HSE)	
18	After Sales Personnel; dedicated personnel to be indicated	
19	Details of aluminum hull construction in past may be indicated	

PART II: TECHNICAL QUALIFICATION TEMPLATE

Copy of the template certified / verified by IRS or IACS society (DG Approved), preferably ABS / BV / DNV / LR / NK, is to be submitted along with the bid.

Sl. No.	Item / Parameter	Cat "C"	Shipyard Details to be Provided
1	Building Capacity	Yard should have in-house steel cutting facility with adequate numbers of NC cutting machines and adequate numbers of automatic/semi-automatic welding machines. Annual steel preparation capacity at least 30,000 tonnes and steel fabrication capacity minimum 30,000 T.	
2	Erection facility (dry dock/slipway/over the ground)	Dimensions (L x B) to be at least 200 x 40 m.	
3	Capacity of cranes servicing the erection/pre-erection area	Capacity to be at least 1 x 300 T EOT/Mobile/Gantry.	
4	Quay / Water front / Building Berth	Length of quay / water front / building berth for outfitting at least 600 m; number of vessels simultaneously berthed to be indicated; cranes at outfitting quay at least 2 suitable units with capacity and reach; depth at quay to be indicated.	
5	Quantum of pre-outfitting used in block stage	To be indicated in percentage terms and should be more than 50%.	
6	Detailed design and Engineering	Yard to have adequate in-house detailed design and engineering capability.	
7	Painting Shop	To be PSPC compliant, fitted with enclosed painting shop with temperature and humidity control; area to be mentioned.	
B. STANDARDS			
1	Quality control / Assurance	Valid ISO 9001:2015 Quality Management System Certificate.	
2	Safety Management System	Valid OHSAS 18001 Occupational Health and Safety Management System certification.	
3	**Environment Management System**	Valid ISO 14001 Environment Management Certificate.	

C. OTHER RESOURCES			
1	Non-Destructive testing	To be indicated.	
2	Steel stock yard capacity	To be indicated in tons; at least 5000 tons.	
	Enterprise Resource Planning (ERP)	SAP / equivalent system to be in use.	
D. FINANCIAL CRITERIA			
1	The shipyard should have positive net worth during the immediate preceding financial year. If an Indian shipyard does not have positive net worth, it should provide a Letter of Comfort from banks/lending institutions indicating necessary financial support of at least 60% of the contract value.		

Enclosure - III

FORMAT FOR UNDERTAKING TO BE PROVIDED ON COMPANY LETTERHEAD

We, **[Name of the Company / Shipyard]**, having our registered office at [Registered Address], do hereby give this Undertaking in respect of the **Expression of Interest (EOI)** as under:

1. We confirm that we are participating in the above-mentioned EOI **only in collaboration / tie-up / Joint Venture / Strategic Alliance with _____________ [Name of other company(s) / shipyard(s)].**

2. **_____________ [Name of Other company(s) / shipyard] is the Lead Member of our Collaboration / tie-up / Joint Venture / Strategic Alliance.**

3. We further undertake that **we have not participated and shall not participate**, either directly or indirectly, **with any other applicant** for the same EOI in any form whatsoever.

4. We understand and accept that **submission of multiple associations** or participation with more than one applicant for the same EOI shall render our participation **liable to rejection**.

5. We agree that this Undertaking shall be **valid and binding for the entire EOI process**, including evaluation, short-listing, issuance of RFP / Tender (if any), bidding, award of work, and execution thereof.

6. We declare that the statements made herein are **true, correct, and complete**, and no material facts have been concealed or misrepresented.

7. In the event of any breach of this Undertaking, we shall be **solely responsible for all consequences**, including rejection of our participation, and any other action deemed appropriate as per applicable rules and laws.

For and on behalf of:
[Name of Company / Shipyard]

Authorized Signatory: ________________________
Name: ________________________
Designation: ________________________
Signature: ________________________
Date: ________________________
Place: ________________________
Seal of the Company / Shipyard

<u>Enclosure - IV</u>

FORMAT FOR COMFORT LETTER FROM BANK

<Bank Name & Address>

Dear Sirs,
This is to confirm that our Client, _________________ <Name of Shipyard>, maintains bank accounts with us and is in good standing with our bank.

As informed by our Client, for bidding for the _________________ (Name of Project), the Client has to submit a Comfort letter from the bank.

At his instructions, we, (bank name & address), with full authority and mandate hereby confirm that said Client is financially able to mobilize an amount of Rs. __________ being 60% of the contract value for which the bank will provide financial assistance as required by the Client.

We, (client's bank), confirm to transfer the referenced amount as per instructions of our Client.

We certify that our Client, named above, has credit facilities with our bank to complete the proposed (Name of project) within the time period specified.

Our Client hereby gives authority to the Ship Owner to procure usual banker's references from the authorised officer of the Bank <Full name and designation of the bank officer>.

Yours sincerely,

____
Signature by a senior level bank officer

Full name of the signatory: ______________________________
Designation of the signatory: ______________________________
Client's Name as written in account: ______________________________
Account No / IBAN: ______________________________
Bank Telephone No: ______________________________
Bank's Fax No: ______________________________
Bank SWIFT / Sort Code: ______________________________
Bank stamp / seal: ______________________________

<u>Enclosure - V</u>

Outline Technical Specification

Sl. No.	Description		Capacity / Remarks
(1)	Length overall, approx	:	130.00 m to 140 m
(2)	Length between perpendiculars	:	120.00 m to 123m
(3)	Breadth, moulded	:	25m to 28 m
(4)	Depth, moulded	:	10 to 12 m
(5)	Accommodation capacity	:	36 persons
(6)	Shore pumping	:	To be provided upto 5km shore pumping distance
(7)	Mean moulded draught at the Summer Load Waterline of the International Freeboard, approx.	:	8.00 m
(8)	Mean moulded maximum draught at reduced freeboard (Dredging Mark), approx.	:	9.00 m
(9)	Non-cargo deadweight	:	1,400tons to 1,600 tons
(10)	Loading capacity at max. draught (with abovementioned non-cargo deadweight)	:	18,000 tons
(11)	Deadweight “all told” at max. draught	:	19,500 tons to 20,000 tons
(12)	Hopper capacity at highest overflow level	:	12,000 m3
(13)	Inside diameter of trailing suction pipes:	:	1,000 mm
(14)	Autonomy (water & fuel)	:	30 days with HFO and 300 tons of FW
(15)	Dredging depth below light waterline (i.e. ship empty with 10% stores and water in the hopper up to the water line) at 50° angle between pipe and the ship’s baseline, approx.	:	40m
(16)	Two propulsion diesel engines	:	5,400 kW to 6,000kW
(17)	Two dredge pump diesel engines	:	2,500kW to 3,500 kW
(18)	Two AC main generators	:	2,250 ekW
(19)	One AC auxiliary generator	:	900 ekW
(20)	Two Bow thruster motors with an output	:	750kW to 800kW
(21)	One AC diesel generator set for auxiliary electric power supply, with a generator output, approx.	:	500 ekW to 800ekW
(22)	One AC diesel generator set for emergency service, with a generator output	:	250 to 300 ekW to meet Class requirements
(23)	Trial speed at the mean moulded draught as mentioned above, approx.	:	15.0 knots
(24)	Two AC electric motors for jet pump drive, each with an output of, approx.	:	900kW to 1,100 kW to give a 16 bar pressure in series
(25)	Class Symbol Class notation (hull) Class notation (machinery) Descriptive note	:	卐 100 A1 Hopper Dredger 卐 LMC-UMS ShipRight (IHM, SCM, IWS)

Enclosure - VI

Brief Shipbuilding Contractual Terms & Conditions

1. Vessels to be delivered at Ex-Works (Shipyard).
2. The formal contract shall be executed after the necessary approvals from Appropriate Authorities are received by DCI. The contract will be made effective within three months of signing of the contract. The contract terms shall be discussed and finalized on the basis of DCI's standard shipbuilding contract, which would include the following:
   a) An unconditional and irrevocable refundment guarantee from a reputed scheduled commercial bank acceptable to DCI, guaranteeing refund of all installments paid together with interest at 9% per annum if the shipyard fails to perform, defaults, or does not complete or deliver the vessel.
   b) The ships shall be built in the bidder's own shipyard facility. Complete outsourcing or subcontracting of shipbuilding by the bidder will not be allowed.
   c) The vessel, including all its machinery and equipment, shall be guaranteed for one full year from delivery against deficiency in design, material, poor workmanship, faulty construction, etc. Extended guarantee, if required for specific items, shall be as per final agreed specification.
   d) Performance Guarantee of 10% of the contract value from a reputed bank acceptable to Owners, valid up to 15 months after delivery, and extendable for the 12-month guarantee period after delivery with a three-month claim period.
   e) The vessel and all Owner's supply items to be delivered on ship are to be insured against all risks including War and Strike, Riots and Civil Commotion during construction until delivery. In case of constructive total loss during construction, the Shipyard would refund all installments paid with interest at 9% per annum till actual refund.
   f) The vessel shall be designed and constructed with a minimum indigenous content of 60–70%, in alignment with the Government of India's *Atmanirbhar Bharat* initiative and to promote domestic manufacturing and supply chain participation.
   g) Usual liquidated damage clauses shall apply as detailed below.

Sr. No.	Item	Grace Limit	Penalty to Commence From	Rate of Liquidated Damages as % of Contract Price
1	Delay in delivery	Up to 30 days	From 31st day	1% per week of delay
2	Insufficient speed	Up to 0.30 knot of guaranteed speed	From the guaranteed speed	0.25% for every 0.10 of 1 knot or pro-rata
3	Excessive fuel consumption	Up to 5%	From 5%	0.20% for every 1% excess or pro rata

4	Excessive Draft	Upto 10 centimeters	From 10 centimeters	0.25% for each 1 cm or part thereof
5	Dead weight	250MT	More than 1% of specified DWT	0.002% per ton from the specified DWT

Further conditions:

- Owners shall have the option of deputing one or more supervisors at the Shipyard, and the Shipyard shall provide office accommodation, communication facilities, secretarial support, and transportation at Shipyard's cost.
- Classification of the vessel shall be dual classification, i.e. Indian Register of Shipping (IRS) and preferably LRS Class.
- The makers list will be discussed and mutually agreed while finalizing the technical specification, and selection of makers will be in consultation with and subject to approval of DCI.
- The shipbuilding contract will be executed between the successful Applicant and DCI or Joint Venture Company and the contract shall have provision for novation.

Enclosure - VII

INTEGRITY PACT

Dredging Corporation of India Limited (DCIL) hereinafter referred to as “The Principal". And ____ herein after referred to as "The Bidder/Contractor"

Preamble

The Principal intends to award, under laid down organizational procedures, contract/s for “Drydock repairs of DCI ID GANGA”. The Principal values full compliance with all relevant laws of the land, rules, regulations, economic use of resources and of fairness/transparency in its relations with its Bidder(s) and /or Contractor(s).

In order to achieve these goals, the Principal will appoint an Independent External Monitor (IEM), who will monitor the tender process and execution of the contract for compliance with the principles mentioned above.

Section 1-Commitments of the Principal

(1) The Principal commits itself to take all measures necessary to prevent corruption and to observe the following principles:-

No employee of the Principal, personally or through family members, will in connection with the tender for, or the execution of a contract, demand, take a promise for or accept, for self or third person, any material or immaterial benefit which the person is not legally entitled to.

The Principal will during the tender process treat all Bidder(s) with equity and reason. The Principal will in particular, before and during the tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential/additional information through which the Bidder(s) could obtain an advantage in relation to the process or the contract execution.

The Principal will exclude from the process all known prejudiced persons.

(2) If the Principal obtains information on the conduct of any of its employees which is a criminal offence under the IPC/PC Act, or if there be a substantive suspicion in this regard, the Principal will inform the Chief Vigilance Officer and in addition can initiate disciplinary actions.

Section2-Commitments of the Bidder(s)/Contractor(s)

(1) The Bidder(s)/Contractor(s) commit himself to take all measures necessary to prevent corruption. He commits himself to observe the following principles during his participation in the tender process and during the contract execution.

The Bidder(s)/ contractor(s) will not, directly or through any other persons or firm, offer promise or give to any of the Principal's employees involved in the tender process or the execution of the contract or to any third person any material or other benefit which he/she is not legally entitled to, in order to obtain in exchange any advantage or during the execution of the contract.

The Bidder(s)/Contractor(s) will not enter with other Bidders into any undisclosed agreement or understanding, whether formal or informal. This applies in particular to prices, specifications, certifications, subsidiary contracts, submission or non-submission of bids or any other actions to restrict competitiveness or to introduce cartelization in the bidding process.

Bidder(s) / Contractor(s) will not commit any offence under the relevant IPC/ PC Act; further the Bidder(s)/ Contractors will not use improperly, for purposes of competition or

personal gain, or passion to others, any information or document provided by the Principal as part of the business relationship, regarding plans, technical proposals and business details, including information contained or transmitted electronically.
The Bidder(s)/ Contractor(s) of foreign origin shall disclose the name and address of the Agents/ representatives in India, if any. Similarly, the bidder(s)/ contractor(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any. Further details as mentioned in the "Guidelines on Indian Agents of Foreign Suppliers" shall be disclosed by the Bidder(s)/Contractor(s). Further, as mentioned in the Guidelines all the payments made to the Indian agent/ representative have to be in Indian Rupees only.
The Bidder(s)/Contractor(s) will, when presenting his bid, disclose any and all payments he has made is committed to or intends to make to agents, brokers or any other intermediaries in connection with the award of the contract.
(2) The Bidder(s)/Contractor(s) will not instigate third persons to commit offences outlined above or be an accessory to such offences.

Section3 - Disqualification from tender process and exclusion from future contracts
If the Bidder(s)/ Contractor(s), before award or during execution has committed a transgression through a violation of Section2, above or in any other form such as to put his reliability or credibility in question, the Principal is entitled to disqualify the Bidder(s)/Contractor(s) from the tender process or take action as per the procedure mentioned in the" Guidelines on Banning of business dealings". Copy of the" Guidelines on Banning of business dealings "is annexed and marked as Annex-"B".

Section4: Compensation for Damages
(1) If the Principal has disqualified the Bidder(s) from the tender process prior to the award according to Section3, the Principal is entitled to demand and recover the damages equivalent to Earnest Money Deposit/ Bid Security.
(2) If the Principal has terminated the contract according to Section3, or if the Principal is entitled to terminate the contract according to Section3, the Principal shall be entitled to demand and recover from the Contractor liquidated damages of the Contract value or the amount equivalent to Performance Bank Guarantee.

Section5: Previous Transgression
(1) The Bidder declares that no previous transgressions occurred in the last three years with any other company in any country conforming to the anti corruption approach or with any other public sector enterprise in India that could justify his exclusion from the tender process.
(2) If the bidder makes incorrect statement on this subject, he can be disqualified from the tender process for action can be taken as per the procedure mentioned in" Guidelines on Banning of business dealings".

Section 6: Equal treatment to fall Bidders/Contractors/Subcontractors.
(1) The Bidder(s)/ Contractor(s) undertake(s) to demand from all subcontractors a commitment inconformity with this Integrity Pact, and to submit it to the Principal before contract signing.
(2) The Principal will enter into agreements with identical conditions as this one with all bidders, contractors and subcontractors.
(3) The Principal will disqualify from the tender process all bidders who do not sign this Pact or violate its provisions.

Section7: Criminal charges against violation Bidder(s)/ Contractor(s)/ Subcontractor(s).

If the Principal obtains knowledge of conduct of a Bidder, Contractor or Sub contractor, or of an employee or a representative or an associate of a Bidder, Contractor or Subcontractor which constitutes corruption, or if the Principal has substantive suspicion in this regard, the Principal will inform the same to the Chief Vigilance Officer.

Section 8: Independent External Monitor/ Monitors

(1) The Principal appoints competent and credible Independent External Monitor for this Pact. The task of the Monitor is to review independently and objectively, whether and to what extent the parties comply with the obligations under this agreement.

(2) The Monitor is not subject to instructions by the representatives of the parties and performs his functions neutrally and independently. He reports to the Chairman, DCIL.

(3) The Bidder(s)/ Contractor(s) accepts that the Monitor has the right to access without restriction to all project documentation of the Principal including that provided by the Contractor. The Contractor will also grant the Monitor, upon his request and demonstration of a valid interest, unrestricted and unconditional access to his project documentation. The same is applicable to Subcontractors. The Monitor is under contractual obligation to treat the information and documents of the Bidder(s)/ Contractor(s)/ Subcontractor(s) with confidentiality.

(4) The Principal will provide to the Monitor sufficient information about all meetings among the parties related to the Project, provided such meetings could have an impact on the contractual relations between the Principal and the Contractor. The parties offer to the Monitor the option to participate in such meetings.

(5) As soon as the Monitor notices, or believes to notice, a violation of this agreement, he will so inform the Management of the Principal and request the Management to discontinue or take corrective action, or to take other relevant action. The monitor can in this regard submit non-binding recommendations. Beyond this, the Monitor has no right to demand from the parties that they act in a specific manner, refrain from action or tolerate action.

(6) The Monitor will submit a written report to the Chairman, DCIL within 8 to 10 weeks from the date of reference or intimation to him by the Principal and, should the occasion arise, submit Proposals for correcting problematic situations.

(7) Monitor shall be entitle to compensation on the same terms as being extended to/ provided to Independent Directors on the DCIL Board.

(8) If the Monitor has reported to the Chairman DCIL, a substantiated suspicion of an offence under relevant IPC/ PC Act, and the Chairman DCIL has not, within the reasonable time taken visible action to proceed against such offence or reported it to the Chief Vigilance Officer, the Monitor may also transmit this information directly to the Central Vigilance Commissioner.

(9) The word 'Monitor' would include both singular and plural.

Section 9- Pact Duration

This pact begins when both parties have legally signed it. It expires for the Contractor 10 months after the last payment under the contract, and for all other Bidders & months----the contract has been awarded. If any claim is made /lodged during this time, the same shall be binding and continue to be valid despite the lapse of this pact as specified above, unless it is discharged/ determined by Chairman of DCIL.

Section 10-Other provisions

This agreement is subject to Indian Law, Place of performance and jurisdiction is the Registered Office of the Principal, i.e. New Delhi.

Changes and supplements as well as termination notices need to be made in writing. Side agreements have not been made.

If the Contractor is a partnership or a consortium, this agreement must be signed by all partners or consortium members.

Should one or several provisions of this agreement turnout to be invalid, the remainder of this agreement remains valid. In this case, the parties will strive to come to an agreement to their original intentions.

(For & on behalf of the Principal) (Office Seal)	(For & on behalf of Bidder/Contractor) (Office Seal)

Place ------------------

Date ------------------

Enclosure - VIII

Sl. No.	Particulars	Details to be Furnished by the Applicant
1	Name of Indian Shipyard	
2	Name of Foreign/Technology Partner (if applicable)	
3	Country of Foreign Partner	
4	Nature of Association (Technical Tie-up / Collaboration / Joint Venture / Strategic Alliance)	
5	Lead Member of the Consortium/Association	
6	Date of Agreement / MoU	
7	Validity of Agreement	
8	Whether the Agreement is legally binding (Yes/No)	
9	Copy of Agreement/MoU enclosed (Yes/No)	
10	Scope of Work of Indian Shipyard	
11	Scope of Work of Foreign/Technology Partner	
12	Responsibility for Basic Design	
13	Responsibility for Detailed Design	
14	Responsibility for Class Approval & Statutory Approval	
15	Responsibility for Procurement of Critical Equipment	
16	Responsibility for Hull Construction	
17	Responsibility for Outfitting & Commissioning	
18	Responsibility for Sea Trials	
19	Responsibility for Delivery & Warranty Support	
20	Technology Transfer proposed (Design Software / Production Know-how / Training / Quality Systems / Others)	
21	Number of Similar TSHDs jointly delivered under this arrangement	
22	Details of Similar Projects executed by Technology Partner (Name, Capacity, Year, Owner)	
23	Commitment of Technology Partner for On-site Engineering Support during Construction	
24	Commitment for Deputation of Design/Production Engineers to Indian Shipyard	
25	Availability of Design Documents, Production Drawings and Manufacturing Know-how	
26	Details of Intellectual Property (IP) Rights / Design License	
27	Responsibility for Performance Guarantees	
28	Responsibility during Defect Liability/Warranty Period	
29	Any restrictions or conditions in the Agreement	
30	Any additional information relevant to the collaboration	

Enclosure – IX

BUDGETARY QUOTE / INDICATIVE PRICE FOR ONE NO. 12,000 Cu.M TSHD

Sl. No.	Description	Gross Budgetary Contract Price (Exclusive of GST)	Delivery Period (Months from Effective Date of Contract)	Validity of Budgetary Quote
1	Design, Engineering, Construction, Testing, Commissioning, Sea Trials, Delivery and Warranty of One (01) Trailer Suction Hopper Dredger of 12,000 m^3 Hopper Capacity complete in all respects as per the EOI Technical Specifications			180 Days

- Currency in INR only no foreign exchange will be paid.
- The Budgetary Quote shall be inclusive of all applicable taxes, unless specifically stated otherwise and excluding GST
- The Estimated SBFAS Assistance shall be calculated in accordance with the prevailing Shipbuilding Financial Assistance Scheme (SBFAS) guidelines issued by the Government of India and the same should be passed on to DCI.
- The Net Indicative Cost is only for budgetary evaluation and shall not be construed as the final contract price.
- The Budgetary Quote is indicative and non-binding, submitted solely for the purpose of this EOI. The final commercial offer shall be submitted during the RFP/Tender stage.