

RFP FOR MOVEMENT OF 3MMT OF IMPORTED COAL PER ANNUM FOR A PERIOD OF 10 YEARS THROUGH INLAND WATERWAYS TO NTPC POWER PROJECT LOCATED AT BARH, BIHAR

CORRIGENDUM TO THE REQUEST FOR PROPOSAL DOCUMENT

The following corrigendum's are hereby incorporated as part of Request for Proposal , (the "RFP"), issued in relation to Movement of 3 MMPTA of Imported Coal for a Period of 10 Years through Inland Waterway to Barh STPP and the RFP shall stand modified and amended accordingly.

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
Information to Bidders (Volume I, RFP)			
1.	Information to Bidders (Volume I, RFP)	Clause 1.1.11 (j), Page 15	In Clause 1.1.11 (j), the minimum unloading rate of 20,000 MT PDPRSHINC has been replaced as 12,000 Metric Tonne PDPRWWD SHINC (Per Day Pro-rata Weather Working Day Sunday Holiday Included).
2.	Information to Bidders (Volume I, RFP)	Clause 1.2.1 (b – ii), Page 17	In Clause 1.2.1 (b – ii), the following clause is added at the end: The stretch of river between Diamond Harbour and Kolkata is also being used by large number of deep drafted merchant vessels, inland vessels, ferry launches and fishing boats With the proposed project, there will be additional vessels which will be plying on the same channel and the chances for congestion will get enhanced. Bidders are therefore advised to take note of the above and conceptualize their logistic solution in a way through which number of vessels in the shipping channel of KoPT is reduced.
3.	Information to Bidders (Volume I, RFP)	Clause 1.3, Page 20	In Clause 1.3, the date "7th June 2013" is replaced by "30 th August 2013".
4.	Information to Bidders (Volume I, RFP)	Clause 2.2.6 (a), page 26	In Clause 2.2.6 (a), the number of members in a consortium from 2 (two) has been replaced by 6 (six). Referencing to the number of consortium members throughout the Volume I of the RFP – Instruction to Bidders including the annexures shall be construed accordingly.

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
Tripartite Agreement (Volume II, RFP)			
5.	Draft Tripartite Agreement (Volume II RFP)	Article 1.1 Definitions, Page 5, 11	The definitions of following has been revised and shall be read as: “Capesize Vessel” means an Ocean Going Vessel with DWT upto 1,80,000 MT “Panamax Vessel” means an Ocean Going Vessel with a DWT of upto 80,000 MT
6.	Draft Tripartite Agreement (Volume II RFP)	Article 2.2 (b) (x), Page 18	In Article 2.2 (b) (x), the minimum unloading rate of 20,000 MTPDPRSHINC has been replaced as 12,000 Metric Tonne PDPRWWD SHINC (Per Day Pro-rata Working Weather Day Sunday Holiday Included).
7.	Draft Tripartite Agreement (Volume II RFP)	Article 3.1 (c – ii), Page 20	The entire Article 3.1 (c – ii) is deleted and replaced by: Procure all the Applicable Permits/Licenses/Clearances including but not limited to, environmental clearances unconditionally or if subject to conditions then all such conditions shall have been satisfied in full and such Applicable Permits/Licenses/Clearances are kept in full force and effect during the construction of the Project;
8.	Draft Tripartite Agreement (Volume II RFP)	Article 6.1 (a – xiii), Page 29	In Article 6.1 (a – xiii), Rs 22 per MT is deleted and replaced by @60% of that applicable for ‘Foreign Cargo’ at KoPT berth other than through mechanized system plus service tax Word Anchorage charges replaced by Wharfage charges Following phrase is added at the end: The existing charges of KoPT and Farakka Lock Gate is attached as Schedule A and B respectively
9.	Draft Tripartite Agreement (Volume II RFP)	Article 6.1 (b) (xi), Page 30 (Insertion)	The following Article is hereby added at the end of sub article 6.1 (b) (x),: (xi) Ensure availability of Least Available Depth of 2.5 m at the Unloading Infrastructure at Barh, throughout the Operation Period.

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
10.	Draft Tripartite Agreement (Volume II RFP)	Article 6.1 (c) (xiii) (a), Page 32	In Article 6.1 (xiii) (a) Rs 22 per MT is replaced by @60% of that applicable for 'Foreign Cargo' at KoPT berth other than through mechanized system
11.	Draft Tripartite Agreement (Volume II RFP)	Article 6.1 (c) (xviii) (Insertion)	The following Article is hereby added at the end of sub article 6.1 (c) (xvii): (xviii) Operator shall be responsible for the safe berthing of the Ocean Going Vessel alongside Transshipment Infrastructure and all incidental charges relating thereto, like wharfage on coal, anchorage including Tug charges if any shall be on account of Operator.
12.	Draft Tripartite Agreement (Volume II RFP)	Article 6.5 (i), Page 35	The following Article 6.5 (i) is deleted and replaced with the following: In consideration of this Agreement and the covenants and warranties on the part of the Operator herein contained, NTPC shall, on or before the Compliance Date, grant leave and license rights in respect of all the land comprising the Project Site, on "an as is where is basis" to the Operator, at a nominal license fee of Rs. 1 (one) per annum.
13.	Draft Tripartite Agreement (Volume II RFP)	Article 10.4, Page 49	The entire Article 10.4 is deleted and replaced with the following: Other Events Other Events shall include: (a) Reduction in Least Available Depth (LAD) in the channel below 2.5 m. at the same location due to any circumstances for a continuous period of not less than 7 (seven) days from the date of its occurrence making it impossible for the vessel to cross the same location. (b) Reduction in Channel Width below 30 meters at shoal locations, at the same location due to any circumstances for a continuous period of not less than 7 (seven) days from the date of its occurrence making it impossible for the vessel to cross the same location. (c) Breakdown of Farakka Lock Gate for more than 24 hours.

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
14.	Draft Tripartite Agreement (Volume II RFP)	Article 10.2 (a), Page 48	In Article 10.2 (a), the word “exceptionally” from last line is deleted.
15.	Draft Tripartite Agreement (Volume II RFP)	Article 10.7, Page 50	In Article 10.7, line 5, the word “Operator” is deleted and replaced by “Either Party”.
16.	Draft Tripartite Agreement (Volume II RFP)	Article 17.21, 3rd para, Page 71	In Article 17.21, para 3rd, article reference “6.5” is deleted and replaced by “17.21”.
17.	Draft Tripartite Agreement (Volume II RFP)	Schedule E, Page 77	The entire Schedule E: Details of Navigational Aids is revised and attached hereunder.
18.	Draft Tripartite Agreement (Volume II RFP)	Schedule F, Page 78	In Schedule F: Details of Land at Waterfront near Barh STPP for development of Unloading infrastructure and Material Handling System, figure of 50 meter in line 2 is deleted and replaced by 150 meter.
19.	Draft Tripartite Agreement (Volume II RFP)	Schedule G, Article 2.02.13, page 82,	In Schedule G, Article 2.02.13 is deleted and replaced by 1 (One) no. Electronic belt weigher with a minimum accuracy of +/- 0.25% for a range of 20% to 120% of rated capacity of conveyor complete with all mechanical, supporting arrangement, electrical, and accessories on conveyor A.
20.	Draft Tripartite Agreement (Volume II RFP)	Schedule G, Article 1.07.01 page 89	In Schedule G, Article 1.07.01 the following sentence is added at the end “Limit for HT motor is 160 KW”.
21.	Schedule G (Standard and Specification of Material Handling System) of Draft Tripartite Agreement (Volume II, RFP)	Drawing No. 0000-000-POM-A-001 REV A	Drawing no. 0000-000-POM-A-001 REV A is replaced by 0000-000-POM-A-001 REV B and provided as Annexure-I in this document

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
Schedule I – Coal Transportation Agreement - Draft Tripartite Agreement of the RFP			
22.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 1.1 Definitions, Page 97, 99	The definitions of following has been revised and shall be read as “Capesize Vessel” means an Ocean Going Vessel with DWT of upto 1,80,000 MT “Panamax Vessel” means an Ocean Going Vessel with a DWT of upto 80,000 MT
23.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 4.1 (a) (xi), Page 107 (Insertion)	The following Article is hereby added at the end of sub article 4.1 (a) (xi): (xi) CTA shall be responsible for the safe berthing of the Ocean Going Vessel alongside the Transshipment Infrastructure and all incidental charges relating thereto, like wharfage on coal, anchorage including Tug charges, if any, shall be on account of CTA.
24.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 4.1 (a) (iii), Page 106, Article 4.1 (b) (iv), Page 107 , Article 6.2 (a) (i), Page 111	In Article 4.1 (a) (iii), Article 4.1(b) (iv) and Article 6.2 (a) (i), the minimum unloading rate of 20,000 PDPRSHINC has been replaced as 12,000 Metric Tonne PDPRWWD SHINC basis.
25.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 4.1 (c) (vi), Page 109, Article 8.1 (c) (iv), Page 120	In Article 4.1 (c) (vi) and Article 8.1 (c) (iv) word Anchorage charges is deleted and replaced by Wharfage Rs 22 per MT is deleted and replaced by @60% of that applicable for ‘Foreign Cargo’ at KoPT berth other than through mechanized system
26.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 6.2 (a - iii), Page 111,	In Article 6.2 (a – iii), the word “accrue” in second last line is deleted and replaced by “pay”.

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
27.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 6.2 (a – v), Page 111	The Article 6.2 (a – v) is deleted and replaced as: NOTICES: Arrival Notices of the Ocean Going Vessel at Transfer Point shall be provided by the ICS to CTA at least 15/10/5/3/2/1 days in advance along with description of the nominated Ocean Going Vessel. ICS shall keep gap of minimum 6 (six) days between arrivals of two Ocean Going Vessels carrying Coal at Transfer Point nominated by CTA.
28.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.1 (a) , Page 115	The Article 7.1 (a) is deleted and replaced as : Quality Inspection at Transfer Point Quality determination of imported coal shall be done at Transfer Point as per provisions available in Imported Coal Procurement Contract Agreement prevailing at the time of operation. As per the present specifications, it has been envisaged that quality determination of imported coal at Transfer Point is to be done by International Inspection Agency appointed by Imported Coal Supplier (ICS). It is further envisaged in present specifications that International Inspection Agency (IIA) appointed by ICS shall carry out draft survey, sampling and quality analysis. Coal samples at Transfer Point shall be drawn from the Ocean Going Vessels, prepared and analyzed by IIA appointed by ICS in accordance with relevant ASTM Standards. All the costs of inspection including coal-sampling analysis and any such related cost at Transfer Point including the fee for Inspection Agency shall be borne by the ICS.
29.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.1 (c - 1) , Page 115	The Article 7.1 (c-1) is deleted and replaced as: Quantity Determination at Transfer Point Quantity determination of imported coal shall be done at Transfer Point as per provisions available in Imported Coal Procurement Contract Agreement prevailing at the time of operation. Present specifications envisage that IIA2 appointed by ICS will carry out draft survey, sampling and quality analysis at Transfer Point before commencement of first consignment.

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
30.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.1 (c - 2) , Page 116	In Article 7.1 (c – 2) (i), the word “ICS” in line third is deleted and replaced by “CTA”
31.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.1 (c - 4) (a) and (b) , Page 116,117	<p>The Article 7.1(c -4), (a) and (b) is deleted and replaced as:</p> <p>ADJUSTMNETS ON QUALITY VARIATIONS</p> <p>In the event of variations in the quality parameters of imported coal measured at Transfer point and that measured at Barh STPP, adjustments shall be carried out in line with the correction formulae provided in the Coal Supply Agreement prevailing at the time of operation. However, the formulae in accordance with present bidding documents for imported coal procurement are given as under:</p> <p>a) Total Moisture {As Received Basis (ARB)}</p> <p>If the actual Total Moisture as per sampling / analysis through joint analysis process at NTPC Power Stations is more than the Total Moisture of coal received at Transfer Point, the reduction in weight shall be done as per following formula:</p> <p>Weight of Coal to be reduced (For $25 < B \leq 28$) = $A \times 1.10 \times (B - (C \times (100 - B) / (100 - C))) / 100$</p> <p>(where A is Coal received weight at power plant, B is percentage value of Total Moisture of coal received at power plant, C is the percentage value of Total Moisture measured at Transfer Point)</p> <p>No correction shall be applied in case of decrease in Total Moisture below the value measured at Transfer Point.</p> <p>b) Gross Calorific Value {Air Dried Basis (ADB)}</p> <p>For correction of contracted price, NTPC’s test results at power station shall be considered and in case of any dispute, test results of Third Party Inspection Agency nominated by NTPC i.e. CIMFR, shall be considered._</p> <p>Correction will be done as follows:</p>

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
			<p>Corrected landed price (for 5700>GCV>=5500)</p> <p>Landed Price at NTPC station Per Metric Tonne as per Coal Supply Agreement X (GCV (ADB) at NTPC Power Station) / Transfer Point GCV (ADB)</p> <p>No Correction shall be applied in case of increase in measured GCV (ADB) above the value measured at Transfer Point</p>
32.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.1 (c) (4 - c) , Page 117	<p>In Article 7.1 (c) (4 – c), the word percentage is added in definition of C as follows: C is the “percentage (%)” value of Ash content measured at Transfer Point</p>
33.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.1 (c) (4 - d) , Page 118	<p>Article 7.1 (c) (4 - d) is revised as follows :</p> <p>d) Sulphur (ADB): For Sulphur, NTPC’s test results at Barh STPP shall be considered and in case of any dispute, test results of Third Party Inspection Agency nominated by NTPC i.e. CIMFR shall be considered. The cost of third party test shall be borne by ICS.</p> <p>If Sulphur content is above the value measured at Transfer Point, a penalty at the rate of Rs.1000/- per Metric Ton for every increase of 0.1% in Sulphur or part thereof shall be levied.</p> <p>Sulphur content below the base parameter value shall be ignored</p>
34.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.1 (c), 4 – f, Page 118	<p>In Article 7.1 (c), 4 – f, line 3, the phrase: “ICS by NTPC” is deleted and replaced by “CTA”.</p>

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35.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 7.2, Page 118 (Insertion)	<p>The following Article is added as Article 7.2:</p> <p>7.2 Sampling and testing methodology and correction factors / penalties as described in this Article are as per present NTPC coal procurement contract agreements.</p> <p>However, it is to be noted that Sampling and analysis methodology and correction factors/ penalties to be used at the time of transportation of coal for this Tripartite Agreement shall be as specified in NTPC’s coal procurement contract agreement prevailing at that time.</p>
36.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 8.1 (b), Page 119	<p>(b) Factor Inflation</p> <p>Adjustment on account of variation in WPI shall be calculated as per the following methodology</p> $WPI_{Adj} = PR_{BP} * 10\% * (WPI_1 - WPI_{BP}) / WPI_{BP}$ <p>WPI_{BP} shall mean the latest monthly Wholesale Price Index for All Commodities as published by the Office of Economic Advisor, Ministry of Commerce and Industry, GoI on its official website before the Bid Due Date as per Clause 1.3 – Schedule of Bidding Process (Volume I of this RFP). Therefore, Wholesale Price Index was (Month) (Year).</p> <p>WPI₁ means the latest monthly Wholesale Price Index for All Commodities as published by the Office of Economic Advisor, Ministry of Commerce and Industry, GoI on its official website as on 1st April each year.</p> <p>Adjustment on WPI shall be applicable only from 1st April of every year</p>

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
37.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 8.1 (c), Page 120	The following line has been inserted at the end of Article 8.1 (c) and shall be read as follows: In addition to above, the charges that are to be payable in GRT shall be converted into metric tonne based on the average ratio of the DWT and GRT of the vessels deployed by the CTA. However, the reimbursement shall not exceed the actual payment made by the Operator
38.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 8.1 (c), Page 120	In Article 9.1 (a), 1 st line, is deleted and replaced as : “Freight Payment to CTA shall be made within 7 (seven) days from the date of submission of invoice based on the actual quantity received at NTPC power plant, subject to adjustments in respect of the Permissible Transit loss, quality, quantity as per Article 7 of Coal Transportation Agreement – Schedule I of Coal Transportation Agreement”.
39.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 10.4, Page 123	The entire Article 10.4 is deleted and replaced with the following: Other Events shall include: (a) Reduction in Least Available Depth (LAD) in the channel below 2.5 m. at the same location due to any circumstances for a continuous period of not less than 7 (seven) days from the date of its occurrence making it impossible for the vessel to cross the same location. (b) Reduction in Channel Width below 30 meters at shoal locations, at the same location due to any circumstances for a continuous period of not less than 7 (seven) days from the date of its occurrence making it impossible for the vessel to cross the same location. (c) Breakdown of Farakka Lock Gate for more than 24 hours.
40.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 15.5, Page 132	In Article 15.5, para 1, in last line, “Article 15” is deleted and replaced by “Article 14”.

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
41.	Schedule I (Draft Coal Transportation Agreement), of Draft Tripartite Agreement (Volume II, RFP)	Article 15.8, Page 133	<p>The following Article has been inserted at the end of Article 15.7 and shall be read as follows:</p> <p>15.8 Notices</p> <p>Unless otherwise stated, notices to be given under this Agreement including but not limited to a notice of waiver of any term, breach of any term of this Agreement and termination of this Agreement, shall be in writing and shall be given by hand delivery, recognized courier, mail, telex or facsimile transmission and delivered or transmitted to the Parties at their respective addresses set forth below:</p> <p>To CTA -----</p> <p>To ICS -----</p> <p>Or such address, telex number, or facsimile number as may be duly notified by the respective Parties from time to time, and shall be deemed to have been made or delivered (i) in the case of any communication made by letter, when delivered by hand, by recognized courier or by mail (registered, return receipt requested) at</p>

S.NO	Document ref (indicate ITB/ TPA/ CTA)	Clause/ Article No.	Corrigendum: The revised Clause / Article to be read as
			that address and (ii) in the case of any communication made by telex or facsimile, when transmitted properly addressed to such telex number or facsimile number. In case any Party changes its address, communication numbers, or directed attention as set forth above, it shall notify the other Party in writing prior to the adoption thereof.

Bidders should note that the provisions of the RFP document, as amended vide this corrigendum wherever referred to in the RFP/Bid document, shall be deemed to have been amended, and all references to such provisions will be taken to refer to the provision as amended and/or modified pursuant to this Corrigendum."

Schedule A

Letter issued by KoPT approving concessional rates for this Project



कोलकाता पत्तन त्रुस्ट
KOLKATA PORT TRUST
हल्दिया गोदी पारेसर
HALDIA DOCK COMPLEX
प्रशासनिक प्रभाग
Administration Division



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Dist. Furba Medinipur

No : Ad/101/A/1951

oic
July 08, 2013

Mrs. Jayashree Mukherjee, IAS,
Vice Chairperson,
Inland Waterways Authority of India,
Ministry of Shipping,
Govt. of India,
A-13, Sector-1,
Noida- 201301,
Fax-(0120) 2543973

Dear Madam,

Sub : Concessional rate of wharfage fees and anchorage charges for transportation of imported coal for NTPC Power Plant at Barh, Bihar.

I have been directed to refer to letter dated June 20, 2013 of Chairman, IWAI and to inform you that the Board of Trustees for the Port of Kolkata has approved that granting of the subject concession as communicated by us vide our earlier letter no. Ad/101/A/1293 dated June 05, 2013 will be valid for all vessels for a period of 10 years after start of the actual movement of import coal to NTPC plant at Barh, Bihar.

The other details including terms and conditions as communicated by us in our earlier letter no. Ad/101/A/1293 dated June 05, 2013 will remain unaltered.

Yours faithfully,

(A.K. Dutta)

Manager (Admn)

Haldia Dock Complex



कोलकाता पत्तन न्यास
KOLKATA PORT TRUST
हल्दिया गोदी परिसर
HALDIA DOCK COMPLEX
प्रशासनिक प्भाग
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Fax No (03224) 263152
Dist. Purba Medinipur

No : Ad/101/A/1293

June 5, 2013

Mrs. Jayashree Mukherjee, IAS,
Vice Chairperson,
Inland Waterways Authority of India,
Ministry of Shipping,
Govt. of India,
A-13, Sector-1,
Noida- 201301
Fax : (0120) 2543973.

Dear Madam,

Sub : Concessional rate of wharfage fees and anchorages charges for transportation of imported coal for NTPC Power Plant at Barh, Bihar.

This has reference to letter no. IWAI/CARGO/217(A)/2011 dated 11.07.2012 on the above subject.

The matter has been considered by the Board of Trustees for the Port of Kolkata in its meeting held on 27.05.2013. The Board of Trustees for the purpose of promoting Transloading facilities within KoPT limit of fully laden Panamax vessels carrying Non-Coking Coal and subsequent loading of the said cargo into barges at the Transloading points for transfer of cargo to the power plant at Barh of NTPC as also to promote cargo movement by Inland Waterways approved the following:-

- i) Wharfage (on per ton or part thereof)- @ 60% of that applicable for 'Foreign Cargo' at KoPT berth other than through mechanized system plus Service Tax.
- ii) Anchorage charge on mother vessel /- Nil
Transloader/ daughter vessels/ barges
- iii) The above concession will be allowed for handling upto 3 LMT of coal per annum to be moved to 'Barh' by Barges, after unloading from fully laden Panamax vessels at proposed transloading facility and the concession shall remain valid for seven years from the date of communication of this letter.
- iv) The port dues, Pilotage and towage charges wherever applicable will be levied as per prevailing rates.
- v) The other commercial terms, including payment terms, will be mutually agreed before commencement of the operation of the facility.

Yours faithfully,

(A. K. Dutta)
Manager (Admn)

Schedule B

Farakka Lock Gate Charges



Government of India
Ministry of Water Resources
Farakka Barrage Project
Office of the Executive Engineer
Feeder Canal Division
P.O. - Farakka Barrage
Dist.- Murshidabad (WB), PIN – 742212

This is to certify that presently toll charges for crossing vessels from Navigation Lock at Farakka is Rs. 20/- (Rupees twenty) only per G.R.T. subject to minimum Rs. 1000/- (Rupees one thousand) only per vessel/country boat.



(L.N. Singh)
Executive Engineer,
Feeder Canal Division,
Farakka Barrage Project

No. EE/FCD/AB/ 438

Date: 11/06/2013

✓ Copy forwarded to Assistant Director, IWAI, Office Building No. 1, FBP Office complex, P.O. Farakka, Dist. Murshidabad (WB) – 742212 with ^{to his letter} reference, No. IWAI/FRK/FBP COR/2013-14/86 dated 01.06.2013.

Schedule E- Navigational Tools

I. Night Navigation facilities

Night Navigation through lighted FRP buoys, shore beacon and LED lights atop manned country boats and markings have been provided on the entire route from Tribeni to Barh to enable 24 hours operation.

Further, IWAI has installed DGPS at Swarupganj, Bhagalpur and Patna covering the entire Kolkata – Barh stretch.

In addition to above, IWAI is planning to provide DGPS at Varanasi to cover entire NW1.

II. River Information System

River Information System (RIS) is under consideration for implementation between Haldia and Farakka on National Waterway No. 1. This facility between Farakka – Barh is proposed later in a phased manner. It may be noted that the same shall not be considered as a condition precedent of IWAI.

III. Navigation Lock System

The navigation lock system at Farakka is mainly for movement of vessels between the river Ganges and the canal connecting river Bhagirathi. Main dimension of the lock is provided hereunder:

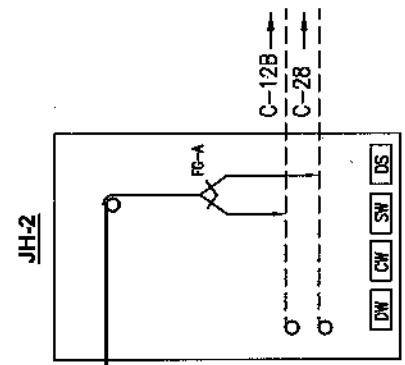
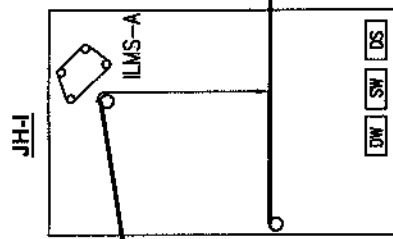
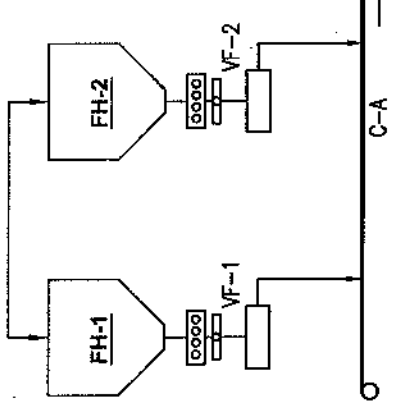
- (1) Internal length 179.8 m,
- (2) Clear width between the two banks – 25.14 m with a internal depth varying from 18.09 m at u/s to 10.89 m at d/s.

The navigation lock system at Farakka belongs to Farakka barrage project (Ministry of Water Resources) which is operated and maintained by them. Various vessels of IWAI as well operators such as ODC carriers, tourism vessels regularly pass through this lock all round the year. IWAI has an office at Farakka which can be contacted for co-ordination with Farakka Barrage Project.

ANNEXURE-I

Coal Conveying Plant - Coal Flow Diagram

FROM BARGER UNLOADERS



PIPE CONVEYOR-B

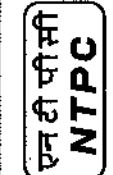
LEGEND	
	BELT CONVEYOR
	BELT SCALE
	COOLING WATER SYSTEM
	DUST SUPPRESSION SYSTEM
	SERVICE WATER SYSTEM
	DRINKING WATER SYSTEM
	FLAP GATE
	EXISTING/NOT IN SCOPE

EQPT. DESIGN.	EQUIPMENT	QTY.	CAPACITY
FH-1 & 2	FEED HOPPER	2	
ILMS-1	ALONG WITH TRAMP IRON CHUTE IN LINE MAGNETIC SEPARATOR	1	
BS-A	BELT WEIGH SCALE	1	
FG-A	FLAP GATE	1	
VF 1 & 2	WEIRO FEEDER	2	1000 TPH
JH-1 & 2	JUNCTION HOUSE WITH CHUTE WORK	2	
CONV-A	TROUGH CONVEYOR-A	1	1000 TPH
CONV-B	PIPE CONVEYOR-A	1	1000 TPH
DS	DUST SUPPRESSION SYSTEM	LOT	
SW	SERVICE WATER	LOT	
CW	COOLING WATER	LOT	
DW	DRINKING WATER	LOT	

NOTES :

1. THIS DRG. IS MEANT TO SHOW ONLY COAL FLOW PATH AND DOES NOT INDICATE COMPREHENSIVE SCOPE OF WORK.
2. ALL CONVEYORS SHALL BE PROVIDED WITH ACCESSORIES SUCH AS PULL CORD, BELT SWAY AND ZERO SPEED SWITCHES, BELT WIPER UNITS, TENSIONING DEVICES ETC. AS PER TECHNICAL SPECIFICATION. THESE ARE NOT SHOWN IN THE FLOW DIAGRAM FOR CLARITY.
3. ALL ACCESSORIES, ITEMS OF WORK, THOUGH NOT INDICATED BUT REQUIRED TO MAKE THE SYSTEM COMPLETE FOR ITS SAFE, EFFICIENT, RELIABLE AND TROUBLE FREE OPERATION AND MAINTENANCE SHALL ALSO BE INCLUDED IN BIDDER'S SCOPE UNLESS SPECIFICALLY EXCLUDED.
4. DUST SUPPRESSION, SERVICE WATER, POTABLE WATER, COOLING WATER & VENTILATION SHALL BE PROVIDED AS PER TECHNICAL SPECIFICATION REQUIREMENT.
5. MODIFICATION OF CONV. 12B & 28 AND ITS GALLERY SHALL BE CARRIED OUT FOR RETROFITTING OF JH-2. THE ABOVE MODIFICATION WORK SHALL BE CARRIED OUT BY BIDDER IN WORKING PLANT. EXISTING GALLERY AT LOCATION, WHERE COAL IS FALLING, SHALL BE MODIFIED/STRENGTHENED TO TAKE CARE OF THE ADDITIONAL LOAD/IMPACT LOAD.
6. CONV. 12A & C-28 SHALL BE SUITABLY MODIFIED TO INCORPORATE IMPACT IDLERS, CHUTE WORK, SKIRT BOARDS ETC FOR RECEIVING COAL FROM CONV.-B.
7. CONV. 12A & C-28 SHALL BE PROVIDED A SHUTDOWN FOR A VERY SHORT PERIOD (TO BE TIED UP WITH SITE BY BIDDER DURING ERECTION). DURING THIS PERIOD, MODIFICATION AS REQUIRED IN CONV. 12A & C-28 AND ITS GALLERY TO FACILITATE THE CHUTE WORK ETC. FROM CONV.-B.

FOR TENDER PURPOSE ONLY



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NTPC Limited
 (A GOVT. OF INDIA ENTERPRISE)
 ENGINEERING DIVISION

PROJECT: **BARH SUPER THERMAL POWER PROJECT**

TITLE: **COAL CONVEYING PLANT
 COAL FLOW DIAGRAM**

SIZE	SCALE	DRG. NO.	REV.
A2	--	0000-000-POM-A-001	B

REV.	DESCRIPTION	DATE	APPD.	DATE
B	RELEASED FOR TENDER			
A	RELEASED FOR TENDER			