

**NEW MANGALORE PORT AUTHORITY
MARINE DEPARTMENT**

**TENDER: “Hiring of 2 Nos. 50T BP
Tugs for a period of 05 years”**

CORRIGENDUM

**The budgetary enquiry No. NMPA/ME/
HIRE/TUGS/2024/01 dated 14-10-2024 for
tender “Hiring of 2 Nos. 50T BP Tugs for a
period of 05 years” may be disregarded.**

**Further, it is kindly requested to provide
Realistic Budgetary offer for “Hiring of 2 Nos.
50T BP Tugs for a period of 10 years” as per
revised budgetary enquiry (copy attached).**

**NEW MANGALORE PORT AUTHORITY
MARINE DEPARTMENT**

Phone: 0824 – 2887765
Fax: 0824–2407419
Email: me-section@nmpt.gov.in



PANAMBUR,
MANGALORE – 575 010.
Karnataka

No. NMPA/ME/HIRE/TUGS/2024/06

Date: 17-10-2024

To:

The Prospective Bidders,

Sir,

**Sub: “Hiring of 2 Nos. 50T BP Tugs for a period of 10 years”
– Realistic Budgetary offer requested - Reg.**

...

Please provide Realistic Budgetary offer for “Hiring of 2 Nos. 50T BP Tugs for a period of 10 years” as per the following terms and conditions. The scope of work is as follows.

Sl.No.	Description	Rate (₹)
1	CHARTER HIRE RATE PER DAY PER TUG (Excluding GST)	

TERMS AND CONDITONS:

1	Rate to be quoted without GST. The GST as applicable would be paid extra. Income Tax shall be deducted as applicable.																
2	COMMENCEMENT OF CONTRACT The successful bidder shall commence the contract by deployment of one Tug on 22-05-2025 @ 0600 hours (Tug 1) and 2 nd Tug on 12-06-2025 @ 1200 hours (Tug 2) .																
3	CONTRACT PERIOD The contract period is for 10 years (Ten years) from the date of commencement of contract.																
4	SERVICE REQUIREMENT The vessel to be used for all lawful maritime activities as directed by Deputy Conservator including berthing / unberthing, firefighting, SPM operations (about 10 nautical miles from shore), towing buoys and saving life & property etc. round the clock (24hours a day) and throughout the contract period.																
5	<p>INSURANCE:</p> <p>The Insurance for the vessel including staff to be deployed for the Port operation shall be arranged by the contractor. The contractor shall obtain Insurance coverage from IRDA approved Insurance company.</p> <p>The contractor is required to take the following policies/ coverage:</p> <table border="1"> <tr> <td>(1)</td> <td>All marine Hull & Machineries (H & M) policies are governed by Institute Time Clause (Hull) in short ITC Clause. Therefore Hull & Machinery Insurance policy shall be taken by the contractor with “ITC Hull Clause” with Earthquake, War, SRCC extension.</td> </tr> <tr> <td>(2)</td> <td>Insurance policy cover to be taken by the contractor which covers:</td> </tr> <tr> <td>a</td> <td>Crew Liability towards (i) Accidental Death/ Injury (ii) Illness Diseases (iii) Medical& Funeral Expenses as well as repatriation cost.</td> </tr> <tr> <td>b</td> <td>Third Party liability towards death / bodily injury as well as property damage.</td> </tr> <tr> <td>c</td> <td>Wreck Removal</td> </tr> <tr> <td>d</td> <td>Accidental Pollution Liabilities.</td> </tr> <tr> <td>(3)</td> <td>Standard Workmen’s compensation policy covering all the employees of the operator on shore because Masters & Crew members are covered under P&I.</td> </tr> <tr> <td>(4)</td> <td>CGL coverage towards third party death, bodily injury as well as damage to third party property is already covered under Insurance Policy. However if the port provide office inside wharf area / anywhere within confines of the Port, then CGL Policy needs to be taken by the contractor covering TP Liability (accidental injury/ death & Property Damage).</td> </tr> </table>	(1)	All marine Hull & Machineries (H & M) policies are governed by Institute Time Clause (Hull) in short ITC Clause. Therefore Hull & Machinery Insurance policy shall be taken by the contractor with “ITC Hull Clause” with Earthquake, War, SRCC extension.	(2)	Insurance policy cover to be taken by the contractor which covers:	a	Crew Liability towards (i) Accidental Death/ Injury (ii) Illness Diseases (iii) Medical& Funeral Expenses as well as repatriation cost.	b	Third Party liability towards death / bodily injury as well as property damage.	c	Wreck Removal	d	Accidental Pollution Liabilities.	(3)	Standard Workmen’s compensation policy covering all the employees of the operator on shore because Masters & Crew members are covered under P&I.	(4)	CGL coverage towards third party death, bodily injury as well as damage to third party property is already covered under Insurance Policy. However if the port provide office inside wharf area / anywhere within confines of the Port, then CGL Policy needs to be taken by the contractor covering TP Liability (accidental injury/ death & Property Damage).
(1)	All marine Hull & Machineries (H & M) policies are governed by Institute Time Clause (Hull) in short ITC Clause. Therefore Hull & Machinery Insurance policy shall be taken by the contractor with “ITC Hull Clause” with Earthquake, War, SRCC extension.																
(2)	Insurance policy cover to be taken by the contractor which covers:																
a	Crew Liability towards (i) Accidental Death/ Injury (ii) Illness Diseases (iii) Medical& Funeral Expenses as well as repatriation cost.																
b	Third Party liability towards death / bodily injury as well as property damage.																
c	Wreck Removal																
d	Accidental Pollution Liabilities.																
(3)	Standard Workmen’s compensation policy covering all the employees of the operator on shore because Masters & Crew members are covered under P&I.																
(4)	CGL coverage towards third party death, bodily injury as well as damage to third party property is already covered under Insurance Policy. However if the port provide office inside wharf area / anywhere within confines of the Port, then CGL Policy needs to be taken by the contractor covering TP Liability (accidental injury/ death & Property Damage).																

	During the entire contract period, the Insurance should be valid failing which the vessel will be off hired (non-availability of tug). At least 2 months before the expiry of Insurance Policy, the firm shall take action for renewal of Insurance Policy.
6	The outline specifications of the Tugs is attached in Annexure -I .
7	The FUEL, FRESH WATER and SHORE ELECTRIC SUPPLY for running the tugs will be supplied by NMPA AT FREE OF COST .
8	The Port will provide office space if available inside wharf area on chargeable basis as per scale of rates.
9	Port Entry Passes will be issued for the operational staff, Manager, shore staff & their vehicles. However, RFID card to be purchased from Pass section at contractor's cost. The cost of each card is ₹150/- appx.
10	<p>DOWNTIME</p> <p>The contractor shall be allowed a down time of one day for each month of service during the currency of the contract for the upkeep of the tug. The downtime of 12 days will be credited in the beginning of each contractual year.</p> <p>The contractor shall provide a substitute tug of Suitable type and capacity or higher (as per tender requirements) from 13th day onwards, whenever the tug is not available beyond its accumulated allocated down time of 12 days.</p>
11	The tugs to be provided should be flying the Flag of India (i.e. registered in India) up to the mid night of 05-10-2023 as per Addendum No. 1 to the DGS Circular No. 02 of 2021(Shipping Development) dated 05-10-2023 and shall be deemed to be Indian Built vessel and shall fall in the category of " Indian Built, Indian Flagged, Indian Owned ". Notification issued by the Ministry of Ports Shipping and Waterways No. SY-13017/4/2017-SBR dated 20-09-2023 may be referred to.
12	The Tugs shall be exempted from Port charges. Berthing facilities will be provided to the Tug FREE OF COST as per the convenience of the Port during ON-HIRE period.
13	Payment: The monthly payment will be made in INR within 15 days from the date of submission of monthly bill.
14	<p>EXPENDITURE DUE ON CONTRACTOR'S ACCOUNT</p> <p>➤ All operational costs including wages, (Minimum Wages Act or any other Act if applicable) allowances, victualling Insurance, (personnel, Hull and machinery, protection and indemnity).</p>

	<ul style="list-style-type: none"> ➤ All expenses for mobilization /de-mobilization. ➤ The expenses for repairs, periodical/mandatory survey and other requirements to keep the tugs operational. ➤ Dry-docking, repairs, docking for the contractor's purpose, and all the expenses associated therewith. ➤ Maintaining Deck, cabin and engine room stores. ➤ All customs/Import duties.
15	The Employer (NMPA) shall not be liable for any accident, damage or compensation payable to any workman or other person in the employment of the Contractor or any Sub contractor.
16	Employer Liability Insurance (as applicable): The Contractor shall indemnify and keep indemnified the Employer i.e. NMPA against all damages or compensation payable at Law in respect of or in consequence of any accident or injury to any workman or other person in the employment of the contractor or Sub-Contractor against all claims, demands, proceedings, costs, charges and expenses whatsoever in respect thereof or in relation thereto and the Employer shall be at liberty to deduct or adjust from the Contractor's bills an amount that employer may be called upon to pay towards claims, demands, proceedings, costs, charges and expenses whatsoever in respect of or in relation to any accident or injury referred to above without any reference to the Contractor.
17	The Contractor shall comply with all the Central, State and Municipal Laws and Rules and shall be solely responsible for complying with the provisions of the Contract Labour (Regulations & Abolition) Act, 1970 & the contract labour (Regulation & Abolition) Karnataka Rules 1974 and rules there under and the enactments that may be applicable including ESI Act, the payment of wages act, Provident Fund Act, the Minimum Wages Act, the Factory's Act, as applicable. The Workman Compensation Act or any other applicable legislation and the Municipal by-laws or other statutory Rules and Regulations whatsoever in force if these are applicable. Any obligations finding or otherwise missed under any statutory enactments, rules & regulations there under shall be the responsibility of the Contractor and the NMPA will take no responsibility for the same. The Contractor should take Workmen's Compensation Policy for his workers, who are not covered under ESI and submit the same to the EIC immediately after commencement of the work. (This clause is subject applicability)
18	The Contractor is liable to pay all Statutory Compensation of the Labourers / persons engaged by him for the satisfactory execution of the works, as applicable. If any claim is made against New Mangalore Port Authority

	on this work, the Port Authority shall have the right to deduct the same from the bill amount payable to the contractor after verification of the validity and if admissible as per rules.
19	a) Protection of Environment: All measured and aspects to be adopted to protect the environment. b) Safety Regulations: The contractor shall be responsible for the safety of all activities at the Site. Working personnel should wear proper PPE and follow the port safety regulations.

It is requested to submit the **Realistic Budgetary offer** by email to **me-section@nmpt.gov.in** on or before **24-10-2024**.

Thanking you,

Yours faithfully



Sr.Dy. Marine Engineer

शुभ उप समुद्री अभियंता / Sr. Dy. Marine Engineer
शुभ अभियंता प्रभाग / Marine Engineer division
नव मंगलूर पत्तन प्राधिकरण
New Mangalore Port Authority
पणंबूर, मंगलूर/ Panambur, Mangalore - 575010

Annexure-I

TUG REQUIREMENTS:

1	LENGTH O.A	30 to 35 Metres
2	BREADTH	Moulded 9 to 12 Meters
3	DRAFT	Not more than 5.00 Meters at all conditions.
4	CERTIFICATES	Tug should have all statutory certificates as applicable.
5	TYPE	CYCLOIDAL or STEERABLE RUDDER PROPULSION or AZIMUTH STERN DRIVE (ASD) with Twin Propeller System.
6	BOLLARD PULL	<p>BOLLARD PULL of the tug @ 100% MCR is 50T.</p> <p>Steady/sustained Bollard Pull of the Tug should be 50 Tonnes or more at the time of delivery and same to be maintained throughout the contract period. Bollard Pull test certificate should be from IACS classification society and the certificate in original to be submitted to New Mangalore Port Authority.</p> <p>Bollard Pull test is not required during delivery of Tug. However, Bollard Pull Test Certificate shall be produced which should be not more than 01 year old at time of delivery of tug.</p> <p>Bollard Pull test shall be carried out every two years with a window period of ± 3 months from the date of last issued certificate.</p> <p>Also, if desired by Dy. Conservator, NMPA, a fresh Bollard Pull test should be conducted. Bollard Pull test shall be at the cost of the operator in the presence of the IACS Classification Society Surveyor and Port Representative within the Port premises. Bollard and Berth will be given free of cost, however the expenses towards arrangement of Surveyor and the gadgets required or any other costs involved for the test would be on operator's account.</p>
7	AGE OF THE TUG	Not more than 20 years at the time of commencement of contract (As per original Builder Certificate or Class Certificate or Registration Certificate)
8	MAIN ENGINE	Twin engines with independent remote control operation or similar flexible arrangement. IC engines operating on Diesel in compliance with SOLAS and MARPOL requirement. The main engine of the tug should be of reputed make for trouble free operation continuously with easy availability of spares.

9	EXTERNAL FIRE FIGHTING SYSTEM	For external firefighting, either Diesel driven Fire pump or Engine coupled fire pump (Capacity-Min. 1200 CUM/Hr.) with dual purpose fire monitors on monkey island or bridge or under bridge deck, sufficient fire protection system etc. Suitable Foam Compound with a minimum of 2,000 Ltrs. shall be made available throughout the contract period. The compound has to be replaced at the contractor's cost after expiry period of the foam. However, in case of use of the same foam by the Port for any firefighting activities, same shall be replaced on Port's account. The Tug should be ready for firefighting at all times.
10	SPEED	About 12 knots continuous with full power and under normal weather conditions.
11	TOWING ARRANGEMENT	Quick release tow hook/towing winch with adequate strength and suitably fendered so as to enable the tug to push/pull as required. Towing arrangement would mean a towing hook or towing winch. However, for tugs with stern propulsion there should be a towing winch at forward so that the tug's rope can be passed to the ship and adjusted when required. For cycloidal tugs the same arrangement should be at aft. Also necessary arrangement to be made available for towing channel marker buoys for routine maintenance works. The Operator shall supply and keep onboard minimum of two nos. suitable line adequate for pull back operation at SPM and also of adequate diameter and strength for towing purpose. The ropes should have been tested and certified. A copy of the test certificate shall be submitted to the Port for verification at the time of taking over the tug on hire and subsequently whenever the same is required. The certificate should not be more than 6 months old at the time of commencement of contract and the certificate to be renewed periodically as per rules. The tug should have side towing facility.
12	COMMUNICATION	Minimum 2 Nos. of VHF International Marine frequencies.
13	BRIDGE	All major equipment should have Emergency/supplementary control from Wheel House.

14	NAVIGATIONAL EQUIPMENTS	Marine Radar, Echo sounder, Search Light, G.P.S., AIS- Class A, Navtex, VHF DSC etc. Any other equipment as per statutory requirement.
15	MANNING	Tug must be manned as per Statutory Requirements . The Tug with manning to be used for all lawful maritime activities as directed by Deputy Conservator.
16	WORKING HOURS	Working hours for the tug is round the clock on all days.
17	SAFETY DEVICES	Should have appropriate safety devices to work in the close vicinity of vessels carrying inflammable / hazardous cargo.
18	REGISTRATION	The tug shall be registered as Indian Coastal Vessel under the Merchant Shipping Act, 1958 as per DGS Order 01 of 2014 or its latest amendment as applicable at the time of vessel construction. The vessel shall sail under Indian Flag.
19	CLASSIFICATION	Tug should be classed under any member of IACS.
20	FREE BOARD	Maximum 3 Metres , in way of push/pull location, Push area to be of round curvature.
21	O.S.D (Oil Spill Dispersant)	O.S.D. 1,000 litres with suitable dispersant tank and spraying Booms/ Arms on both sides of the Tug.
22	DIESEL GENERATORS	Minimum 02 Nos. of DG Sets of adequate capacity
23	FENDERS	Tug shall be provided with strong and adequate rubber fenders at Bow, Stern and all along the length.
24	PILOT LANDING PLATFORM	Tug should have suitable and safe boarding/ landing platform for Pilot transfer on to the vessel.