

**MAZAGON DOCK SHIPBUILDERS LIMITED**  
(Formerly known as Mazagon Dock Ltd)  
CIN: L35100MH1934GOI002079  
(A Government of India Undertaking)  
Dockyard Road, Mazgaon, Mumbai 400 010. INDIA



**EXPRESSION OF INTEREST**

**DIVISION: SHIP BUILDING**

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**MDL EOI No.:** MDL/EOI/MRT/01

**DEPARTMENT: DESIGN-C&M**

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**EOI DATE:** 02 Jul 2025

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**CALL FOR EXPRESSION OF INTEREST (EOI) FOR SHORTLISTING SHIPYARD  
FOR NEW-BUILDING OF MEDIUM RANGE (MR-2) TANKER**

**1 INTRODUCTION:**

- 1.1 Mazagon Dock Shipbuilders Limited (MDL) is a premier Shipbuilding Yard in India, located in Mumbai, under the Administrative control of Department of Defence Production, Ministry of Defence, and Government of India.
- 1.2 MDL intends to undertake a project of new-building of Medium Range (MR-2) Tanker.
- 1.3 An EOI is invited from reputed and experienced shipyards meeting the requirements of this EOI, for turnkey construction of the MR-2 Tanker.
- 1.4 **Purpose:** The purpose of this EOI is to pre-qualify the shipyards for undertaking the complete design, construction, outfitting, testing, and delivery of the vessel, meeting all applicable regulatory and classification requirements.

**2 SCOPE OF WORK (SoW):** The scope of work for the shipyard includes the following:

- 2.1 The shipyard will be responsible for the design, construction and delivery of the MR-2 Tanker. A preliminary draft technical specifications is placed at **Enclosure-I.**
- 2.2 Procurement of materials, machinery, and equipment.
- 2.3 All classification, statutory, and regulatory approvals.
- 2.4 Conducting model tests, sea trials, and delivery of the vessel.
- 2.5 Providing all necessary guarantees, documentation, and training.

2.6 **Delivery Terms:** Vessels are to be delivered at Ex-Works (Shipyard).

3 **PRE-QUALIFICATION CRITERIA (PQC):** The shipyard must meet the following pre-qualification criteria:

3.1 **Technical PQC:**

3.1.1 The bidder shall have either in-house proven design capability or willing to collaborate with a Design house/ firm having proven design for MR-2 tankers. A self-certificate indicating the same shall be furnished.

3.1.2 The shipyard's experience of having carried out similar work in the past should be either of the following:

3.1.2.1 Three contracts/orders of each of not less than Rs 220 crore by the present ownership or past owners of the shipyard.

OR

3.1.2.2 Two contracts/orders of each of not less than Rs 275 crore by the present ownership or past owners of the shipyard.

OR

3.1.2.3 One contract/order of similar work of not less than Rs 440 crore by the present ownership or past owners of the shipyard.

OR

3.1.2.4 Cumulative completion of similar work of not less than Rs 69 crore within continuous span of 12 months by the present ownership or past owners of the shipyard.

3.1.3 The shipyard shall provide a statement regarding the shipyard's building experience, including:

3.1.3.1 Name of the ship

3.1.3.2 Type/Size of the vessel

3.1.3.3 Year built

3.1.3.4 Owners

3.1.3.5 Classification society

3.1.3.6 Time taken from contract signing to delivery (both contractual and actual)

3.1.3.7 Proof of delivery

3.1.4 **Technical Capability:** The shipyard must demonstrate the capability to undertake the project by providing the following:

3.1.4.1 Technical expertise in shipbuilding

3.1.4.2 A self-certificate stating that adequate infrastructure and workforce to construct, launch and deliver MR-2 Tanker is available with the shipyard.

3.1.4.3 A yard layout containing all infrastructure viz. the workshops, drydock, slipway, waterfront, basin etc.

3.1.4.4 The firm shall confirm that a certificate issued by classification society indicating the maximum length, breadth, draft and displacement of the vessel that can be constructed and

launched from the yard shall be provided during the tender stage of the project.

- 3.1.5 The bidder shall submit particulars of similar work\* along with supporting documents of those similar works executed in the past. The bidder should also submit the details of the company/entity for which similar work has been carried out. MDL reserve the right to verify/obtain performance report of the bidder and or visit their client place. If the performance of the previous work is not found satisfactory to MDL, then their offer is liable for rejection.
- 3.1.6 The bidder shall submit the following as a part of technical qualification:
- 3.1.6.1 Bidder's Company Profile and experience.
  - 3.1.6.2 Overview of the Technical personnel employed by the Company
  - 3.1.6.3 List of personnel with designation, qualification and experience to determine bidder's capabilities.
  - 3.1.6.4 Company Registration Certificate.
  - 3.1.6.5 ISO Standard Certificate.
  - 3.1.6.6 Factory License.
  - 3.1.6.7 Certificate of Incorporation.
  - 3.1.6.8 Registration certificate from local bodies for conducting business.
  - 3.1.6.9 Bidder shall not be under a declaration of ineligibility issued by Govt. of India/ State Govt./ Public Sector Undertakings etc.

**Note-1:** Sr. 3.1.6.1, 3.1.6.2 and 3.1.6.3 above are not required for permanent registered vendors with MDL. However, such bidders should submit a valid registration certificate duly self-attested and stamped with their company seal.

**\*Note-2: "Similar work"** means that the bidders should have experience in fabrication of hull units/ blocks or construction of Commercial Vessels/ Naval Ships/ Submarines/ Offshore Structures/FDD and should be conversant with Ship Building/ Ship Construction procedures.

**Note-3:** Delivery/ Builders certificate/work done certificate of the similar work by the Shipyard should be submitted.

### 3.2 **Commercial PQC:**

- 3.2.1 The average annual financial turnover of 'The bidder' during the last three years, ending 31st March of the previous financial year excluding the calendar year of tendering should be at Rs. 42 crore as per the annual report (audited balance sheet and profit and loss account) of the relevant period, duly authenticated by a Chartered Accountant/Cost Accountant in India.
- 3.2.2 Bidders Shop and establishment registration certificate or registration certificate from registrar of firms or certificate of incorporation from Registrar of Companies (Not required for permanent registered vendors with MDL).

- 3.2.3 For the purpose of meeting average annual financial turnover criteria, in cases where the bidder is a major subsidiary or a step-down subsidiary, the financial credential of its holding company may be considered and clubbed, subject to submission of adequate documentary evidence establishing the relationship and a legally binding undertaking from the holding company supporting the bidder's participation.
- 3.3 MDL reserves the full right to change/ amend the above PQCs.
- 3.4 All financial information to be submitted by the bidder in the EOI response shall be in Indian Rupee (INR).  
For the purpose of conversion of currencies for reporting the financial information, the bidder shall use the "Reference Rates of Foreign Currency published by Financial Benchmark India Private Ltd. ("FBIL")", available on <https://www.fbil.org.in/>. For the historical exchange rates, which are not made available by FBIL, the reference rate published by Reserve Bank of India ("RBI") and available on <https://www.rbi.org.in/scripts/ReferenceRateArchive.aspx> may be used. In case a particular currency rate is not published by RBI the buying rate of such currency shall be taken from <http://www.oanda.com>.
- 3.4.1 The Applicant shall adhere to the following for conversion of monetary amount to INR:
- 3.4.1.1 The equivalent amount in INR shall be arrived at using the exchange rate as on 31st March of respective financial year, where the information for any of the past financial years is reported;
- 3.4.1.2 For data related to aspects like turnover, contract value and contracts signed in the current financial year or any other information where the current status is reported, the exchange rate prevalent as on the working day preceding the date of EOI shall be used.
- 4 **Offer Submission:** The schedule of activities during the EOI Process shall be as follows:
- | Sr. No. | Description                             | Date                 |
|---------|---|----------------------|
| 1.      | Issue of Eol document                   | 02 Jul 25            |
| 2.      | Last date of Submission of Eol response | 16 Jul 25 (1100 hrs) |
- 4.1 **Signatory:** The documents should be signed only by a duly authorized representative of the Shipbuilder, whose name and designation shall appear in Capital letters below the signature.
- 4.2 The bidders shall submit their offers by e-mail, on or before the last date and time for receipt of offers as mentioned above. The offer should be super scribed with the enquiry number, enquiry subject, last date for receipt of EOI and shall be addressed to:

Ms. Sapna Dipu  
AGM (D-C&M)  
Email: [sdipu@mazdock.com](mailto:sdipu@mazdock.com)  
[vthakur@mazdock.com](mailto:vthakur@mazdock.com)

**5 Method of Selection:**

**5.1 Evaluation Bids/offer:**

- 5.1.1 Offer received against the EOI will be opened and evaluated as soon as possible from the date of receipt and shall be subjective to approval by competent authority in MDL.
- 5.1.2 The bidders will be shortlisted based on the parameters and criteria laid down at article 3 above.
- 5.1.3 Pre-Bid Enquiry/ Limited tender will be sent to those shortlisted shipyards.
- 5.1.4 Based on the criteria outlined in the Pre-Bid Enquiry/ Limited tender, a firm will be selected for the partnership.
- 5.1.5 Definite agreement/ Consortium Agreement / placement of order will be done with the selected firm based on mutual agreed terms and conditions.
- 5.1.6 Any information contained in the Offer shall not, in any way, be construed as binding on the MDL, its agents, successors, or assigns, but shall be binding on the bidders.

**5.2 Clarifications:**

- 5.2.1 To facilitate evaluation of Offers, MDL may, at its sole discretion, seek clarifications from any prospective Applicant(s) regarding its Offer. Such clarification(s) shall be provided within the time specified by the MDL for this purpose. Any request for clarification(s) and all clarification(s) in response thereto shall be in writing.
- 5.2.2 If the firm does not provide clarifications sought under within the specified time, its Offer shall be liable to be rejected. In case the Offer is not rejected, the MDL may proceed to evaluate the Offer.
- 5.2.3 Collection of EOI queries & missing document via the email, the evaluation may be done on the basis of soft copy (signed stamped and scanned document send via email) submitted by the applicant(s) and they may be asked to submit the document in physical form on or before the signing of the agreement.

**6 CONDITIONS UNDER WHICH THIS EOI IS ISSUED:**

- 6.1 MDL, its employees and advisors make no representation or warranty and shall incur no liability under any law, statute, rules or regulations as to the accuracy, reliability or completeness of the EOI document.
- 6.2 MDL may, in its absolute discretion, but without being under any obligation to do so, modify, amend or supplement the information in this EOI document.
- 6.3 The issue of this EOI does not imply that MDL is bound to select and shortlist any or all the participating firm. Even after selection of suitable participating firm, MDL is not bound to proceed ahead with the participating firm and in no

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case be responsible or liable for any commercial and consequential liabilities in any manner whatsoever.

6.4 The participating firm shall bear all costs associated with the preparation, technical discussion/presentation and submission of EOI. MDL shall in no case be responsible or liable for these costs regardless of the conduct or outcome of the EOI process.

7 We look forward to your participation in the EOI within due date and time.

Yours faithfully,  
For MAZAGON DOCK SHIPBUILDERSLIMITED,

Sapna Dipu  
AGM (D-C&M)

**ENCLOSURES:**

Enclosure-I	Preliminary Technical Specification
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**Enclosure - I****BRIEF TECHNICAL SPECIFICATIONS FOR MR-2 TANKERS**

1. **OVERVIEW:** The vessel is intended for operation in Indian coastal as well as for international trade occasionally (mainly in the east of Suez region).

The vessel shall be designed with single-screw dual-fuel engine driven, capable of carrying clean petroleum products in bulk according to IMO requirements such as MS/HSD/Reformate/Naptha/ATF/DPP (VLSFO/FO). The vessel shall be able to carry minimum 3 grades of clean petroleum product simultaneously using a system of double valves segregation for each grade. Accommodation, Navigation Bridge and Engine Room to be located at aft end of the vessel

2. **TECHNICAL PARAMETERS OF MR-2 TANKER**

Sl. No	Description	Value
1.	Vessel type	MR-2 TANKER
2.	Classification Society	IRS+ any other IACS class approved by Indian Administration
3.	Registration (Flag)	Indian Flag
4.	Length overall	175-185 m
5.	Breadth molded	32-36 m
6.	Draft (Design)	As per design, not more than 17 m
7.	Draft (Scantling)	As per design, not more than 17 m
8.	Depth	As per design
9.	Deadweight ( at scantling draft)	45000-49999 MT
10.	Gross Tonnage	30000 GT
11.	Design Speed	15 knots
12.	Economic Speed	13 knots
13.	Endurance	30 days with Methanol as well as VLSFO
14.	Complement	27 Persons+ 6 suez crew
15.	Cargo Tank capacity	~54000m 3 at 98 % capacity
16.	No of Cargo tanks	12 Cargo tanks, 2 slop tanks and 1 residual oil tank
17.	Propulsion	Single Screw
18.	Main engine	1x Dual Fuel Slow speed Engine, IMO tier III complaint with SCR
19.	Dual Fuel system for Main Engine and Generator	Very low sulphur fuel oil (VLSFO), Marine Diesel Oil ( MDO), Marine Gas Oil (MGO) and Methanol

Note: The above dimensions and specifications are subject to change based on client's requirement.