

**KG BASIN PROJECT**

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Notice Inviting Expressions of Interest**for**

**Charter hiring of Barge services with accommodation for ATF
storage and Helicopter refuelling to support offshore drilling
operations in ultra deep waters in East Coast of India**

Reference No. EOI/KGB/DRLG/730/2026

Dated 09.09.2026

1.0 PREAMBLE

1.1 OIL INDIA LIMITED (OIL), a “Maharatna” Category Central Public Sector Enterprise of Government of India under Ministry of Petroleum & Natural Gas, is engaged in the exploration, production and transportation of crude oil & natural gas with its Headquarters at Duliajan, Assam. OIL’s Project office at Kakinada is presently entrusted with coordinating activities related to the exploration and production of oil and natural gas from the Krishna Godavari onshore and offshore, Mahanadi onshore and offshore, Andaman offshore and Kerala-Konkan offshore basins in India. The Project Office of OIL at Kakinada is well connected by road, rail and air (nearest airport being Rajahmundry, 65 km away).

1.2 OIL was awarded with four (4) offshore blocks viz. MN-UDWHP-2023/2, MN-UDWHP-2023/3, KG-UDWHP-2023/1 and KG-UDWHP-2023/2 in the Mahanadi and KG basins under the OALP-IX bidding round. OIL is the sole participant in these four blocks with 100% participating interest.

1.3 The exploratory drilling operations in above 4 Blocks are tentatively planned to commence by November 2027. OIL intends to carryout drilling in the above blocks by deploying 2 (two) Nos. of Drillships in phases (one Drillship by

November 2027 and another by September 2028). All the goods, consumables, equipment, material etc. required to support the drilling operations shall be transported to/from Drillships via a third party operated shore base at Kakinada port (Andhra Pradesh) by Company's hired offshore supply vessels. Helicopter services for personnel movement will be operated from Visakhapatnam (primary)/ Rajahmundry (secondary) Heli bases.

1.4 As the drilling locations will be in ultra deep waters at a considerable distance from the shore, it is necessary to refuel the Helicopters engaged for personnel movement by OIL at sea. For this purpose, OIL intends to Charter hire services of one (1) DP-3 Barge with accommodation and facility for ATF storage and Helicopter refuelling (hereinafter referred to as the "FSAB" - Fuel Supply and Accommodation Barge). The Barge services will be tentatively required for a period of 3 (three) years from around November 2027 with option for extension up to one more year at same terms and conditions.

1.5 With a view to hiring the requisite barge services, OIL invites Expressions of Interest (EOIs) from reputed, experienced and interested firms/vendors capable of meeting the requirements. The broad details of OIL's requirements and the information expected from interested firms are set out in the following paragraphs.

1.6 This document sets out the high-level technical parameters only, sufficient for interested parties to assess the suitability of their vessel(s) and confirm interest and availability. It is not a tender and does not constitute an invitation to bid. A detailed Invitation to Tender (ITT), incorporating full technical, HSE, and commercial specifications, scope of work, and contract terms, will be issued to prospective respondents.

1.7 Interested parties should submit their Expression of Interest, addressed to the Executive Director (Offshore), Oil India Limited, KG Basin Project, Kakinada, by email to kgbasin@oilindia.in. The submission should include full credentials and particulars of the barges and facilities available to meet OIL's requirements and should reach OIL on or before 9th October 2026.

2.0 OBJECTIVE

The primary objective of this EOI is to:

- a. Explore the global vendor landscape for available barge services with accommodation and helicopter-refuelling facilities and gather the market intelligence necessary for OIL to develop qualification criteria and technical and financial parameters for the subsequent competitive tender.

- b. Identify and register the interest of competent contractors and vessel owners capable of providing a Dynamic Positioning Class 3 (DP3) FSAB, fully equipped with Aviation Turbine Fuel (ATF) storage and helicopter refuelling facilities in support of the Company's offshore deepwater drilling, completion, and production operations.
- c. Understand the logistics and regulatory requirements involved in refuelling the helicopters through Barge and prepare Terms of Reference (TOR) with appropriate conditions for meeting Company service requirements through competent and experienced vendor covering the entire gamut of sourcing ATF from authorised dealers and its transport to barge via supply vessels, onward storage on barge facility and its dispensing to Helicopters as and when needed by observing all necessary State and Central rules, policies and procedures in a safe manner.

3.0 BROAD SCOPE

The proposed barge vessel shall be capable of meeting following requirements-

- a) The vessel shall have a certified **DP3 dynamic positioning system** capable of maintaining position and heading without dependence on anchors during normal offshore operations.
- b) The DP system shall comply with requirements of the selected Classification Society for **DP3 / IMO DP Equipment Class 3**, as applicable.
- c) The vendor shall specifically demonstrate that the proposed vessel is suitable for DP operations at **1,500 m water depth**.
- d) For the EOI response, vendors shall state the proposed vessel's limiting environmental criteria for DP operations and helicopter-refuelling operations, including wind speed, significant wave height and current speed, together with the corresponding operating and survival conditions used in the DP capability analysis.
- e) The barge shall have dedicated Aviation Turbine Fuel (ATF/Jet A-1) tanks designed for safe aviation-fuel storage. Indicative total capacity: **1,000–2,000 m³**. The final capacity shall be determined from the helicopter operating profile and required autonomy.
- f) The vessel shall maintain strict aviation-fuel contamination control.

- g) Aviation-fuel qualified filtration shall be installed upstream of the helicopter refuelling system.
- h) The vessel shall be able to receive ATF from an approved shore/sea source.
- i) The barge shall provide a dedicated helicopter refuelling facility. Indicative requirements: Refuelling rate: 500–1,000 L/min minimum.
- j) The vessel shall be capable of maintaining the required DP station during helicopter refuelling operations.
- k) The facility shall have calibrated fuel metering capability.
- l) The helideck shall comply with DGCA CAR and, where applicable, ICAO Annex 14, Volume II and CAP 437. It shall have adequate D-value and load-bearing capacity for the largest helicopter type proposed for operation, H-marking and perimeter markings, a non-slip friction-coated deck surface, a safety net, tie-down/lashing points, a windsock, obstacle-free approach and departure sectors, and deck and perimeter lighting suitable for day and night operations.
- m) The barge shall be equipped with dedicated helideck firefighting and rescue facilities (foam/AFFF system of adequate discharge rate and duration, fire suits, breathing apparatus, extinguishers, foam monitors) commensurate with the helicopter type to be operated, along with trained fire crew and an Emergency Response Plan covering crash-on-deck, man-overboard and fuel-spill scenarios.
- n) The ATF storage and refuelling system shall be equipped with water separators and conductivity/static-dissipater additive dosing (as required), and the vessel shall maintain an onboard fuel-testing facility for water content, particulate contamination and density checks on each fuel batch, with records of fuel receipt, quality test results and into-helicopter checks maintained as per applicable DGCA/OISD standards.
- o) The vessel shall be fitted with radar, GPS and AIS for navigation, VHF air-to-ground radio for communication with helicopters, and weather-monitoring equipment (anemometer, barometer, etc.) to support go/no-go decisions for refuelling operations.
- p) Besides mandatory staff for manning, the barge shall provide accommodation for 10 to 20 personnel of company or third party hired by company for supervising fuel replenishment/related activity. The accommodation shall include air-conditioned cabins, mess and sanitation facilities, potable water supply, a first aid/medical room, and adequate communication facilities (VHF/HF radio, satellite phone/internet

connectivity), and shall comply with applicable Maritime Labour Convention (MLC) living-condition standards.

- q) The vessel shall inter-alia hold valid Classification Society certificates (hull, machinery, DP, stability) and statutory certificates for aviation-fuel storage/ handling and shall carry adequate insurance cover (Hull & Machinery, P&I, Third-Party Liability including aviation-related risks). Onboard personnel engaged in helicopter-refuelling operations shall hold valid HUET/BOSIET certification, and the vessel shall maintain an oil-spill-response plan and waste-management arrangements in compliance with MARPOL and other applicable environmental regulations.

4.0 BROAD STATUTORY LICENSING/ REGULATION COMPLIANCE

- I.** The Contractor shall ensure that the FSAB holds a valid **Petroleum Storage License** issued by the Petroleum and Explosives Safety Organisation (PESO) under the Petroleum Rules, 2002, explicitly authorizing the bulk storage of Aviation Turbine Fuel (ATF) in marine floating structures.

The Contractor must secure all clearances and permissions required from the Ministry of Petroleum and Natural Gas (MoPNG), the Ministry of Defence (MoD) and any other competent authority for operating the DP3 barge at the offshore coordinates to be notified by Company in due course.

The Barge must be fully registered with the Directorate General of Shipping (DGS), India, and maintain a valid "Class Certificate" issued by a recognised classification society acceptable to DG Shipping and OIL, certifying the structural integrity of the hull and ATF containment tanks.

II. Marine Supply & Tanker Receipt Operations

All supply tankers ferrying ATF from Kakinada Port to the stationary barge must be approved harbour-craft or coastal vessels licensed by the Andhra Pradesh Maritime Board (APMB).

The Contractor shall implement a written Ship-to-Ship (STS) Transfer Protocol in strict compliance with the Oil Industry Safety Directorate (OISD) standards for handling Class-B hazardous liquids at sea. The barge must be designated as a Customs Bonded Warehouse under the Central Board of Indirect Taxes and Customs (CBIC), or such other customs arrangement as may be confirmed applicable by the jurisdictional Customs authority, ensuring tracking, testing, and duty mapping of fuel transported from the Kakinada coast into offshore waters. Bonded-

warehouse status shall not be insisted upon unless Customs confirms it is the applicable mechanism for this floating offshore unit.

III. Helicopter Refuelling & Pumping Specifications

The offshore ATF pumping, filtration, and dispensing system must comply fully with DGCA CAR (Standards for Offshore Helicopter Landing Areas), and where applicable, CAP 437 issued by the UK Civil Aviation Authority (latest edition) and OISD-STD-235 (Storage, Handling, Refuelling and Fire Fighting at Aviation Fuelling Stations).

The fuel pumping circuit must feature a multi-stage micro-filter/water separator unit matching EI 1581 specification standards, including real-time water-in-fuel sensor systems to protect aircraft engines.

The dispensing nozzles, fuelling hoses (compliant with API/EI 1529), delivery pumps, and automatic emergency shutdown valves (ESD) must be certified for the applicable hazardous-area zone under IS/IEC 60079 (e.g. flameproof "Ex-d" and/or intrinsically safe "Ex-i", as appropriate to each component) and verified by a third-party inspection agency approved by PESO.

IV. Environmental Protection and Spill Contingency

The Contractor must possess a Tier-1 Oil Spill Contingency Plan officially vetted and approved by the Indian Coast Guard for the specific offshore grid coordinates.

The barge must be physically equipped with a dedicated marine pollution response kit, including a minimum of 200 meters of inflatable oil containment booms, a dynamic skimmer, and eco-friendly oil spill dispersants.

The Contractor, if necessary, must maintain Consent to Establish (CTE) and Consent to Operate (CTO) documentation from the Andhra Pradesh Pollution Control Board (APPCB) covering the onshore logistical support base inside Kakinada limits that services the barge.

V. Safety Exclusion Zone and Marine Navigation

As a stationary offshore installation in the EEZ, the Contractor shall maintain a permanent 500-meter safety exclusion zone around the barge, officially notified through a "Notice to Mariners" issued via the Indian Navy Hydrographic Department.

The barge must be equipped with active Automatic Identification System (AIS) transponders, specific maritime day-shapes, and dual synchronized marine lanterns visible for a minimum of 5 nautical miles to mitigate collision risks with commercial deep-sea traffic.

VI. Offshore safety framework: The FSAB and its operations shall comply with the Petroleum and Natural Gas (Safety in Offshore Operations) Rules, 2008 (as amended up to date), under which the Oil Industry Safety Directorate (OISD) is the designated competent authority for offshore petroleum installation safety, including permit-to-work, safety-zone and accident-notification requirements. Carriage of ATF (UN 1863, a Class 3 flammable liquid) by the coastal tanker/bunker vessel shall additionally comply with the IMDG Code as implemented by DG Shipping.

5.0 PARTICULARS/ INFORMATION TO BE SHARED BY VENDORS

5.1 Interested service providers may identify available and serviceable barges capable of meeting OIL's requirements and shall submit, for each offered vessel, technical brochures and specifications; current class and statutory certificates; vessel ownership or authorization details; DP class notation, FMEA summary, annual DP trial status and capability plots; helideck particulars and certification status; ATF storage, receipt, filtration, testing and dispensing details; accommodation capacity; proposed availability and mobilization period; operating limitations; relevant experience; and a clear statement of deviations from the requirements. Vendors may also propose cost-effective alternatives for mid-sea helicopter refuelling within the applicable regulatory framework for OIL's consideration.

5.2 Barges with advanced hull designs that minimize fuel consumption are preferred. Salient Barge specifications are to be provided in the Table below. Vendor is to identify any specification or design feature for which their equipment does not satisfy or fully comply. Vendor may also point out any other features and benefits of their system that are not mentioned below. Vendor is to offer Barges of vintage not more than 20 years. For each Barge identified, vendor shall complete the "Specification Sheet" furnished in this section. General barge duties and services (in addition to fuel storage and transfer) are as follows:

1. Accommodation for Company/Contractor personnel;
2. Potable water storage and supply;
3. Food preparation and catering facilities;
4. Sewage, garbage and waste management;
5. Freshwater and technical water services;
6. Marine and lifesaving facilities;
7. Firefighting and emergency response facilities;

8. Cargo/deck storage facilities;
9. Safe personnel transfer interface with the drilling installation;
10. Emergency refuge and evacuation support; and
11. Other associated services as specified in this Notice.

5.3 All Marine Operations must be carried out in accordance with the internationally accepted good and safe practices.

5.4 No major scheduled dry docking for inspection or maintenance should fall within the contract period for the identified barge. Idling period of the identified Barge shall not be more than 3 years in the last 5 years.

5.5 The Barge shall be provided on a fully operational basis together with all marine crew, operating personnel, equipment, machinery, safety systems, certification, maintenance, consumables and services necessary for safe and uninterrupted offshore operations, except those specifically identified as Company-supplied.

5.6 OIL also will be requiring assistance of service provider in obtaining necessary licences on time from regulatory authorities (DGCA/PESO etc.) to maintain and operate the ATF storage facility offshore through approved Agents. Prospective vendors are advised to convey their readiness for rendering such services. Vendors shall provide full details of assistance they will be able to render to OIL in their EOI. Typical logistics/ shore base requirements / documentation are indicated in an **Annexure** hereof only for discussion with prospective vendors and the same will be finalised based on inputs received. In this regard, prospective vendors are encouraged to visit the shore base operational area (Kakinada), inspect locally available facilities/ resources and outline most appropriate procedures envisaged by them for undertaking the entire gamut of transfer of ATF from shore to barge, temporary storage on barge & refuelling at sea and the regulatory framework to be complied thereon.

TECHNICAL SPECIFICATION SHEET –

FUEL SUPPLY AND ACCOMMODATION BARGE (FSAB)

Sl. No.	Parameter	Vendor specification
1	GENERAL	
1.1	Vendor name	
1.2	Name of the FSAB	
1.3	Name of owner	
1.4	IMO Number	
1.5	Hull Number	
1.6	Flag	
1.7	Port of registry	
1.8	Place of build	
1.9	Year of build	
1.10	Name of yard	
1.11	Classification	
1.12	Call sign/official No.	
2	DIMENSIONS	
2.1	LOA [meters]	
2.2	LBP [meters]	
2.3	Breadth mld [meters]	
2.4	Depth mld [meters]	

2.5.1	Summer draught [meters]	
2.5.2	Operating draught [meters] and Deadweight	
2.6	Clear deck Area (Sq. Meters) Aft	
2.6.1	Length [meters]	
2.6.2	Breadth [meters]	
2.6.3	Area [sq. meters]	
3	MACHINERY	
3.1	MAIN ENGINES	
3.1.1	Number of Main Engines	
3.1.2	Make	
3.1.3	Model	
3.1.4	Max Continuous Rating (for all main engines together) at 100% Nominal	
3.1.5	Year of build	
3.2	Main propulsion (For self- propelled type)	
3.2.1	Number of propellers self- propelled type	
3.2.2	Type	

3.2.3	Propeller diameter [metres]	
3.2.4	Propeller make	
3.3	Thrusters / DP Positioning Units (mandatory for DP3 station-keeping, irrespective of self-propulsion)	
3.3.1	Number of bow thrusters	
3.3.2	Number of stern thrusters	
3.3.3	Rating of BTs	
3.3.4	Rating of STs	
3.3.5	Number of azimuth thrusters (if fitted)	
3.3.6	Type and rating of azimuth thrusters (kN bollard pull each)	
3.4	Generators	
3.4.1	Number of generators	
3.4.2	Total rating [KVA]	
3.4.3	Voltage rating	
3.4.4	Frequency [Hz]	
3.5	Steering Gear	
3.5.1	Type	
3.5.2	Number of rudders	
3.6	Cargo Discharge Pumps	

4	DYNAMIC POSITIONING CONTROL SYSTEM	
4.1	DP Class notation (e.g. DP3 / IMO DP Equipment Class 3)	
4.2	DP control system make/model and number of independent control stations	
4.3	Redundancy configuration (independent power generation / switchboard rooms, single-failure design) demonstrating no loss of position on single failure	
4.4	FMEA study status and date of last FMEA proving trials	
4.5	Annual DP trial status - date of last successful trial and DP capability plots available (Y/N)	
4.6	Limiting environmental criteria for DP operations at 1,500 m water depth (wind speed, significant wave height, current speed) - operating and survival conditions	
5	PERFORMANCE (For self-propelled type)	
5.1	Maximum speed [knots]	
5.2	Cruising speed [knots]	
5.3	Fuel consumption [Kl/day]	

6	NAVIGATION AND COMMUNICATION EQUIPMENT	
6.1	Gyrocompass	
6.2	Magnetic compass	
6.3	Echo sounder	
6.4	Auto pilot	
6.5	Radar	
6.6	SSB Radio	
6.7	Marine VHF transceiver	
6.8	GPS	
6.9	Portable VHF	
6.10	INMARSAT	
7	ACCOMMODATION	
7.1	An accommodation deckhouse to be arranged on main deck forward, for housing of a total complement of 20 (twenty)	

	persons, in single, double and 4-persons cabins	
8	CAPACITIES	
8.1	Deck cargo	
8.2	Fuel (m3) [i.e. marine bunker fuel for own propulsion/DP consumption - see 8.2.1 below for ATF]	
8.2.1	ATF/Jet A-1 storage capacity, total (m3) - indicative requirement 1,000-2,000 m3	
8.2.2	Number and configuration of ATF tanks (segregated/coated, inert gas system if any)	
8.2.3	Helicopter refuelling rate (L/min) - indicative requirement 500-1,000 L/min minimum	
8.3	Pot water (m3)	
8.4	Ballast water (m3)	
9	FIRE FIGHTING, EMERGENCY RESPONSE & FUEL QUALITY ASSURANCE	
9.1	Fixed helideck fire-fighting system type (Foam/AFFF)	
9.1.1	Discharge rate (L/min) and discharge duration (min)	
9.1.2	Number of foam monitors	

9.2	Portable fire extinguishers (number and type)	
9.3	Fire suits (number available)	
9.4	Breathing Apparatus (SCBA) sets (number)	
9.5	Trained fire crew (number and certification held)	
9.6	Emergency Response Plan covering crash-on-deck, man-overboard and fuel-spill scenarios – in place (Y/N)	
9.7	Search and Rescue (SAR) equipment/arrangements onboard	
9.8	Marine pollution response kit – boom length (m), skimmer (Y/N), dispersant stock	
9.9	Tier-1 Oil Spill Contingency Plan – approved by Indian Coast Guard (Y/N, approval date)	
9.10	Hazardous-area classification / Ex-d intrinsically safe equipment status for ATF system	
9.11	Calibrated fuel metering on ATF dispensing line (make/model, accuracy)	
9.12	Onboard fuel-testing facility – water content, particulate contamination, density (equipment list)	

9.13	Certificates in force – Classification (Hull/Machinery/DP), PESO Petroleum Storage Licence, DGS registration, Class Certificate (recognised classification society acceptable to DG Shipping and OIL), Insurance (H&M/ P&I/ Third-Party incl. aviation risk), HUET/BOSIET status of refuelling crew – with validity dates	
10	CRANES / LIFTING EQUIPMENT	
10.1	Number of deck cranes fitted	
10.2	Type (pedestal/knuckle- boom/telescopic) and make/ model	
10.3	Safe Working Load (SWL) at minimum and maximum outreach (tonnes)	
10.4	Maximum outreach (metres)	
10.5	Crane certification - load test certificate, statutory/ class approval and date of last inspection	
10.6	Availability and suitability for cargo/ stores transfer between supply vessel/ tanker and FSAB (Y/N)	
10.7	Provision for personnel- basket transfer, if applicable (Y/N, certification held)	

10.8	Certification of any portable offshore containers/ CCUs lifted to/ from the FSAB (e.g. spares, equipment, or backup portable ATF tanks) to DNV-ST-E271 (formerly DNV 2.7-1) or equivalent (EN 12079), where such containers are used	
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6.0 SUBMISSION INSTRUCTIONS / DISCLAIMER

6.1 Interested parties are requested to submit their EOI response with supporting documents, certificates, annexures, technical brochures etc. at the email address mentioned in para 1.7 above. No price should be indicated in the EOI. Parties will be invited to participate in a formal Invitation to Tender (ITT) containing the detailed technical, HSE, and commercial specifications and draft contract terms in due course.

6.2 All corrigenda, addenda, amendments, time extension etc will be published in OIL's Website. OIL reserves the right to modify, cancel, or terminate the EOI process at any stage without assigning any reason. OIL may conduct discussions/ meetings with participating vendors, if required, prior to firming up the Terms of Reference.

6.3 This EOI is solely for the purpose of market exploration. It does not constitute a commercial tender or RFP, nor does it commit OIL to proceed with any procurement process.

ANNEXURE – ATF LOGISTICS, SHORE BASE REQUIREMENTS AND REGULATORY DOCUMENTATION

Fuel Supply and Accommodation Barge for Offshore Helicopter Refuelling

Purpose. This annexure consolidates the proposed contractual, infrastructure, statutory, operational and document-control requirements for transporting ATF/Jet A-1 from an OMC located in Kakinada (or Rajahmundry) by coastal tanker/ bunker vessel /OSV and delivering it to the FSAB by offshore Ship-to-Ship (STS) transfer at the FSAB's permanent offshore station - the FSAB remains on station at sea throughout the charter period and does not transit to a shore base or port berth for fuel receipt - storing it onboard and dispensing it into helicopters at sea.

1. Recommended Operating Model

1. Contractor shall arrange procurement of ATF/Jet A-1 from OMC based in Kakinada/ Rajahmundry on behalf of Company.
2. The ATF shall be loaded at Kakinada Port onto an approved coastal tanker/bunker vessel (chartered or arranged by the Contractor) for onward carriage to the FSAB's permanent offshore station. The FSAB shall remain on station at sea throughout the charter period and shall not transit to a shore base or port berth to receive fuel.
3. ATF shall be transferred from the coastal tanker/bunker vessel to the FSAB by Ship-to-Ship (STS) transfer at the FSAB's offshore station, carried out in accordance with an approved STS transfer plan (e.g. based on OCIMF/ICS Ship-to-Ship Transfer Guidelines, as adapted for the coastal/offshore setting) and within defined weather/sea-state limits.
4. STS transfer shall be suspended, and the supply vessel shall stand off if weather, sea-state or other conditions fall outside the approved transfer limits, resuming only when conditions are within limits.
5. The Contractor shall remain responsible for sampling, testing, filtration, measurement, safe transfer, onboard receipt, storage, quality preservation and into-helicopter dispensing.

2. Key terms and conditions

- **Company-supplied fuel:** OIL shall procure the ATF; the Contractor shall manage collection, marine transportation (coastal tanker/bunker vessel), offshore STS transfer, onboard receipt, storage and helicopter dispensing.
- **Approved tank vehicles:** ATF shall be carried only in a dedicated or formally released aviation-fuel coastal tanker/bunker vessel holding valid DG Shipping registration, class certification and PESO approval for

carriage of ATF, with crew trained and endorsed for handling of dangerous/hazardous liquid cargo. Where any road movement of ATF within the port precinct is used to deliver fuel to the loading berth, such tank vehicles shall separately hold valid PESO approval/licence, statutory vehicle documents and drivers trained and endorsed for carriage of dangerous goods.

- **Approved transfer location:** STS transfer shall take place only at the FSAB's approved offshore station (or such alternate location as approved by OIL), within the weather/sea-state limits defined in the approved STS transfer plan, and shall be coordinated with PESO where applicable, DG Shipping/flag/class and OIL. The FSAB shall not be required to transit to a shore base or port berth to receive ATF.
- **Transfer procedure:** The Contractor shall submit an OIL-approved risk assessment, method statement and ship-to-ship (STS) checklist covering product and batch identification, receiving-tank ullage, transfer rate and pressure, hose compatibility, bonding and earthing, communications, emergency shutdown, weather/sea-state limits, fire cover and spill response.
- **Transfer equipment:** The Contractor shall provide aviation-fuel-compatible hoses, dry-break or approved couplings, pumps, filtration/water separation, calibrated metering, sampling equipment, drip trays and emergency isolation.
- **Fuel quality:** Every load shall carry the OMC delivery challan, batch identification, quantity certificate and certificate of quality/conformity. Clear-and-bright, free-water, density, temperature and contamination checks shall be carried out at prescribed stages and representative samples retained.
- **Quantity control:** Tanker quantity, meter readings and FSAB tank soundings shall be reconciled after each transfer.
- **Rejection/quarantine:** Fuel may be rejected or quarantined for failed quality checks, missing documentation, broken seals, incompatible previous cargo, unexplained quantity variance or unsafe transfer conditions.
- **HSE:** Continuous competent supervision, permit-to-work, ignition-source control, safe mooring/fendering and positioning of the supply vessel alongside the FSAB, scupper/drain isolation, fire protection, spill containment and emergency response shall be mandatory.
- **Compliance matrix:** Before mobilisation the Contractor shall submit a licence and approval matrix stating the document, issuing authority, holder, scope, validity and renewal responsibility.

- **Records and audit:** OIL shall have inspection and audit rights. Fuel movement, testing, calibration, maintenance, incident and into-helicopter delivery records shall be retained for the contractually specified period.

3. ATF Supply Infrastructure Essentials

3.1 STS Transfer at the FSAB's Offshore Station

- Port-approved hazardous-goods procedures for loading the coastal tanker/bunker vessel at Kakinada Port (entry, security and controlled access), prior to it proceeding to the FSAB's offshore station.
- Suitable mooring/fendering arrangement between the coastal tanker/bunker vessel and the FSAB at the offshore station, and a protected hose route to the FSAB's manifold, in accordance with the approved STS transfer plan.
- Certified bonding, earthing and lightning-protection arrangements.
- Aviation-fuel-compatible pumps, hoses, dry-break couplings, adapters, blanks and drip trays.
- Filter/water separator and calibrated custody-transfer meter.
- Sampling station, fuel-testing equipment and secure retained-sample storage.
- Emergency shutdown and reliable communications between the supply-vessel Master, the FSAB and OIL's designated offshore representative.
- Hazardous-area-compliant electrical equipment and adequate lighting.
- Fire-water, foam equipment, extinguishers and portable monitors.
- Oil-spill booms, absorbents, recovery equipment and waste containers.
- Weather and sea-state monitoring against the defined STS transfer limits, lightning monitoring, emergency assembly point and clear escape routes.
- Approved operating procedure, permit-to-work system and emergency-response plan.
- Certified fendering and mooring-line arrangement between the coastal tanker/bunker vessel and the FSAB, sized and rated for the anticipated sea-state during STS operations.
- Compliance with OCIMF/ICS Ship-to-Ship Transfer Guidelines (or equivalent recognised STS guidance), adapted as necessary for the coastal/offshore setting and confirmed with the competent maritime authority.

3.2 Onshore ATF Storage/Loading Facility at Kakinada, if necessary when intermediate shore storage precedes loading of the coastal tanker/bunker vessel

- PESO-licensed petroleum installation and dedicated ATF tanks.
- Bund/dyke containment, approved vents, level indication, high-level alarm and overfill protection.

- Dedicated inlet/outlet lines, aviation-fuel pumps, filtration and sampling points.
- Water-drain, settling and recirculation arrangements.
- Hazardous-area classification, compliant electrical equipment, earthing and lightning protection.
- Prescribed layout and separation distances, fire-water and foam systems.
- APPCB and other local approvals where applicable.
- Tank inspection, coating, cleaning, calibration and fuel-quality-control programmes.

4. Principal Rules, Regulations and Authority Approvals

- **Petroleum Act, 1934 and Petroleum Rules, 2002:** PESO approval/licensing for bulk petroleum transport, tank-vehicle construction, petroleum installations and the selected transfer arrangement.
- **Motor Vehicles Act, 1988 and Central Motor Vehicle Rules, 1989:** vehicle registration, fitness, insurance, permits, placarding, emergency information, prescribed safety equipment and driver dangerous-goods endorsement, applicable only where ATF is moved by road within the port precinct en route to the loading berth.
- **OISD requirements:** applicable current standards for aviation-fuel storage, handling, refuelling and firefighting; oil storage and handling; static electricity; hazardous-area classification; fire protection; installation layout; hose inspection; and port hydrocarbon handling.
- **Offshore Safety Rules:** Petroleum and Natural Gas (Safety in Offshore Operations) Rules, 2008, with OISD as the designated competent authority for offshore petroleum installation safety (permit-to-work, safety-zone and accident-notification requirements).
- **Aviation-fuel quality standards (India):** IS 1571 (Aviation Turbine Fuel, Jet A-1 - Specification), latest revision; ATF storage, handling and refuelling aboard the FSAB shall be governed by OISD-STD-235 and the other applicable standards referenced elsewhere in this Notice.
- **Maritime dangerous goods (IMDG):** ATF carried by the coastal tanker/bunker vessel is UN 1863 'FUEL, AVIATION, TURBINE ENGINE', a Class 3 flammable liquid under the IMDG Code as implemented by DG Shipping; for Indian-flag OSVs this is applied through the IMO OSV Chemical Code framework.
- **Industry aviation-risk benchmark:** compliance with the Basic Aviation Risk Standard (BARS) - Offshore Helicopter Operations module is commonly required by oil & gas operators for aviation risk management.

- **Port/harbour requirements:** dangerous-goods entry, berth allocation, tanker route, transfer procedure, firefighting, oil-spill response, security and ISPS-related controls.
- **DG Shipping/flag/class:** vessel operating permission, registration, class, statutory certification, safe manning and offshore-vessel requirements.
- **DGCA and helicopter operator:** acceptance of the helideck, offshore helicopter operations and aviation-fuel quality and dispensing arrangements.
- **Helicopter operations:** the helicopter operator's commercial offshore operations are governed by DGCA CAR.
- **APPCB:** Consent to Establish/Operate and hazardous-waste authorisation where the shore facility or waste-generating operation falls within its scope.
- **Legal Metrology:** verification and stamping of custody-transfer meters where applicable.
- **Indian Coast Guard/port pollution arrangements:** approved shipboard or project oil-spill response arrangements, as applicable.
- **Customs, fire, electrical and local authorities:** approvals only to the extent applicable to the final operating, storage and duty-control configuration.

5. Barge Operator Licence and Certification Requirements

- Valid flag registration and authority to operate in Indian waters, including DG Shipping permission/licence where applicable.
- Current recognised classification-society certificates for hull, machinery, stability, DP3, ATF tanks, piping, pumps and hazardous-area electrical systems.
- DP3 class notation, approved FMEA, proving trials, annual DP trials and capability plots.
- Applicable SOLAS, MARPOL, Load Line, ISM, ISPS, MLC, safe-manning and radio certificates.
- SPS Code certification where more than 12 special personnel are carried.
- Flag/class approval of all conversions or modifications related to ATF storage, transfer and helicopter refuelling.
- PESO licence/approval or written PESO determination for bulk ATF storage and handling onboard the floating unit.
- DGCA and helicopter-operator acceptance of the helideck and refuelling installation.
- Approved pollution/spill-response plan and port/Indian Coast Guard coordination, where applicable.
- Valid firefighting, lifesaving, navigation, communication and helideck equipment certificates.

- Calibration certificates for meters, fuel-testing equipment, weather instruments and safety-critical devices.
- Competency and medical certificates for Master, marine crew, DP operators, helideck crew and aviation-fuel handlers; HUET/BOSIET where applicable.
- Hull and Machinery, P&I, pollution, third-party, employer's liability and aviation-related liability insurance.
- OIL/competent maritime authority approval for offshore Ship-to-Ship (STS) transfer of ATF to the FSAB at its permanent offshore station.

6. Essential Documentation

6.1 Contractor and Vessel

- Certificate of incorporation, ownership details and authorised signatory documents.
- Vessel ownership certificate or owner's authorisation/charter agreement.
- Certificate of Registry, IMO number, call sign and Continuous Synopsis Record.
- DG Shipping licence/permission to operate in Indian waters, where applicable.
- Current class status report; General Arrangement; tank and capacity plans; approved stability booklet; ATF piping and instrumentation diagrams; vessel particulars and mobilisation plan.

6.2 Statutory, Convention and DP Documents

- Load Line, applicable cargo-ship safety, IOPP, sewage and air-pollution certificates.
- Safety Management Certificate, Document of Compliance, International Ship Security Certificate, Maritime Labour Certificate and Minimum Safe Manning Document.
- SPS Code certificate and radio licence, where applicable.
- DP Operations Manual, DP FMEA, proving-trial report, latest annual DP trial report, capability plots, maintenance/failure records, DPO certificates and watchkeeping matrix.
- Activity-Specific Operating Guidelines and Critical Activity Mode documentation.

6.3 ATF Storage, Transfer and Refuelling Documents

- PESO licence/approval or written determination for onboard ATF storage and handling.
- Class/flag approval for tanks, coatings, piping, pumps, vents, filters, meters, hoses, couplings and hazardous-area equipment.
- ATF process-flow diagram and piping and instrumentation diagram.

- Tank coating and cleanliness certificates; filter/water-separator compliance; hose and coupling certificates and pressure-test records.
- Meter calibration/Legal Metrology documents; hazardous-area drawings and Ex-equipment certificates; earthing, bonding and lightning-protection test reports.
- Fuel Quality Control Manual, transfer procedure, sampling/testing procedures and representative quality records.

6.4 Helideck and ATF Supply-Vessel Documents

- DGCA acceptance/approval, helideck design data, D-value, load bearing and obstacle-clearance documentation, inspection/certification report and Helideck Operations Manual.
- Helicopter-operator acceptance of the fuel system, into-helicopter checklist and helideck lighting, firefighting, rescue and weather-equipment certificates.
- PESO approval/licence and DG Shipping/class certification for the ATF coastal tanker/bunker vessel; vessel registration, fitness/seaworthiness, insurance and permits (and, where road movement within the port precinct forms part of the supply chain, vehicle registration, fitness, insurance, pollution certificate and permits for the tank vehicle).
- Master/crew competency and hazardous-cargo handling training certificates for the supply vessel (and driver licence with hazardous-goods endorsement only where road transport forms part of the supply chain).
- OMC delivery challan, batch number, quantity certificate and certificate of quality/conformity for each load.
- Tanker/vessel-tank cleaning, previous-product and release records.
- Port dangerous-goods approval for loading the supply vessel, and the approved STS transfer procedure and checklist for transfer to the FSAB.
- Shore installation PESO licence and APPCB approvals where intermediate storage is used.

6.5 HSE, Personnel and Insurance Documents

- Project HSE Plan; HAZID/HAZOP; STS transfer risk assessment and method statement; permit-to-work and simultaneous-operations procedures.
- Emergency Response Plan covering fire, spill, hose rupture, helicopter accident, DP failure and man overboard.
- Shipboard Oil Pollution Emergency Plan or equivalent pollution plan; spill-response inventory; waste-management plan; fire-control plan and drill records.
- Crew list, certificates of competency, medical fitness, DPO records, HUET/BOSIET, helideck and aviation-fuel-handler training records.

- Hull and Machinery, P&I, pollution, third-party, aviation-related, employer's liability and workmen compensation policies, including insurer confirmation that the intended activity is covered.

7. Operational Records During the Contract

- Daily vessel, DP, helideck and fuel-operation logs.
- ATF receipt, transfer, storage and dispensing registers, including OMC batch and quality certificates.
- Tanker, meter and FSAB quantity-reconciliation statements.
- Sample, test, density, water and contamination records; filter differential-pressure records.
- Meter calibration, hose test, tank inspection, water-drain, cleaning and maintenance records.
- Fire, spill, emergency and DP drill records.
- Incident, near-miss, non-conformance and corrective-action records.
- Licence/certificate validity tracker and monthly statutory-compliance report to OIL.
