



**मुरगांव पत्तन प्राधिकरण**  
(पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारत सरकार)  
समुद्री विभाग, प्रशासनिक कार्यालय, हेडलैंड सडा, गोवा -403804  
**MORMUGAO PORT AUTHORITY**  
(Ministry of Ports, Shipping and Waterways, Govt. of India)  
Marine Department, Administrative Office, Headland Sada, Goa - 403804  
Email: dc@mptgoa.gov.in, Website: www.mptgoa.gov.in



**Sub: Hire of One Number (Tractor/Reverse Tractor of Cycloidal or Steerable Rudder Propulsion System inclusive of Azimuth Stern Drive or SRP (SCOTTLE)) Harbour Tug of Bollard Pull of 50T or more at 100% MCR for ten (10) years to Mormugao Port Authority.**

Kindly submit your budgetary quotation for the subject work as per following format

Sr. No	Description	Quantity	Per day hire rate for tug in Indian Rupees (inclusive of all taxes and duties but exclusive of GST)	Percentage of taxes
1.	The tug which has been flagged in India upto the midnight of 15.01.2021 and meeting the "Brief Specifications of the tug" with 60 days delivery period from the date of issue of Letter of Acceptance (LOA) or 31.10.2025 whichever is later for Port Operations.	1 No.		
2.	" Make in India" tug in accordance with ASTDS. Tug required to be delivered for Port operations within 15 months from the date of issue of Letter of Acceptance (LOA) or 31.10.2025 whichever is later. In case none of the bidders in the tender is in a position to provide Indian built tug, then bidders are granted the option of offering an alternate tug (Age of the tug as per DG Shipping order F. No. 16-17011/5/2022-SD-DGS dated 24.02.2023 during engagement) meeting the operational requirements of the Port, on the condition that the tug initially offered is substituted with an Indian built tug as per the ASTDS not later than 18 months from the date of commencement of the charter.	1 No.		



Sr. No	Description	Quantity	Per day hire rate for tug in Indian Rupees (inclusive of all taxes, duties and inclusive of GST)	Percentage of taxes
1.	The tug which has been flagged in India upto the midnight of 15.01.2021 and meeting the "Brief Specifications of the tug" with 60 days delivery period from the date of issue of Letter of Acceptance (LOA) or 31.10.2025 whichever is later for Port Operations.	1 No.		
2.	" Make in India" tug in accordance with ASTDS. Tug required to be delivered for Port operations within 15 months from the date of issue of Letter of Acceptance (LOA) or 31.10.2025 whichever is later. In case none of the bidders in the tender is in a position to provide Indian built tug, then bidders are granted the option of offering an alternate tug (Age of the tug as per DG Shipping order F. No. 16-17011/5/2022-SD-DGS dated 24.02.2023 during engagement) meeting the operational requirements of the Port, on the condition that the tug initially offered is substituted with an Indian built tug as per the ASTDS not later than 18 months from the date of commencement of the charter.	1 No.		

**Operational requirements of Port for hired tug are as follows :**

- L.O.A - Not more than 40 meters.
- Breadth(moulded) & Depth - Proportionate to the length and depth.
- Draft(Max) 5.0 meters.
- Bollard Pull - Steady/sustained Bollard pull should be 50 Tons at 100% MCR (With valid bollard pull certificate to be enclosed along with the bid submission). However, fresh Bollard Pull test should be carried out before tug is put into service with MPA.
- Year of Built - Year of built to be determined based on month and year of built mentioned in class certificate of the tug. The tug to be charter hired shall be either of the followings :



Under Atmanirbhar Bharat Abhiyan Policy,

a) The tug(s) shall be "Make in India" in accordance with ASTDS. The Technical Specifications and Stability Booklets of all variants are available at following link <https://1drv.ms/f/s!Ap3NixNr9Y92j2dU9WarJssHPdAl> The Tug Specifications shall be available on IPA website as well.

b) In case none of the bidders in the tender is in a position to provide Indian built tug, then bidders shall be granted the option of offering an alternate tug (Age of the tug as per DG Shipping order F. No. 16-17011/5/2022-SD-DGS dated 24.02.2023 during engagement) meeting the operational requirements of the Port, on the condition that the tug initially offered is substituted with an Indian built tug as per the ASTDS not later than 18 months from the date of commencement of the charter, failing which the party shall be liable for penalty at the rate of Rs.2,00,000/- per day till supply of Indian built tug. The GST @18% on penalty will be deducted at the time of making payment to Vendors/Contractors. Such defaulting parties shall thereafter be barred from participation in further tenders for chartering of any type of vessel for all Ports under the Ministry of Shipping (MoS).

**OR**

The tug(s) which have been flagged in India upto the midnight of 15.01.2021 and meeting the "Specifications of the tug".

Age of the tug as per DG Shipping order F. No. 16-17011/5/2022-SD-DGS dated 24.02.2023. Maximum tug replacements during entire contract period due to age restrictions as per above order shall be 03 occasions. Further tug replacements beyond 03 occasions due to age restrictions shall attract penalty of 10% on daily hire rate for the balance contract period.

Type-

Tractor/Reverse Tractor of Cycloidal or steerable rudder, Propulsion system inclusive of Azimuth Stern Drive (ASD) or SRP (SCOTTLE).

Main Engine

- Twin engines operating on High speed diesel with independent remote control operations or similar flexible arrangement.

Auxiliaries

- Generators for power supply.



- Fire Fighting - GS/Fire pump should be of dual- purpose fire monitor suitable for foam and water. Remote operations from bridge. The capacity of fire pump should be of minimum 500 CuM/hr. Foam tanks shall be capable of storing at least 8.0 m3 of AFFF foam. Foam will be replenished by the board free of cost if foam is used for fire fighting ordered by Deputy Conservator/ Harbour Master. Also, foam shall be replaced by contractor at his cost on expiry of shelf life of foam.
- Speed - 10 knots (min.) under normal weather conditions.
- Fuel consumption - a) Main Engines (per engine) at 100% MCR. (Bidder Declaration to be submitted).  
- b) Auxiliaries (Bidder Declaration to be submitted).
- Fresh water consumption - Contractor to indicate.
- Fuel capacity - Minimum 25 tonnes.
- Water capacity - Minimum 10 tonnes.
- Towing arrangement - Quick release tow hook/ aft winch with adequate strength for the towing operations. Bow/stern suitable for pushing and with arrangements for securing lines. Suitable towing winch for direct pull from the winch with adjustable/ variable length of rope with adequate braking arrangement to withstand towing pull.  
Arrangement winches with hawser suitable for push / pull together with arrangements for securing lines for harbor operation. Tugs shall provide suitable towing line to be given to the vessel and affect pulling/pushing without any hindrance, suitable for Pilotage maneuvers.  
All towing lines will be in un frayed condition.
- Communication - As per statutory requirements.
- Navigational Equipment - As per statutory requirements.
- Class - Classification with any IACS members (ABS, IRS, BV etc) will be accepted.  
**S.D. Circular – 2/2002 dated 08/11/2002 of Directorate General of Shipping (enclosed) and amendments are part of the tender.**
- Manning - As per requirements of MS Act / D. G. Shipping.

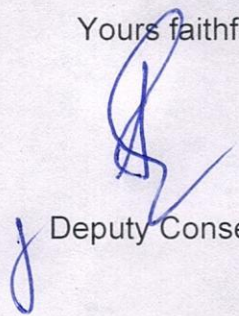


- Registration - Under the M.S. Act 1958.
- Experience - The tug and its crew should have adequate experience of work in harbour pilotage or similar nature of duties. Tug Master should be able to perform to the satisfaction of / Harbour Master / Deputy Conservator.
- Towing Lines - All towing lines (1no. on drum and 2nos. in spare)(Material: Polypropylene), will be in unfrayed condition with SWL of 50 tons. All towing lines to be supplied by Contractor, suitable for pilotage manoeuvres described. No wires to be used for harbor manoeuvres. (Valid Test certificates of towing ropes to be on board).
- Fendering - Suitably fendered so as to enable the tug to push/pull as required for shipping operations.
- Special Conditions - Tug Should be used for assisting push/pull smaller vessels having minimum freeboard of 2.5metres.
- Suitability Tug should have provision for handling deploy support facilities to rig /lay /put the Oil spill Response Boom around the vessel within the Port limits oil spill site and remove it after its operations.
- Bunkers are supplied by the port. - Yes (Fuel (LS-HF HSD) and Fresh Water only.
- Flow meters - Digital/Analog flow meters should be fitted by the contractor on the fuel inlet and outlet of Main Engines and the same should be calibrated every year.
- Hour Meter - Hour Meter should be installed by the contractor in the engines for recording the running hours of tug engine

It is requested to furnish budgetary quotation by 08.05.2024 on e-mail dc@mptgoa.gov.in

Thanking you

Yours faithfully

  
Deputy Conservator