

## Tender for engagement of consultant for preparation of Techno Economic Feasibility (TEF) Study of Proposed IWT routes in three reservoirs of Himachal Pradesh

Queries asked by prospective bidders in pre-bid meeting held on 17.08.2015 and their clarifications by IWAI are given below:

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
<b>A</b>	<b>i-maritime Consultancy Pvt. Ltd.</b>			
1	Page No-9, First Bullet point at the top of the page.	The IWT will have a positive impact on development of areas which are on banks of reservoirs but suffer accessibility issues due to lack of all-weather roads. Thus IWT development will provide alternate / supplementary connectivity among various villages and towns on the periphery of these water bodies.	We understand this clause as, No detailed planning & design of roads to be done. The consultant is expected only to study the terminal location & adjoining road connectivity at a broad preliminary level and suggest IWAI about the requirement of new/ alternate roads & up-gradation/ modification of existing roads if any. Kindly Clarify	The TEF study only is to study the terminal location and adjoining existing road connectivity / alternate roads and suggest up-gradation / modification of existing road if any along with its specification and estimated cost etc.
2	Page No-9, Second Bullet point at the top of the page.	Proposed IWT will facilitate handling of bulk cargo like cement & fish. It will positively support fishing industry of the region.	Clause limits the cargo handled to be cement & fish only. We understand that, the consultant is expected to carry out a Market & Traffic study and later suggest IWAI regarding the different types of cargo / commodities that could be handled at selected terminal location. Kindly clarify	This information has been provided by Govt. of Himachal Pradesh (GoHP) as a possible benefit of the project only to give some basic information to the bidders. For actual scope of work, refer relevant clauses of the tender document.
3	Page no. 10, Clause no 5, sub clause 1.	1) Collect and study/analyze the available data/reports of the last 20 years regarding water level, discharge, velocity, bed and bank material, topographic data etc. of the proposed water routes of reservoirs/ dams / rivers from various sources	It is mentioned that data from National Remote Sensing Agency (NRSA) to be collected by the consultant.  Any data from NRSA will be on chargeable basis and the charges are very high. NRSA data required (at what	The Consultant has to collect sufficient data from various agencies / Authorities / State Govt. as per requirement for preparation of TEF report. Most of the data on the reservoirs are available with

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		like Central Water Commission (CWC), concerned State Departments, concerned Dam/reservoir authorities, National Remote Sensing Agency, Survey of India and other authorities for undertaking task of these ToRs.	<p>frequency) for the study is not clearly mentioned, the data could be for every month, seasonal, half yearly or annual. However data from NRSA would not be required unless some detailed flow modeling is done.</p> <p>In our opinion, once the successful consultant prepares the Inception/ Interim report at that stage the requirement of NRSA data could be quantified. At that instance IWAI/ Government of Himachal Pradesh could procure the data from NRSA and provide the same to the consultant for further studies and analysis. Kindly Clarify.</p>	<p>Govt. of HP and Dam Authorities. A nodal officer has been appointed by Govt. of HP for facilitating the survey activity, who may also be approached for resolution of any issues.</p> <p>If some basic data is indeed required from NRSA or any other agency it has to be assessed by the consultant right at the time of the tendering.</p>
4	Page no. 10, Clause no 5, sub clause 2.	2)Conduct longitudinal hydrographic (thalweg) survey along following proposed inland water transport routes <b>during low water season:-</b>	Should the survey to be done only in <b>low water season</b> , in our opinion this could be a typo error. Kindly Clarify	The longitudinal hydrographic (thalweg) survey could be carried out immediately after award of work. The Sounding (water depths) are to be reduced with reference to the chart datum which should be average lowest water level. Incidentally, the low water season begins from October.

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5	Page no.12, Clause no 5, B. sub clause (a)	(a)Based on passenger/ cargo potential and other considerations necessary for locating an IWT terminal, study viable sites for terminals and also suggest atleast two alternate sites assigning first and second priorities. Provide extent of requirement of land for setting up of IWT terminals at required locations. Collect details of land owners etc. and give the same in report with source and supporting documents. Carry out preliminary topographic survey and give layout plan for all suggested sites clearly indicating all facilities e.g. jetty, approach to jetty, bank protection, passenger shed, public utilities, covered and open storage area, approach road, terminal office, sentry hut, boundary wall, bunkering facility, water facility, turning circle for IWT vessels reduced depth contours of 1.2m, 1.40m, 1.7m and 2.0m near terminal sites, method of berthing	<p>It is mentioned that consultant shall identify <b>at least two alternate sites assigning first and second priorities.</b> In our opinion this could be two alternative sites in each location assigning first and second priorities.</p> <p>Also we request IWAI to clarify, how many terminal locations shall be identified (minimum) in each reservoir. There could be 2 to 3 location for terminal development in each reservoir.</p> <p>It is also said that consultant shall <b>Carry out preliminary topographic survey at each location.</b></p> <p>In order to provide the competent quote, we request IWAI to specify the minimum number of terminal locations to be identified in each reservoir along with the minimum area to be covered under the Topographic survey at each location. Any increase in number of terminal locations identified and area during the actual working of project could be paid as an additional amount to the consultant on pro-rata basis. Kindly clarify.</p>	Refer Corrigendum#01

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		of vessels and handling of men and material at the terminals during various water level scenarios etc.		
6	Page no.11,12 &13		We feel there is typo error in numbering of subheadings under sub clause D. i.e. a, b & instead of c it is mentioned & continued as 9, 10, 11 etc kindly clarify.	There is no Error.(a). (b) etc on page 11, 12 etc are sub paras of point no (8).
7.	Page no.13, Clause no 5, D. Sub clause (9)	Prepare preliminary engineering designs, of all the facilities proposed in the report. Data about soil characteristics for detail Civil Engineering facilities shall be collected from local sources based on the structures constructed nearby. In addition, wherever required, consultant may obtain soil data through trial pits/ plate load test etc. and preliminary design shall be based thereon.	Kindly confirm, whether trial Pits / plate load test is required, These kinds of data would be required only in case of detailed designs. For the preliminary designs basic data or data available in the nearby establishments would suffice.	Even for preliminary design soil data (e.g bearing capacity, angle of repose etc.) would be required. If this data in respect of a particular terminal are not available from secondary sources, only then primary test would be required and if so, that will be in the scope of this assignment.
8	Page no.13, Clause no 5, D. Sub clause (11).	Assess environmental impact due to proposed development work and suggest suitable <b>Environmental Management Plan (EMP) to mitigate the adverse impacts, if any, including its cost. Only rapid EIA/EMP study is envisaged for which one season data may be sufficient.</b> However, all necessary	In the referred clause it is mentioned the consultant is expected to carry out Rapid EIA & EMP. <b>We request IWAI to modify the same as Initial Environmental impact Assessment (IEIA).</b> This is due to the fact that Rapid EIA would only be required for obtaining MoEF Clearance and the same shall be done by the	As this project is of TEF, Initial EIA / EMP study would be sufficient to map out the Eco sensitive zones, Social communities that would be effected, feasibility of handling dirty cargo at the terminal etc.

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		<p>information should be given in the report to enable the concerned department of the State Government to approach concerned authorities for getting <b>No objection/ environmental clearance (if required) for undertaking the proposed works, if so required.</b></p>	<p>accredited list of Environmental consultants from MoEF. However kindly note, for conducting Rapid EIA, we have collect data for 3 months ( one season) &amp; it would cost not less than 15 lakhs for each terminal (in this project the more than 8 terminals development is envisaged, hence the cost of study would be Very high and would be more to 1 crore ).</p> <p>As this project is of TEF, Initial EIA / EMP study would be sufficient to map out the Eco sensitive zones, Social communities that would be effected, feasibility of handling dirty cargo at the terminal etc.</p> <p>Further to the EIA query, Regarding the <b>No objection/ environmental clearance (if required) for undertaking the proposed works, if so required.</b></p> <p>Consultant feels that, in order to obtain the clearance the consultant has to conduct the Rapid EIA study. The process of clearance will normally be taken up in the DPR stage. Hence this would not be required at the TEF stage, Kindly requesting IWAI to delete this clause.</p>	

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9	Page no.14, Clause no 6. Sub clause 6.1	Page no.14, Clause no 6. Sub clause 6.1 Key experts' qualifications & competence for assignment:	Out of the experts asked for, in our opinion, the Market Expert / General Economist & Financial Expert is required and most vital in the TEF stage. Kindly requesting IWAI to add: 1) Market Expert / General Economist – 8 marks 2) Financial Expert-5 marks Few other expert requirement like <b>Structural Engineer, Highway Engineer, Electrical Engineer, &amp; Material handling Expert is not required for TEF stage</b> , The Port Expert & Team leader will be however experts in these required field for TEF stage. Hence we request IWAI to modify the Expert requirement as required for the Project.	Refer Corrigendum#01
10	Page no.16, Clause no 7. Sub clause a) Inception report	Submission of Inception Report after review of available studies data, site visits, reconnaissance survey, discussions with all concerned and firming up the conceptual design and basic design considerations, assumptions and preliminary identification of vendors and presentation thereof. (3 copies)	We request you to <b>change the submission time from 6 weeks to 8 weeks</b> . This is due to the fact that, for obtaining the permission for surveys & to conducting the surveys & to process the results we would require minimum of 8 weeks.	Taking into consideration of difficult terrain and intervening winter season, a revised time schedule is uploaded as Corrigendum-1.

<b>SI No.</b>	<b>Tender Clause Reference</b>	<b>As per Tender document</b>	<b>Consultant's Queries</b>	<b>Clarification from IWAI</b>
11	Page no.18, Clause no 9.2. Sub clause i)	This will contain consultancy fee to be charged for completing the work. The total fee shall be quoted as a lump-sum amount including cost towards man-hours with TA/DA, detailed design, proof checking, preparation of tender documents, mathematical modeling, preparation of reports and others, if any.	We feel that there could be a typo error in this clause, Detailed design detailed design, proof checking, preparation of tender documents, and mathematical modeling is not mentioned in the scope of works. Kindly clarify.	The total fee shall be quoted as a lump sum amount including cost towards man hours with TA / DA and other expenses keeping in view the ToR <sup>s</sup> of the consultancy assignment. The following part of the clause stands deleted "detailed design, proof checking, preparation of tender documents, mathematical modeling, preparation of reports and others, if any".
<b>B</b>	<b>DHI (India) Water &amp; Environment Pvt. Ltd.</b>			
12		Tender document	We understand that the scope of work as per the RFP was provided with a view to prepare detailed project report though the name of work suggests only preparation of TEFS.  Hence, the same may be revised as Preparation of DPR.	Tender document condition prevails (Only TEFS).

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13	Page no. 10, 11 Clause No. 5	TOR for Thalweg and CS Survey.	<p>The specification for survey is not clear. It is understood that single line sounding with single beam eco-sounder is sufficient for this survey. Please clarify.</p> <p>It is not clear about the meaning of LS and CS survey in all the 3 Dams/Reservoirs.</p>	Refer Clause-5, (2) & (3) of TOR of Tender document simply clarify this.
14	Page no. 10, 11 Clause No. 5	TOR for Thalweg and CS Survey.	<p>It is learnt that the Consultant should complete the LS &amp; CS for 310 km length in total. Further, 6200 number of Cross sections at an interval of 50 m need to be carried out by the Consultant.</p> <p>For TEFS report, it may be sufficient to carry out the cross section survey at every 500 m interval. The same may please be clarified.</p> <p>Effectively 8 weeks are provided for completing the survey along with designs, technical specification, indicative block costs, etc., after the acceptance of Inception Report. This is highly unrealistic.</p> <p>Considering the Himachal Pradesh terrain conditions, accessibility and climatic conditions and time required</p>	Refer Clause-5, (2) & (3) of TOR of Tender document simply clarify this.



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			<p>for mobilisation/demobilisation of survey equipments from one location to another location will take considerable time. Hence, the duration required to complete the survey alone is roughly 2 months (8 Weeks).</p> <p>Hence, we request that time required for completing this stage shall need a minimum of 5 months.</p> <p>Hence, the TOR Time schedule may please be modified accordingly and submission of final report also.</p>	<p>Taking into consideration of difficult terrain and intervening winter season, a revised time schedule is uploaded as Corrigendum-1.</p>
15	Page no. 11, Clause No-5 (5)	TOR for Topographic Survey	<p>As per the TOR, it is not sure that how many anticipated or proposed number of IWT Terminal sites and the quantum of topographical survey required to be carried out.</p> <p>Hence, the Topographical survey required based on identified IWT Locations can only be finalised during the study. Hence, this topographical survey component may be removed from the scope now.</p>	Refer Corrigendum#01

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			It is therefore be suggested either to keep this survey outside the purview of the Consultant or reasonable survey quantity may be provided.	
16	Page no. 11, Clause-5 (7)	As per TOR	The locations of IWT Routes for this proposed study is not very clear. It is requested to provide the same with the help of maps.	The Consultant has to collect sufficient data from various agencies / Authorities / State Govt. as per requirement for preparation of TEF report. Most of the data on the reservoirs are available with Govt. of HP and Dam Authorities. A nodal officer has also been appointed by Govt. of HP for facilitating the survey activity, who may also be approached for resolution of any issues.
17	Page no. 10, Clause-5 (1)	As per TOR	Study of satellite imageries is mentioned in the scope. IWAI shall take the full responsibility in procuring the same and provided to Consultant.	The Consultant has to collect sufficient data from various agencies / Authorities / State Govt. as per requirement for preparation of TEF report. Most of the data on the reservoirs are available with Govt. of HP and Dam Authorities. A nodal officer has been appointed by Govt. of HP for facilitating the survey activity, who may also be

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				approached for resolution of any issues. If some basic data is indeed required from NRSA or any other agency it has to be assessed by the consultant right at the time of the tendering.
18	Page no. 11, Clause-5 (5)	As per TOR	It is understood from the TOR that an extensive hydrological cum hydraulic study is required for the IWT Routes proposed for this study. Especially, hydro-morphological study is very much essential. But, the scope of work is not providing any information/requirement on this line and the same may please be clarified.	No extensive Hydrological study is required. Tender document condition prevails, which is clear enough.
19	Page No. 16, Clause-7	Duration of the Studies:	It is suggested to revise the time schedule for the study as per the above as per the above observations.	Refer Corrigendum#01
20	Page No. 14, Clause-6	List of Experts' Proposed to be deployed for the assignment.	For the Team Leader, the qualification suggested is Civil Engineer with higher qualification in Port and Harbour Engg/Structural Engg/Geotechnical Engg.  It is suggested to include Hydraulics/Water Resources Engg., with experience in IWT/Ports as Higher Qualification.	Refer Corrigendum#01

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21	Page No. 14, Clause-6	List of Experts' Proposed to be deployed for the assignment.	<p>Considering the techno-economic analysis and scope of work for this project, the following Key Professional are suggested:</p> <ol style="list-style-type: none"> <li>1) Hydraulic Expert</li> <li>2) Traffic Expert</li> <li>3) Financial Expert.</li> </ol> <p>The above suggested Key Professionals may be included in the revised TOR in place of Highway Engineer, Electrical and Mechanical Engineer and Material Handling Expert who may be considered as Support Staff since their scope is very much limited.</p>	Refer Corrigendum#01
22	Page No. 19 & 20, Clause-10	Eligibility/Evaluation of Bids:	It is suggested that the key personnel qualification in respect of Hydrographer needs to be modified It can also be a Civil Engineering Degree holder having 10 years' experience as a Hydrographer in an organisation of repute/ FIS or MIS in Hydrography stream from Institution of Surveyors with 10 years experience/ Certificate in Hydrography by MMD with 10 years experience as a Senior/ Master Hydrographer with organisation of repute.	Refer Corrigendum#01
23	Page no 1, point no 2	Estimated Cost of 50 Lakh.	Considering the nature, quantum and time period to complete the work as per the TOR, the estimated cost of Rs. 50	No change required. It is an open bid. Each bidder has to make his own judgment.

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			Lakhs is unrealistic and the same needs to be modified.	
<b>C</b>	<b>WAPCOS LIMITED</b>			
24	Page no 10, Clause-5 (2) (Terms of reference)	Conduct longitudinal hydrographic (thalweg) survey along following proposed inland water transport routes during low water season	Some of the locations could not be traced on the map of Himachal Pradesh like Rishikesh, Juripattan, Brahmikalan, Malraon, Nakrana, Kadoh, KiarKhanesar, Behnajattan. We require Lat/Long or any map showing these locations.	The bidder may Contact Nodal Officer from Govt. Of HP (Refer pt. 17 at page-2 of NIT) for the detail locations/position of proposed terminal.
25	Page no 14, Clause 6 (1) & Page no 20, Clause- 10 (4)	It is expected that for carrying out this assignment the consultant would engage the services of following professionals. <b>&amp;</b> Criteria, sub-criteria, and point system for the evaluation of the Technical Proposals	Category of Professional at Sr.No. (vi) is missing. Whereas in clause 10.4 it is indicated as General Economist. Please confirm and if yes, then give details about qualifications and experience required for the General Economist.	Refer Corrigendum#01
26	Page no 12, Clause-5.B.(a)	Based on passenger/ cargo potential and other considerations necessary for locating an IWT terminal, study viable sites for terminals and also suggest atleast two alternate sites assigning first and second priorities. Provide extent of requirement of land for setting up of IWT terminals at required locations. Collect details of	Details of land owners is to be collected for which we need the Khasra Maps. This process requires a lot of time. Will <b>IWAI</b> provide assistance for obtaining the Khasra Maps from Revenue Dept?	The Consultant has to collect sufficient data from various agencies / Authorities / State Govt. as per requirement for preparation of TEF report. Most of the data on the reservoirs are available with Govt. of HP and Dam Authorities. A nodal officer has been appointed by Govt. of HP for facilitating the survey

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		land owners etc. and give the same in report with source and supporting documents. Carry out preliminary topographic survey and give layout plan for all suggested sites clearly indicating all facilities e.g. jetty, approach to jetty, bank protection, passenger shed, public utilities, covered and open storage area, approach road, terminal office, sentry hut, boundary wall, bunkering facility, water facility, turning circle for IWT vessels reduced depth contours of 1.2m, 1.40m, 1.7m and 2.0m near terminal sites, method of berthing of vessels and handling of men and material at the terminals during various water level scenarios etc.		activity, who may also be approached for resolution of any issues.
27	Page no 12, Clause- 5.B.(c)	Provide preliminary engineering designs and drawings for development of terminals with related facilities for loading/unloading cargo and passengers.	Wherein it is mentioned that preliminary designs and drawings are required is contrary to clause 9.2.(i) page no 18, wherein it is mentioned that the total fee must include detailed design, Proof checking, preparation of tender documents, mathematical	The total fee shall be quoted as a lump sum amount including cost towards man hours with TA / DA and other expenses keeping in view the ToR <sup>s</sup> of the consultancy assignment the following part of the clause

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			<p>modeling etc. It may be clarified whether preliminary design and drawings are required or detailed design along with proof checking etc are required . Generally, Feasibility study does not include mathematical modeling.</p>	<p>stands deleted “detailed design, proof checking, preparation of tender documents, mathematical modeling, preparation of reports and others, if any”.</p>
28	Page no 13, Clause- 5 (10)	List out any eco-sensitive zones, wildlife sanctuaries, forest reserves or such environment related areas along with clearances required for implementing development works or undertaking IWT operations through them along with details of clearances required and the authorities who would provide the clearances.	It may be clarified whether Rapid EIA studies or comprehensive EIA studies are to be done.	As this project is of TEF, Initial EIA / EMP study would be sufficient to map out the Eco sensitive zones, Social communities that would be effected, feasibility of handling dirty cargo at the terminal etc.
<b>D</b>	<b>Tractebel Engineering Pvt. Ltd.</b>			
29	Page 19, Clause-10.1 (a)	<p>The following criteria shall be adopted for assessing eligibility of the bidders: The bidder should have completed in the past seven years, at least. i)One similar works costing not less than Rs. 40.00 lakhs. <b>OR</b> ii)Two similar works each costing</p>	We understand that an Indian Subsidiary of an International firm can bid using the references of its parent/sister company. Kindly Confirm.	Yes, Indian subsidiary of an International firm can bid using the references of its Parent/Sister company.

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		<p>not less than Rs. 30.00 lakhs</p> <p><b>OR</b></p> <p>iii) Three similar works each costing not less than Rs. 20.00 lakhs.</p> <p><b>Note:</b> Similar works means providing consultancy services for preparation of detail project reports / techno economic feasibility study for Inland Waterway development, construction of Ports, river terminals, riverine structure, IWT terminals, logistics hub etc.</p>		
30	Page-10, Clause- 5 (1) & Page-16, Clause-7 (b)	<p>a. Collect and study/analyze the available data/reports of the last 20 years regarding water level, discharge, velocity, bed and bank material, topographic data etc. of the proposed water routes of reservoirs/ dams / rivers from various sources like Central Water Commission (CWC), concerned State Departments, concerned Dam/ reservoir authorities, National Remote Sensing Agency, Survey of India and other authorities for</p>	<p>It is mentioned that the data collection from various stakeholders will be in the scope of consultant. But our experience shows that the collection of data from different authorities is a tough task as they are not kept systematically and repetitive visits yields no significant results. It is requested that IWAI will ensure the accessibility of data in time to complete delivery schedule as per clause 7(b) at page 16?</p> <p>Also we understood that co-ordination with concerned agencies and stakeholders pertaining to this project</p>	<p>The Consultant has to collect sufficient data from various agencies / Authorities / State Govt. as per requirement for preparation of TEF report. Most of the data on the reservoirs are available with Govt. of HP and Dam Authorities. A nodal officer has been appointed by Govt. of HP for facilitating the survey activity, who may also be approached for resolution of any issues.</p>



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		<p>undertaking task of these ToRs.</p> <p><b>&amp;</b></p> <p>b. Submission of first Draft TEF Report after receipt of Comments on the Inception Report and carrying out field data collection, geo-technical investigation etc. along with designs, technical specifications, indicative / block costs etc. (3 copies) and presentation of draft report.</p>	<p>will be done by the IWAI itself. Consultant will not be attributable for any delay in delivery of data from IWAI or other stakeholders during the course of study. Kindly confirm.</p>	
31	Page-10,Clause-5 (1)	<p>Collect and study/analyze the available data/reports of the last 20 years regarding water level, discharge, velocity, bed and bank material, topographic data etc. of the proposed water routes of reservoirs/ dams / rivers from various sources like Central Water Commission (CWC), concerned State Departments, concerned Dam/ reservoir authorities, National Remote Sensing Agency, Survey of India and other authorities for undertaking task of these ToRs.</p>	<p>In case of satellite imageries from NRSA, we request IWAI to take full responsibility in procurement of the same and provide consultant for study on returnable basis. Kindly confirm.</p>	<p>The Consultant has to collect sufficient data from various agencies / Authorities / State Govt. as per requirement for preparation of TEF report. Most of the data on the reservoirs are available with Govt. of HP and Dam Authorities. A nodal officer has been appointed by Govt. of HP for facilitating the survey activity, who may also be approached for resolution of any issues.</p> <p>If some basic data is indeed required from NRSA or any other agency it has to be</p>

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				assessed by the consultant right at the time of the tendering.
32	Page-10,Clause-5(2)	Conduct longitudinal hydrographic (thalweg) survey along following proposed inland water transport routes during low water season	It is requested to provide the locations of proposed IWT routes under the catchment area of 3 reservoirs to the consultant with the help of maps. Kindly confirm.	Contact Nodal Officer from Govt. Of HP (Refer pt. 17 at page-2 of NIT) for the details on locations / proposed IWT routes.
33	Page-10,Clause-5(2)	Conduct longitudinal hydrographic (thalweg) survey along following proposed inland water transport routes during low water season	The specification of hydrographic surveys is not clear. It is requested to provide the client's requirement of scope and extent of survey in details. Please clarify.	The longitudinal hydrographic (thalweg) survey could be carried out immediately after award of work. The Sounding (water depths) are to be reduced with reference to the chart datum which should be average lowest water level. Incidentally, the low water season begins from October to April.
34	Page-12, Clause-9	Prepare preliminary engineering designs, of all the facilities proposed in the report. Data about soil characteristics for detail Civil Engineering facilities shall be collected from local sources based on the structures constructed nearby. In addition, wherever required, consultant may obtain soil data	We request IWAI to clarify the geo-technical investigation specifications to be performed by the consultant during the course of assignment especially to obtain soil data through trial pits/plate load test etc and preliminary design shall be based thereon.	Even for preliminary design soil data (e.g bearing capacity, angle of repose etc.) would be required. If this data in respect of a particular terminal is not available from secondary sources only then primary test would be required and if so, that will be in the scope of this assignment.

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		through trial pits/ plate load test etc. and preliminary design shall be based thereon.		
35	Page-14, Clause-6.1 (i)	The qualifications and experience mentioned for <b>PORT ENGINEERING EXPERT (TEAM LEADER)</b> as “Minimum 15 years’ experience in planning, design, construction, preparing cost estimates for various port works, terminals, trade facilitations and other infrastructures in different natural and operational conditions with at least 5 years in a reputed firm of consultants. Should be a university graduate in Civil Engineering with higher professional qualification in Port and Harbour Engineering/Structural Engineering/Geo-technical Engineering.”	Since the study is not only about Terminals & Ports but also about Waterway Development, hence we propose to amend TEAM LEADER as <b>PORT/WATERWAYS ENGINEERING EXPERT</b> with, <b>Qualification &amp; Experience:</b> Minimum 10 years’ experience in planning, design, construction, preparing cost estimates for various <b>waterways</b> , port works, terminals and other infrastructures in different natural and operational conditions with at least 5 years in a reputed firm of consultants. Should be a university graduate in Civil Engineering with higher professional qualification in Port and Harbour Engineering/Structural Engineering /Geo-technical Engineering/ <b>Water Resources Engineering.</b>	Refer to Corrigendum#01
36	Page-14, Clause-6.1 (VI) & Page-20, 10.4 (iii) (f)	General Economist	Scoring criteria for General Economist mentioned in clause 10.4 (f) while the same expert’s position is missing in clause 6.1 (vi). While scope of services covered a lot of activities related to	Refer to Corrigendum#01

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
			<p>Economist, hence we propose a FINANCIAL EXPERT/ TRANSPORT ECONOMIST expert with following qualification and experience;  <b>“Minimum 10 years’ experience in related field. The incumbent must possess Post-graduation Degree in Economics or MBA. Must have previous working experience of at least one such port/Waterways development project. He or she should have experience of estimating transport investments and implementing transport programs. Higher qualification in relevant fields will be preferred.”</b></p>	
37	Page-14, Clause - 6.1 (Vii) & Page-20, 10.4 (iii) (f)	<p><b>Environmental Expert-</b> Minimum 10 years’ experience in a broad range of environmental assessment particularly in analyzing impacts on coastal and marine environment of port development or other maritime projects including construction of maritime structures, dredging, ship operations, on shore developments and post operational activities, port related industries and transportation</p>	<p>Since this assignment is in Himachal Pradesh and based on reservoirs for hydropower projects. Hence experience in environmental issues related to hydropower projects in hilly terrain is more pertinent than coastal and marine environment. It is suggested to amend the qualification and experience of ENVIRONMENTAL EXPERT as</p> <p><i>“Minimum 10 years’ experience in a broad range of environmental assessment particularly in analyzing</i></p>	Refer to Corrigendum#01

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		<p>linkages etc. assessment of measures, both physical and regulatory, necessary for mitigation of harmful effects and control of pollution. Should possess a minimum Post-graduate Degree in Environmental Sciences with specialization in Marine Environment.</p>	<p><i>impacts on environment of port development/Inland Waterway transport/Hydropower projects including construction of dredging, ship operations, on shore developments and post operational activities, port related industries and transportation linkages, construction of hydropower dams in Hilly Terrain etc. assessment of measures, both physical and regulatory, necessary for mitigation of harmful effects and control of pollution. Should possess a minimum Graduate/Post- graduate Degree in Environmental Sciences or equivalent".</i> Kindly Confirm.</p>	
38	Page-14, Clause-6.1 (iii) & (xi)	<p><b>Structural Engineer-</b> Should possess minimum of Graduation Degree in Civil Engineering from a university with 10 years' experience in structural design (Marine structures). He will be responsible for detailed structural design of the Terminal facilities. He will also be responsible for construction plan, preparation of tender document needed for construction, supply and installation. Overall management and</p>	<p>Considering the techno-economic feasibility study and the TOR mentioned for this project, the role of following Key experts are not envisaged. These experts may be considered as support staff.</p> <ol style="list-style-type: none"> <li>1. Structural Engineer</li> <li>2. Material Handling Expert</li> <li>3. Highway Engineer</li> </ol> <p>While scope of work traffic/navigation study as one of the integral components but team of key personnel list is silent for the same. Therefore, we request to</p>	Refer to Corrigendum#01

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		<p>supervision of the design works will be performed by him.</p> <p><b>&amp;</b></p> <p><b>Material handling Expert-</b> Minimum 10 years' experience in Material handling in port including container handling and general cargo handling. As the minimum, should have a university Bachelor's Degree in the relevant discipline.</p>	<p>include <b>TRAFFIC/ NAVIGATION EXPERT</b> in the key expert list.</p>	
39	Page-12, Clause-8 B (a)	<p>Based on passenger/ cargo potential and other considerations necessary for locating an IWT terminal, study viable sites for terminals and also suggest atleast two alternate sites assigning first and second priorities. Provide extent of requirement of land for setting up of IWT terminals at required locations. Collect details of land owners etc. and give the same in report with source and supporting documents. Carry out preliminary topographic survey and give layout plan for all suggested sites clearly indicating all facilities e.g. jetty, approach to jetty, bank protection,</p>	<p>It is not clear in the RFP that how many IWT Terminals proposed or envisaged by the client. Would the client please clarify in specific terms (e.g. nos., location identified, area in sq. Km.) about their expectations of the proposed IWT terminals? It is important for preparing a bid proposal to get the idea of quantum of topographical survey required to be carried out.</p>	Refer Corrigendum#01

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		passenger shed, public utilities, covered and open storage area, approach road, terminal office, sentry hut, boundary wall, bunkering facility, water facility, turning circle for IWT vessels reduced depth contours of 1.2m, 1.40m, 1.7m and 2.0m near terminal sites, method of berthing of vessels and handling of men and material at the terminals during various water level scenarios etc.		
40	Page-16,Clause-7	Time schedule/submission of reports	As mentioned in the time schedule, effectively only 8 weeks are provided for surveys, geo-technical investigations along with design considerations, technical specifications, preparation of indicative block cost etc after the submission of Inception Report, which is highly unrealistic. Considering the HP's terrain conditions, accessibility and climatic conditions especially in winters and time required for mobilisation/ demobilisation of survey team and equipments from one location to another location will take considerable time. Hence we request	Refer to Corrigendum#01

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
			<p>that time required to complete this milestone shall be a minimum 24 months from the submission of inception report.</p> <p>Hence we request you to modify the time schedule from 25 weeks to 44 weeks as per the below submission schedule;</p> <p><b>Submission of Inception Report – 8 weeks</b></p> <p><b>Submission of first draft TEF Report – 32 Weeks</b></p> <p><b>Receipt of comments of IWAI – 34 weeks</b></p> <p><b>Submission of Draft TEF report and presentation thereof – 38 Weeks</b></p> <p><b>Submission of final detail TEF Report – 44 Weeks</b></p>	
41	Page 20,Clause-10.4 (iii)	Scoring criteria for Key experts qualifications and competence for the assignment	<p>We suggest following scoring marks for key experts for the assignment;</p> <ul style="list-style-type: none"> <li>(i) Port/Waterways Engineering Expert (Team Leader) – 10</li> <li>(ii) Port Planning &amp; Infrastructure Specialist – 8</li> <li>(iii) Hydrographic Expert – 4</li> <li>(iv) General Economist/Financial Expert – 8</li> <li>(v) Environmental Expert – 3</li> </ul>	Refer to Corrigendum#01



SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
			(vi) Traffic/Navigation Expert – 4 (vii) Electrical Engineer – 2 (viii) Mechanical Engineer – 4 (ix) Soil Engineer/ Foundation Engineer - 2	
42	Page-23, Clause-15.2	Stages of Payment	Please confirm that the payment is only on approval by the IWAI and no approval required from relevant stakeholders on deliverables. We assume, if any stakeholders approval required then all approvals will be obtained by the IWAI only. The consultant is to support with required documentation. <b>Please clarify.</b>	Decision of IWAI on behalf of Govt. of HP or any other stakeholder on payment against milestones will be final.
43	Page No 16, Clause-7	Last date of submission	The Last date of submission of proposal is requested to be 3 weeks from the date of issuance of clarifications of pre-bid queries. Kindly confirm.	This will be decided by IWAI and a reasonable time will be provided.
44	Page No 1, point no 2	Estimated cost	Considering the nature and scope of work and duration to complete the assignment as per the RFP/TOR, the estimated cost mentioned in the RFP seems very less. Please confirm that the given estimated cost is not the upper limit for award of the assignment. Which means that the assignment will be awarded at the price of winning bidder through QCBS process, even if it	No change.

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
			exceeds the given estimated cost. <b>Kindly Confirm.</b>	
<b>E</b>	<b>AECOM India Pvt. Ltd.</b>			
45	Page 1, point 2	Estimated cost of work: Rs. 50 lakh	Considering the quantum of surveys, data collection, river training and bandalling works, planning and preliminary design of IWT terminals, we feel that the estimated cost of work of INR 50 lakh is too low. We request you to confirm the same.	No change.
46	Page 11, Clause- 5 8A (a)	Optimum dimension of the navigation channel which can be developed by undertaking conservancy works i.e. dredging and/ or bandalling, river training, bank protection etc. Specially give the requirement of dredging and/ or bandalling (with details of calculation) to develop/provide and maintain navigation channel with required LAD of 1.2m, 1.4m, 1.7m and 2.0m all-round the year including details such as disposal of dredged material etc. across the proposed waterway routes.	We presume that the studies do not involve any hydraulic design and mathematical model study.	No extensive Hydrological study is required. Tender document condition prevails, which is clear enough.

<b>SI No.</b>	<b>Tender Clause Reference</b>	<b>As per Tender document</b>	<b>Consultant's Queries</b>	<b>Clarification from IWAI</b>
47	Page 12, Clause- 5 8B (a)	Based on passenger/ cargo potential and other considerations necessary for locating an IWT terminal, study viable sites for terminals and also suggest atleast two alternate sites assigning first and second priorities. Provide extent of requirement of land for setting up of IWT terminals at required locations. Collect details of land owners etc. and give the same in report with source and supporting documents. Carry out preliminary topographic survey and give layout plan for all suggested sites clearly indicating all facilities e.g. jetty, approach to jetty, bank protection, passenger shed, public utilities, covered and open storage area, approach road, terminal office, sentry hut, boundary wall, bunkering facility, water facility, turning circle for IWT vessels reduced depth contours of 1.2m, 1.40m, 1.7m and 2.0m near terminal sites, method of berthing of vessels and handling of men and material at the terminals	Kindly let us know the extent of topographic survey (survey area in hectares) need to be carried out for the IWT Terminal development. This would assist all the bidders to prepare competitive bid and enable a fair comparison of bids	Refer Corrigendum#01

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		during various water level scenarios etc.		
48	Page no 13, Clause- 5 (11)	Assess environmental impact due to proposed development work and suggest suitable Environmental Management Plan (EMP) to mitigate the adverse impacts, if any, including its cost. Only rapid EIA/EMP study is envisaged for which one season data may be sufficient. However, all necessary information should be given in the report to enable the concerned department of the State Government to approach concerned authorities for getting No objection/ environmental clearance (if required) for undertaking the proposed works, if so required.	At this stage of the study, we feel that there is no need to carry out the EIA and EMP studies. Initial environmental examinations will suffice the requirement. Please confirm that our understanding is correct.	As this project is of TEF, Initial EIA / EMP study would be sufficient to map out the Eco sensitive zones, Social communities that would be affected, feasibility of handling dirty cargo at the terminal etc.
49	Page no 14, Clause- 6.1 (i)	<b>Port engineering Expert (Team Leader)</b> - Minimum 15 years" experience in planning, design, construction, preparing cost estimates for various port works, terminals, trade facilitations and other infrastructures in different natural and operational conditions	Considering the nature of assignment we feel that the Team Leader should have knowledge of all aspects of the project such as planning, design, market assessment and financial appraisal. Therefore we request that instead of asking for higher qualification, experience of team leader in these	Refer Corrigendum#01

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		with at least 5 years in a reputed firm of consultants. Should be a university graduate in Civil Engineering with higher professional qualification in Port and Harbour Engineering/Structural Engineering/Geo-technical Engineering.	aspects should be made a pre-requisite.	
50	Page no 14, Clause- 6.1 (v)	<b>Hydrographic Expert</b> - Minimum 8 years" experience in conducting hydrographic surveys, investigations and measurements, bathymetric surveys in a variety of geographical locations and natural. He must have Masters in Science from any recognized university.	We request you to change the qualification of Hydrographic Expert from Masters in Science to graduate Civil Engineer	Refer Corrigendum#01
51	Page no 15, Clause- 6.1 (viii), (ix)	<b>Electrical Engineer</b> - Should possess at least a university Bachelor's Degree in Electrical Engineering with 10 years' experience in design of electrical and power system. He will be responsible for planning and design of electrical services of the port/IWT terminal <b>Mechanical Engineer</b> - Should possess at least a university Bachelor's Degree in Mechanical Engineering with 10 years' experience in design of selection of mechanical handling equipment. He should be responsible for the	We do not foresee the requirement of these key experts for this assignment. Instead we propose to add the following Key Experts <b>Economist cum Logistic Analyst</b> MBA or equivalent from a reputed and recognized institution with relevant qualification in logistic sector with 10 years of relevant experience in port and infrastructure sector. <b>Financial Expert</b> MBA (Finance) or Equivalent having 10 years of relevant experience in financial modelling in Ports and other Infrastructure sectors.	Refer Corrigendum#01

<b>SI No.</b>	<b>Tender Clause Reference</b>	<b>As per Tender document</b>	<b>Consultant's Queries</b>	<b>Clarification from IWAI</b>												
		identification, design and selection of mechanical equipment and also for the preparation of specification and training document.														
52	Page no-16 Clause- 7	Time Schedule/ Submission of Reports	<p>In view of the upcoming adverse weather conditions (winter season) and We request you to consider the following time schedule for submission of report</p> <table border="1"> <thead> <tr> <th><b>S. No</b></th> <th><b>Activity</b></th> <th><b>Time in weeks from date of signing of contract</b></th> </tr> </thead> <tbody> <tr> <td>a)</td> <td>Submission of Inception Report</td> <td>8 weeks</td> </tr> <tr> <td>b)</td> <td>Submission of first draft TEF Report</td> <td>16 weeks</td> </tr> <tr> <td>c)</td> <td>Receipt of comments of IWAI on first draft TEF report</td> <td>18 weeks</td> </tr> </tbody> </table>	<b>S. No</b>	<b>Activity</b>	<b>Time in weeks from date of signing of contract</b>	a)	Submission of Inception Report	8 weeks	b)	Submission of first draft TEF Report	16 weeks	c)	Receipt of comments of IWAI on first draft TEF report	18 weeks	Refer Corrigendum#01
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SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries			Clarification from IWAI
			d)	Submission of Draft TEF report	24 weeks	
			e)	Submission of Final TEF Report	30 weeks	
53	Page no 23, Clause- 14	<p><b>SECURITY DEPOSIT:</b>A Security Deposit (SD) of 10% of the contract value shall be submitted by the bidder awarded with the work in the form of Demand Draft / Bank Guarantee (BG) drawn from any nationalized / scheduled bank in favour of "IWAI Fund" payable at Noida/New Delhi immediately after the issuing of work order and not later than the period specified in the work order. The EMD of the successful bidder will be returned after acceptance of SD by the competent authority of IWAI and signing of contract between IWAI and successful bidder. If the SD is submitted in the form of BG, it should be valid for the entire period of job including extension period, if any. The SD will be released on</p>	Release of Security deposit should be on successful completion of services instead of production of No Demand Certificate.			No change.

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		request by the consultant only on successful completion of the job in all respects and production of a "No Demand Certificate" issued by the Engineer-in-Charge after release of final payment.		
54	Page no 25, Clause- 16.4 (A)	<p><b>Consultant Liability and Insurance:</b>  From commencement to completion of the work(s) as a whole, the Consultant shall take full responsibility for the care thereof and for taking precautions to prevent loss or damage. He shall be liable for any damage or loss that may happen to the works or any part thereof and to the Authority's Plant, Equipment and Material (hired or issued to the Consultant) shall be in good order and condition and in conformity in every respect with the requirements of the Contract and instructions of the Engineer-in-Charge.</p>	<p>Consultant service under this contract is defined as "assignment/job" accordingly, this clause may be reworded as below:  " From commencement to completion of the 'assignment/job', the Consultant shall take full responsibility for the care thereof and ...."</p>	Agreed. Refer Corrigendum#01
55	Page no 26,	The Consultant shall indemnify and	As no construction work is involved in	No change.



<b>SI No.</b>	<b>Tender Clause Reference</b>	<b>As per Tender document</b>	<b>Consultant's Queries</b>	<b>Clarification from IWAI</b>
	Clause- 16.4 (E )	keep indemnified the Authority against all losses and claims for death, injuries or damage to any person or any property whatsoever which may arise out of or in consequence of the construction and maintenance, of works during the contract period and also against all claims, demands, proceedings, damages, costs, charges and expenses whatsoever in respect of or in relation thereto, and such liabilities shall include claims/compensations of the third party.	this assignment, we suggest removing this clause.	
56	Page no 27, Clause- 16.4 (F)- (iii-b)	The Consultant shall ensure that similar insurance policies are taken out by his sub-Consultant (if any) and shall be responsible for any claims or losses to the Authority resulting from their failure to obtain adequate insurance protection in connection thereof. The Consultant	We request you to please remove this clause.	No change.

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		shall produce or cause to be produced by his sub-Consultants (if any) as the case may be, relevant, policy or policies and premium receipt as and when required by the Engineer-in-Charge		
57	Page no 32, Clause- 19	<p><b>Force Majeure:</b> Any delays or failure of performance by a party to this Agreement shall not constitute default hereunder or give rise to any claims for damages against said party, if any, to the extent caused by matters beyond the control of said party like acts of God, strikes, lock outs or other concerted acts of workmen, fires, floods, explosions, blockades, embargoes, riots, war (declared or undeclared), rebellion, sabotage, extra-ordinary severe weather, civil commotion and criminal acts of third persons. If the work is delayed by Force Majeure, then upon the happening of such delay the consultant shall within 14 days of the happening of such event give notice in writing to</p>	We suggest that termination rights must be available with Consultant if force majeure continues beyond 60 days and also expenses incurred to be reimbursed by Client. Further on reactivation idling and reactivation charges need to be paid.	No change.

SI No.	Tender Clause Reference	As per Tender document	Consultant's Queries	Clarification from IWAI
		<p>Employer requesting for extension of time indicating the period for which extension is desired. Employer may also give a fair and responsible extension of time for completion of the work at their discretion but no monetary allowance shall be made to the consultant for any such delay and the consultant may not make any claim for damages by reason of any such delays. If any of the above circumstances continue for more than 3 months, in that event, Employer will have the right to terminate this contract without any notice to the consultant.</p>		
58	Page no 33, Clause- 21	<p><b>Arbitration-</b> In the event of any dispute or difference covering, relating to or arising out of this Agreement, the parties shall do their utmost to settle it in a fair and</p>	<p>We request you that the appointment of arbitrator should be neutral.</p>	<p>No change.</p>

<b>SI No.</b>	<b>Tender Clause Reference</b>	<b>As per Tender document</b>	<b>Consultant's Queries</b>	<b>Clarification from IWAI</b>
		amicable manner in a spirit of mutual cooperation. Any dispute or difference not settled within 30 days shall be referred to the sole arbitration of a person so, nominated by the Employer. Such arbitrator shall have the right to extend the period of arbitration proceedings with the consent of the parties. The venue of the arbitration shall be New Delhi/Noida. In view of the arbitration proceedings, the work under the Contract should not be suspended.		