



**Document
of
Global Expression of Interest
for
Dredging in Silchar–Bhanga stretch (70 km)
of Barak River
for
Shipping and Navigation**



Cost of document: Rs. 1000/- (US \$ 50)

INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Shipping, Govt. of India)

A-13, Sector-1, NOIDA, GautamBudha Nagar (Uttar Pradesh, India)-201301

Ph.No: +91- 120-2522971, Fax: +91- 120-2543973, E mail: cecivil.iwai@nic.in

IMPORTANT NOTES:

- (i) This document should be returned in original duly filled in and signed on each page with firm's stamp on each page.
- (ii) The bidder should read all the instructions in the document thoroughly before submitting and adhere to the dates given.

Invitation for Global Expression of Interest

Chief Engineer (Civil), Inland Waterways Authority of India (IWAI), invites “Global Expression of Interest” from Companies, Undertakings, Reputed Agencies, Consortium of Firms, Joint Ventures of India or Abroad etc. having expertise in carrying out dredging work in waterways for the work of dredging in Silchar –Bhanga stretch of Barak River in Assam for shipping and navigation as per terms and conditions of the tender to be issued subsequently. The approximate estimated cost of work is Rs. 43Crore (US \$ 6.9 million).

This Expression of Interest (EOI) document can be downloaded from IWAI’s website or can be obtained from the office of Chief Engineer (Civil), IWAI, A-13, Sector-1, Noida, Uttar Pradesh, India (Phone:+91- 120-2522971 Fax: +91- 120-2543973) on all working days (weekly off on Saturdays and Sundays)between 10:00 Hrs. and 17:00 Hrs. from 14.10.2013 to 18.11.2013 on payment of Rs. 1000/- (Rs. one thousand) or US \$ 50/- (Fifty Only) through demand draft in favour of “IWAI Fund” payable at Noida/ New Delhi (India). If it is downloaded from IWAI’s website (iwai.gov.in) the bidder will be required to submit along with the EOI bid Rs 1000/- or US \$ 50/- (as cost of this document) in the form of DD as above. The EOI bids not accompanied with the cost of EOI document would be liable to be summarily rejected.

Duly filled in EOI document will be received in the office of Chief Engineer (Civil), IWAI, A-13, Sector-1, Noida Uttar Pradesh, India- 201301 up to 15:00 hours on 20.11.2013. EOI bids will be opened on the same day (20.11.2013) at 15:30 hours at IWAI’s office at A-13, Sector 1, Noida, Uttar Pradesh, India – 201 301.

Sd/

**Chief Engineer (Civil)
IWAI, Noida**

GLOBAL EXPRESSION OF INTEREST DOCUMENT

1. Introduction

1.1 Barak river system is the second largest river system in the North Eastern Region of India after Brahmaputra. Barak river originates from south of Kohima in Nagaland near Nagaland - Manipur Border. After traversing through Nagaland, Manipur and Assam, it splits at Bhanga into two streams which are called Surma and Kushiya. These two streams rejoin at Markuli in Bangladesh and thereafter the river is called Meghna. This Barak - Meghna river system has a total length of 900 km (origin to upstream Chandpur in Bangladesh). Out of this, 524 km is in India, 31 km on Indo- Bangladesh Border and the rest is in Bangladesh. Out of 524 km in India, 403 km u/s of Lakhimpur is in the hilly terrain and is not navigable. Thus the navigable portion of Barak River in India between Lakhimpur and Bhanga remains only 121 km which is entirely in the State of Assam. Enclosed Map may be referred to.

1.2 The Barak River has been used as a waterway route for transportation of goods between Kolkata and North- East Region since long time. Regular cargo transportation between Kolkata / Haldia ports in West Bengal and Karimganj / Badarpur terminals on Barak River in Assam used to take place till eighties and nineties. Even now some barges do ply on this route. The Kolkata- Karimganj route is also already a part of the Indo- Bangladesh Protocol on Inland Water Transport Transit and Trade.

1.3 The development of Inland Water Transport (IWT) mode on this stretch will also serve the transportation needs of Manipur, Mizoram and Tripura. The National Highway-53 connects Lakhimpur with Imphal, while NH-54 connects it with Aizwal and NH-44 connects Karimganj and Agartala. Thus, development of river Barak would provide an alternate connectivity to these states with the rest of India. At present, transport service in these regions is rendered mainly by road. The goods are transported with extreme difficulty/ delay due to traffic congestion, longer routes and vagaries of climate. The waterway has a distance advantage over rail and road modes. Thus, development of navigable stretch of Barak River shall provide vital alternate mode of transport to the region. It shall also provide port connectivity to a vast area of north-east through existing Indo-Bangladesh IWT & Trade Protocol Routes to the ports of Kolkata & Haldia.

1.4 To assess the viability of navigation in the Karimganj - Lakhipur stretch of Barak river, IWAI had carried out hydrographic survey during 1991. Thereafter, a Techno-Economic Feasibility Study (TEFS) was also got conducted by IWAI through M/s RITES in 1998, which established the technical and commercial viability of navigation in the Lakhipur - Karimganj stretch of Barak River. For development of Lakhipur- Bhanga stretch of Barak River, a DPR has been prepared by IWAI through L&T- ECC Chennai during January 2013. This stretch is likely to be declared as National Waterway (NW) no. 6 soon. As planned, it is proposed to develop this NW (after its declaration as NW) in two phases. The Silchar – Bhanga (70 km) stretch in the first phase and Lakhipur- Silchar Stretch (51 km) in 2nd Phase. The present EOI is an advance action to short list the prospective bidders for carrying out dredging in Silchar- Bhanga stretch (70 km) to a depth of 1.6 m from the lowest water level so as to make it navigable for inland ships throughout the year.

2. Objective

To develop Silchar –Bhanga stretch (70 km) of Barak river for shipping and navigation with minimum channel dimension of 40 m width (60 m at bends), 1.6 m depth during lowest water level period with minimum side slope of 1:5 for safe movement of 300 ton capacity vessel. The channel is to be dredged with + 50cm in depth and + 5m width on both the sides. The present EOI is an advance action to short list the prospective bidders to whom the Tender/RFP document will be issued to execute the work in a time bound manner, once the Lakhipur –Bhanga stretch of Barak River is declared as National Waterway.

3. Scope of work

3.1 Based on the bathymetric surveys conducted during the process of preparation of the DPR, the estimated dredging quantities for the above mentioned design channel have been assessed to 17.28 lakh cubic meter as given below:

SL.NO	STRETCH AND CHAINAGE DETAILS	QUANTITY (in Lakh cu.m)
1	Silchar Bridge to Masimpur (Ch: 50 to 60 km)	2.40
2	Masimpur to Chandpur (Ch: 60 to 70 km)	2.55
3	Chandpur to Raypur (Ch: 70 to 80 km)	2.72
4	Raypur to Ganirgram (Ch: 80 to 90 km)	2.52
5	Ganirgram to Sripur (Ch: 90 to 100 km)	2.76
6	Sripur to BadarpurGhat (Ch: 100 to 110 km)	1.98

7	BadarpurGhat to Bhanga (Ch: 110 to 121 km)	2.35
	Total	17.28

3.2 The above mentioned dredging is required to be executed for development of a navigation channel as mentioned under the head "Objective" using suitable cutter suction dredgers, with pipe lines along with other necessary equipment.

3.3 The dredging quantities indicated in the above mentioned table are only approximate and payment for dredging work will be made on cubic meter basis for the actual quantities dredged during execution of work based on the pre & post dredging surveys to be conducted jointly by IWAI and the selected bidder/contractor as given below.:

- (i) *Pre & post dredging survey shall be conducted by using automatic hydrographic survey system using reputed/ branded hydrographic survey software. Digital Echo Sounder having 0.1 m accuracy in depth measurement and GPS/ DGPS/ RTKS GPS having sub-metre accuracy in position fixing shall be used for survey purpose. The cross-sections shall be 10 m apart and soundings shall be taken continuously and plotted at 4 m interval on the cross section. The cross-section shall be extended upto 15 m. beyond the limits of the channel on either side. The quantity in slopes upto a maximum of 1 in 5 shall be worked out for a width of 10 meter either side of channel. Beyond 10 meter, no quantity will be considered for payment purposes. Area of cross-section shall be computed by using Simpson's Rule and these cross-sectional areas shall be used in trapezoidal rule to arrive at Volume dredged. The areas shall be computed by a combination of Simpson's rule and average method in case the width of channel is not suitable for direct application of Simpson's rule for full width. This aspect is to be decided by the Engineer-in-Charge (EIC).*
- (ii) *The tolerance allowable in width shall be 1 m on each side from centerline of channel and that in depth +15 cms from the specified depth. Depth could exceed beyond the specified minimum for which payment will be limited to +15 cms only. Quantities on account of depth exceeding +15 cms and width exceeding the specified limit will not be considered for payment.*

- (iii) After the pre-dredging survey and as soon as the alignment of channel to be dredged is released by IWAI, the proposed channel for dredging is to be marked by the contractor as per the advice of EIC.**
- (iv) The scale of pre and post dredging surveys should be 1:500**
- (v) The equipment, men and machinery for pre & post dredging surveys are to be provided by the contractor.**

3.4 Bank protection works if required for protecting the bank, due to dredging would also be in the scope of this work. For this purpose, separate item would be included in the tender/ RFP to be issued subsequently.

4. Approach & Methodology

Total duration for completion of work of dredging will be 10 months excluding monsoon period. In other words the dredging period would be from December 2013 to March 2014 and October 2014 to March 2015). The bidders can obtain copy of DPR for Barak River from IWAI on payment of Rs 5,000/- or US \$ 100/- in Demand Draft payable to "IWAI fund". The bidders are also required to visit and examine the waterway stretch and its surroundings, actual local conditions and requirement thereof and satisfy himself on his responsibilities and expenses, and all other information that is necessary prior to submission of "Expression of Interest".

4.1 A pre bid meeting open to all prospective bidders who have purchased / downloaded the EOI document will be convened at IWAI Head Office at A-13, Sector-1, Noida, Uttar Pradesh, India- 201301 at 15.00 hrs on 24.10.2013. In this meeting clarifications, would be provided to the bidders for submission of EOI. In the meeting, the prospective bidders are also encouraged to give suggestions for inclusion in the Tender/RFP document to be issued as a next step.

4.2 The bidder shall indicate, in the EOI Document, the details of his Plan, Approach and Methodology for undertaking the work of 'Dredging in Lakhipur –Bhanga stretch of Barak river, with special emphasis on resources to be deployed to carry out the work in a time bound manner. Based on the evaluation of the Plan and Eligibility Criteria mentioned hereunder in the EOI Document, the EOI submitted by the bidders shall be shortlisted for issue of Tender/RFP Document which would be in two bid format i.e. Techno Commercial Bid and Financial Bid. The successful bidder would be required to undertake the work of 'Dredging in Silchar– Bhanga stretch of Barak River' as per terms & conditions of the Tender/RFP document.

5. Instructions of the bidders

- (a) Address for communication
All the correspondence and communications shall be addressed to the following address:
Chief Engineer (Civil),
Inland Waterways Authority of India, A-13, Sector-1, Noida, Uttar Pradesh, India- 201301.
(Phone: +91- 120-2522971 Fax: +91- 120-2543973 E-mail: cecivil.iwai@nic.in)
- (b) All costs towards site visit, office visit, preparation and submission of EOI document and other related documents shall be borne entirely by the Bidders. IWAI in no case will be liable for any such costs, regardless of the outcome of the EOI.
- (c) Time schedule for procurement and submission of 'Expression of Interest Document';
- (i) Uploading of EOI Document on IWAI's website – on 14.10. 2013.
 - (ii) Pre bid meeting at 15.00 hrs on 24.10.2013
 - (iii) Submission of EOI-up to 1500 Hrs on 20th November, 2013.
 - (iv) Opening of EOI Document at 1530 Hrs on 20th November 2013.
- (d) If the deadline specified falls on a Government holiday, the deadline shall stand extended automatically to the next working day.
- (e) EOI Document received after the due date will not be considered.
- (f) The envelope containing 'Global Expression of Interest' must be clearly marked "Global Expression of Interest for Dredging in Silchar –Bhanga stretch of Barak River' on the top and shall be submitted to the Chief Engineer (Civil), IWAI, A-13, Sector-1, Noida, Uttar Pradesh, India- 201301 (Phone: +91- 120-2522971 Fax: +91- 120-2543973 E-mail. cecivil.iwai@nic.in) in sealed envelopes duly signed by authorized representative and stamped by the company seal.
- (g) Bidders, if needed, may seek clarification to any point of the EOI document from the Chief Engineer (Civil), IWAI, A-13, Sector-1, Noida, Uttar Pradesh, India- 201301 (Phone: +91- 120-2522971 Fax: +91- 120-2543973) in writing prior to the deadline for the pre- bid meeting (ie 15.00 hrs on 24.10.13).
- (h) No bidders shall be allowed to make amendments to their proposal once submitted to Chief Engineer (Civil). They may however be asked by IWAI to provide additional information/document to ensure that all bids received have necessary papers.
- (i) All EOI Documents received by due date will be opened at 1530 Hrs. on the last date of the submission of Proposal in the presence of the bidders or their authorized representative whom-so-ever wish to attend. Absence of the bidders

or their authorized representatives, however, shall not obstruct or prevent the opening of the Proposals in any way. Bidders or their authorized representatives, who are present at the time of opening of proposals, shall sign in a register to record their presence. During opening of Proposal, Authorized Representative of the Chief Engineer (Civil), IWAI, A-13, Sector-1 Noida Uttar Pradesh, India- 201301 (Phone: +91- 120-2522971 Fax: +91- 120-2543973) will read out the names of the bidders who have submitted the Proposals.

- (j) During the process of evaluation, the Chief Engineer (Civil), IWAI, may request the bidders to furnish any clarifications on Proposals submitted by them. The bidders shall furnish the necessary clarifications expeditiously by post/courier/fax/e-mail or by any other faster means of communication to the Chief Engineer (Civil), IWAI, A-13, Sector-1, Noida, Uttar Pradesh, India- 201301 (Phone: +91- 120-2522971; Fax: +91- 120-2543973; E-mail : cecivil.iwai@nic.in) within the specified time limit mentioned therein.
- (k) In case of failure to provide information essential to evaluate the Proposal, or not to provide timely clarifications by any bidder, the Chief Engineer (Civil), IWAI, shall be at liberty to declare bids of such bidders as non-responsive and reject the proposal.
- (l) IWAI, reserves the right to accept or reject any or all proposals without giving any reason what-so-ever. IWAI shall not be liable for any loss to bidders due to such rejection.
- (m) Incomplete Proposals are liable to be rejected. All the information sought in the EOI Document must be furnished. Failure to furnish all the information required in EOI Document may result in rejection of Proposal. Separate or additional sheets may be used for supplementing or adding further details.
- (n) Furnishing false or wrong information in the proposal would result in rejection of the proposal.
- (o) Director, IWAI, Pandu Port Complex, Pandu, Guwahati, India 781 012, Tel No.+91- 361- 676925,2676927,2676929, 2570109, Fax No.+91- 361- 2570099,2570055, E-mail dirguw.iwai@nic.in shall be the Engineer-in-Charge (EIC) of this project.

6. Requirement for Submission of EOI by the bidder

The EOI bid should inter-alia contain following information:

- (a) Name and complete address phone number, Fax number, email address etc. of the bidder.

- (b) Name and complete address of Nodal/Key Personnel, with office and residential telephone numbers (including cell number), e-mail address etc.
- (c) History and Background of the bidder.
- (d) Past Experience (to be submitted in sufficient detail and with documentary proof in the form of completion certificate for completed works and copy of work order/ agreement in case of ongoing works)
 - (i) Total number of years of experience.
 - (ii) Experience of the works of dredging in rivers/ inland waters/ tidal waters/ ports etc. during past 7 years.
- (e) Methodology- The bidders will submit in adequate details the approach and methodology he proposes to execute the work. The capacity and number of cutter suction dredgers the bidder wants to mobilize during the work period along with their manpower and appurtenant logistics would be the key elements of the EOI proposal. The bidder would also submit the details of survey launches and equipment he proposes to utilize for this work.
- (f) Human Resources
 - Total Strength of the bidder's firm.
 - Strength in the area of assignment.
- (g) Experience of key Personnel
 - Qualifications
 - Relevant Experience
- (h) Financial Strength of the bidder (Audited Balance Sheet/ Annual Report for past 3 years to be submitted)
 - Financial Turnover for last three financial years
 - Net Annual Profit during last three financial years
 - Value/turnover of dredging work carried out during last three financial years.
- (i) Details of dredgers available- specify own dredgers and hired dredgers separately. Also give details of proposed dredgers for the assignment.
- (j) Particulars on difficult and challenging assignments, in same or related sectors, accomplished by the bidder, with supporting details, letters of appreciation, indicating therein duration of time period as indicated in the letter for award of work and time actually consumed in performing the assignment, cost overrun if any.
- (k) Experience of working in North Eastern region.
- (l) Important Assignments in hand along with their cost.
- (m) Any other relevant detail.

7. Pre-qualification Criteria

The following criteria shall be adopted for assessing eligibility of the bidders:

- (i) The bidder must have an established in house capacity for last 10 years (2003-2013) for executing the dredging projects of such magnitude.
- (ii) The bidder must have the capacity for mobilization of resources for carrying out dredging in North – East, part of India.
- (iii) The bidder should have completed in the past seven years
 - i. At least three similar works each costing not less than Rs. 18 Crore/ US \$ 3.9 million **or**.
 - ii. At least two similar works each costing not less than Rs. 22 crore/ US \$ 3.5 million **or**
 - iii. At least one similar work costing not less than Rs. 37 Crore/ US \$ 6 million.
- (iv) Average annual financial turnover of the firm for similar works should not be less than of Rs. 20 Cr/ US \$ 3.2 million. during last 3 years ending 31st March, 2013. This has to be submitted with supporting documents certified by a Chartered Accountant. The year with no turnover would also be considered for working out the average.
- (v) Special weightage (15%) will be given for experience of working in North-East Region of India.
- (vi) Similar work would mean dredging in Sea or Coastal waters or rivers or Canals or lakes in India or abroad.
- (vii) The bidders should give the list of dredgers (with their type and technical specification documents that they are capable of executing dredging in Barak river within stipulated time) he wish to deploy.
- (viii) An evaluation committee of IWAI will examine the proposals and short list the bidders based on the EOI documents received.
- (ix) The bidders whose EOI documents get 80 or more marks out of 100 would be short listed for issue of tender/RFP document.s

8. Marking system for short listing of bidders

Sl. No.	Item	Marks assigne d out of	Remarks / Explanatory notes

		100	
a.	<i>Firm's Relevant Experience</i>	50	<i>70 % of the maximum marks shall be awarded for similar assignments undertaken by the Contractor's firm as per 7(iii) above. The remaining 30% shall be awarded for additional projects (3 nos.) in other relevant experience in similar infrastructure projects related to dredging.</i>
b.	<i>Proposed approach & methodology for executing the work in a time bound manner (Schedule, commitment for deployment of resources etc.)</i>	15	<i>Evaluation will be based on the understanding of the project by the bidder, quality of document submission/ commitment to execute the work Financial capacity etc.</i>
c.	<i>Working experience in North- East</i>	15	<i>60% of the maximum marks shall be awarded for the number of similar assignments the bidder has worked on. 20% shall be awarded for key personnel. 20% shall be awarded for other relevant experience.</i>
d..	<i>In-house capacity of the firm to execute the work</i>	10	<i>Number and type/ output in terms of cum. of dredgers possessed by the company on his own name and number & type of dredgers he intended to deploy through other agencies.</i>
e.	<i>Experience of the Staff to be deployed for the project</i>	10	<i>70% of the maximum marks shall be awarded for the number of similar assignments carried out by the Project Manager, 30% shall be awarded for the academic / professional qualifications.</i>
