Pre-Feasibility Study and recommending thereafter the possibility of Composite and Integrated development of River Yamuna to achieve navigation and to develop water transport facilities in Delhi region, India

Corrigendum No. 1

As per RFP

Page No. 3

(b) "Consultant" means any entity or person or association of person who provides the Services to the Client under the Contract. Joint Venture companies are not covered by this term.

Modified as

(b) "Consultant" meansany entity or person or association of person who provides the Services to the Client under the Contract. It would be a sole firm or Joint Venture of firms. In case of Joint Venture, maximum two members are allowed, one lead partner and one JV partner.

As per RFP

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b) Scanned copy of Proof of successful preparation of DPRs (with completion certificates issued by the client) for similar works during last 7 years as detailed below (for similar works please see clause 10.1):

- Detail Project Report (DPR) for one port/IWT development/logistics work/ and other similar works costing not less than Rs 60.00 lakhs, or
- DPR for two port/IWT development/logistics works/ similar works each costing not less than Rs 38.00 lakhs each, or
- DPR for three port/IWT development/logistics works/ similar works each costing not less than Rs 30.00 lakhs each,

Modified as

b) Scanned copy of Proof of successful preparation of DPRs (with completion certificates issued by the client) for similar works during last 7 years as detailed below (for similar works please see clause 10.1):

- Detail Project Report (DPR) for one port/IWT development/logistics work/ and other similar works costing not less than Rs 60.00 lakhs, or
- DPR for two port/IWT development/logistics works/ similar works each costing not less than Rs 38.00 lakhs each, or
- DPR for three port/IWT development/logistics works/ similar works each costing not less than Rs 30.00 lakhs each,

Note:Similar works include Preparation of detail project reports / techno economic feasibility study for development of waterways channel including river training works and construction of Ports, river terminals, riverine structure, IWT terminals, logistics hub etc.

As per RFP

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10.2 Opening & Evaluation of the Financial Proposals:

(i) Financial proposals of only those firms who are technically qualified shall be opened on a subsequent date with due prior intimation in the presence of the bidder/ consultant's representatives who choose to attend. The name of the bidder / consultants, their technical score and their financial proposal shall be read out.

(ii) The Technical Evaluation Committee (TEC) will correct any computational errors. When correcting computational errors, in case of discrepancy between a partial amount and the total amount, or between word and figures, the former will prevail. The Employer will keep a register of representatives attending the meeting.

Modified as:

10.2EVALUATION OF PROPOSALS:

A two stage procedure shall be adopted in evaluating the proposals.

10.2.1 Technical Proposal

The Evaluation Committee appointed by the IWAI shall carry out its evaluation applying the evaluation criteria and point system specified in the data sheet. Each responsive proposal shall be attributed a technical score (S_t) The technical proposal should score at least 75 points to be considered responsive. Technical Proposal scoring marks less than 75% will be considered as non-responsive and summarily rejected.

10.2.2 Financial Proposal

Financial proposals of only those firms who are technically qualified shall be opened on a subsequent date with due prior intimation in the presence of the bidder/ consultant's representatives who choose to attend. The name of the bidder / consultants, their technical score and their financial proposal shall be read out.

The Evaluation Committee will correct any computational errors. When correcting computational errors, in case of discrepancy between a partial amount and the total amount, or between word and figures, the former will prevail. The Client will keep a register of representatives attending the meeting.

10.2.3 The award of work shall be done on QCBS basis (Quality and Cost Based Selection approach) among the qualifying consultants after Technical Evaluation. The lowest financial proposal (F_m) shall be given a financial score (S_f) of 100 points. The financial score of the proposals shall be computed as follows:

$S_f = 100 \times F_m//F$ (F-amount of financial proposal).

Proposals shall finally be ranked according to their combined technical (S_t) and financial (S_f) scores using given formula.

Formula for final score = $S_f x\ F + S_t \times T$

Where, T= the weightage given to the technical proposal and F= the weightage given to financial proposal as specified in the Data Sheet; (T + F = 100%).

DATASHEET

10.2.1 The marks assigned to Technical Evaluation criteria are:

S. No.	Description	Marks
1	Firm's relevant experience for the assignment	30
2	The quality of Approach & Methodology	20
3	Qualifications and competence of the key staff for the assignment	50
	Total	**100**

(i) Sub Criteria for relevant experience of the firm for the assignment (in past seven (7) years) - 30 Marks

Year of Establishment of the Firm		**5**
Average Annual Turnover (last 3 years) from consultancy business		**5**
Preparation of detail project reports / techno economic feasibility study for development of waterways channel including river training works and construction of Ports, river terminals, riverine structure, IWT terminals, logistics hub etc.		**20**
(i) each costing not less than Rs. 30.00 lakhs (a) *Less than 3 Projects* (b) *3 Project -4 Projects* (c) *More than 4 Projects* or	*0 Marks* *10 Marks* *20 Marks*	
(ii) each costing not less than Rs. 38.00 lakhs (a) *Less than 2 Projects* (b) *2 Project -3 Projects* (c) *More than 3 Projects* or	*0 Marks* *10 Marks* *20 Marks*	
(iii) each costing not less than Rs. 60.00 lakhs (a) *1 Project -2 Projects* (b) *More than 2 Projects*	*10 Marks* *20 Marks*	

(ii) Adequacy of the proposed Approach & Methodology in responding to Terms of Reference:

- 20 Marks

Sl. No.	Description	Marks
1	Quality of Approach and Methodology	10
2	Work Plan	10
Total		**20**

1. *Technical Approach and Methodology. [Pleaseexplainyourunderstandingoftheobjectives oftheassignmentasoutlinedintheTermsofReference(TORs),thetechnicalapproach,andthemethodologyy ouwouldadoptforimplementingthetaskstodelivertheexpectedoutput(s),andthe degree ofdetail ofsuchoutput. {Pleasedonotrepeat/copytheTORsinhere.}]*[Furnish in Annex-II (A)]
2. *Work Plan. [Pleaseoutlinethe plan for theimplementation of the main activities/tasks of theassignment,theircontentandduration,phasingandinterrelations,milestones(includinginterimapprovals by theIWAI),andtentativedeliverydatesofthereports.Theproposedworkplanshouldbeconsistentwiththetechn icalapproachandmethodology,showingyourunderstandingoftheTORandabilitytotranslatethemintoafeasi bleworkingplan.Alistofthefinaldocuments(includingreports)tobedeliveredasfinaloutput(s)shouldbeinclud edhere.TheworkplanshouldbeconsistentwiththeWorkScheduleForm.]*[Furnish in Annex-11 (B)]

(iii) Key Professionals required for the Project:

Sl. No.	Description	Marks
1	Waterway Expert (Team Leader)	10
2	Port planning & Infrastructure Specialist	8
3	Hydrological Expert	8
4	Remote Sensing/GIS Expert	6
5	Floodplain Specialist	6
6	Hydrographic Expert	6
7	Soil Engineer/ Foundation Engineer	6
	Total Marks	**50**

NOTE- Each Key Personnel will be marked on scale of 100 marks and will be assigned weightage as above.

General qualifications	25
Adequacy for the project	75
Total	**100**

The technical proposal should score at least 75% marks to be considered responsive for financial evaluation.

10.2.3 The weightage given to technical proposal is 80%

The weightage given to financial proposal is 20%.

Minimum Qualification of Key Professionals

Sl. No	Key Professionals	Qualification Criteria
1.	**Waterway Expert** **(Team Leader)**	**Educational Qualification:** • Should be Graduate in Civil Engineering. Higher professional qualification in Port and Harbour Engineering/Structural Engineering/Geo-technical Engineering will be preferred. **Professional Qualification:** • Minimum 15 years' experience in planning, design, construction, preparing Feasibility Report/Detailed Project Report for various waterway/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.
2.	**Port planning & Infrastructure Specialist**	**Educational Qualification:** • Should be Graduate in Civil Engineering. Postgraduate training/ studies in Port &Harbour Engineering will be preferred. **Professional Qualification:** • Minimum 10 years' experience in Port planning, Port infrastructure Planning and development of physical facilities for port operations. Should be well conversant with different types of port structures and other physical facilities required for the provision of various port services efficiently. Should preferably have experience/ exposure of constructing several

Sl. No	Key Professionals	Qualification Criteria
		modern ports.
3.	**Hydrological Expert**	**Educational Qualification:** • Should be Graduate in Civil/Environmental Engineering. Higher professional qualification in Water Resource Engineering/Hydrology/Environmental Engineering will be preferred. **Professional Qualification:** • Minimum 10 years' experience in preparing Feasibility Report/Detailed Project Report for various waterway/port works, terminals, trade facilitations and other infrastructures in different natural and operational conditions.
4.	**Remote Sensing/GIS Expert**	**Educational Qualification:** • Should be Graduate in Civil Engineering/Geology. Higher professional qualification in Remote Sensing/ Geoinformatics will be preferred. **Professional Qualification:** • Minimum 10 years' experience in waterway/port/river mapping and a demonstrated proficiency in using the GIS software. Working knowledge of spatial data formats and related metadata issues. Working knowledge of web mapping applications, such as Google Earth/Bhuvan.
5.	**Floodplain Specialist**	**Educational Qualification:** • Should be Graduate in Civil/Environmental Engineering. Higher professional qualification in Floodplain Management/Hydrology/Water Resource Engineering will be preferred. **Professional Qualification:** • Minimum 10 years' experience in Floodplain Management. Working knowledge of water and/or wastewater modeling is desirable.
6.	**Hydrographic Expert**	**Educational Qualification:** • Should be Graduate in Civil Engineering. Higher qualificationin relevant field will be preferred.

Sl. No	Key Professionals	Qualification Criteria
		Professional Qualification: • Minimum 8 years' experience in conducting hydrographic surveys, investigations and measurements, bathymetric surveys/Topographic Survey in a variety of geographical locations and natural.
7.	**Soil Engineer/ Foundation Engineer**	**Educational Qualification:** • Should be Graduate in Civil/Environmental Engineering. Higher qualification in Marine Structure will be preferred. **Professional Qualification:** • Minimum 10 years' experience in related field. He will be responsible for the soil investigation, reclamation work, soil improvement and will be associated in foundation design. He will also be responsible for preparation of cost estimates/BOQ.

As per RFP

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Table 1.1

Category	Data required
Topography	• Adequate map of the area considered for development (x,y,z/GIS data) • Land ownership • Land use
Bathymetry & hydraulic conditions	• River bathymetry (x,y,z/GIS data) • Time series of discharge &waterlevels up and downstream (digital) and in the middle of the NCT stretch (Q (h) relations) • P90, P50, P10 discharge and peak flood discharge and return period • Geomorphological maps • Aerial photographs during low and high discharges • Fairway within the river (x,y /GIS data)
Geological conditions	• Geological map of the target area • Sediment data

	• Geological studies of the area
Water infrastructure	• (Key) sources of pollution and locations of effluent entering the river system • (Perimeter) of floodplains and flood defence infrastructure (if any and in GIS) • River training works, bed and bank protection, bridges and abutments • Inland ports, jetties etc • Dredging studies and maintenance history (budgets)
Environmental surveys	• Environmental classification of the region • Endangered species in the region • Regulations for construction and exploitation • Water quality and pollution classification • Flood risk maps
Socio-economic surveys & studies	• Fleet analyses/predictions and associated fairway specifications • Traffic and Transport Studies underpinning the need to improve navigation • Expected economic development of the region • Demographic development of the region • Overview of fleet and ship traffic • Overview of relevant regulating authorities
Legal and Institutional framework analyses	• Overview of required permits and licenses to build and operate HPP • Application procedures for permits and licenses • Key stakeholders and relevant governmental institutions and authorities

Modified as:

Table 1.1

Category	Data required
Topography	• Adequate map of the area considered for development (x,y,z/GIS data) • Land ownership • Land use
Bathymetry & hydraulic conditions	• River bathymetry (x,y,z/GIS data) • Time series of discharge &waterlevels up and downstream (digital) and in the middle of the NCT stretch (Q (h) relations)

	• P90, P50, P10 discharge and peak flood discharge and return period • Geomorphological maps • Aerial photographs during low and high discharges • Fairway within the river (x,y /GIS data)
Geological conditions	• Geological map of the target area • Sediment data • Geological studies of the area
Water infrastructure	• (Key) sources of pollution and locations of effluent entering the river system • (Perimeter) of floodplains and flood defence infrastructure (if any and in GIS) • River training works, bed and bank protection, bridges and abutments • Inland ports, jetties etc • Dredging studies and maintenance history (budgets)
Navigation related studies	• Fleet analyses/predictions and associated fairway specifications • Traffic and Transport Studies underpinning the need to improve navigation • Expected economic development of the region • Demographic development of the region • Overview of fleet and ship traffic • Overview of relevant regulating authorities

As per RFP

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6. TIME SCHEDULE/SUBMISSION OF REPORTS:

(a) The total period of completion of this assignment would be 3 months from the date of signing of the Contract by IWAI and the selected consultant. The time of completion of various sub-stages of the assignment will be as given below:

Sl. No	**Activity**	**Time in weeks reckoned from the date of signing of**

		Contract
a)	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 presentation thereof. (3 copies)	4 weeks
b)	Submission of first Draft 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.	8 weeks
c)	Receipt of comments of IWAI on first Draft Report.	10 weeks
d)	Submission of Second Draft Report	12 weeks
e)	Approval of IWAI	14 weeks
f)	Submission of Final Detail Project Report (10 copies) after incorporating final comments of IWAI based on above presentation.	16 weeks

Modified as

6. TIME SCHEDULE/SUBMISSION OF REPORTS:

(a) The total period of completion of this assignment would be 4 months from the date of signing of the Contract by IWAI and the selected consultant. The time of completion of various sub-stages of the assignment will be as given below:

Sl. No	**Activity**	**Time in weeks reckoned from the date of signing of Contract**

a)	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 interaction with various Authorities. (3 copies)	4 weeks
b)	Submission of Draft Situational Analysis 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.	8 weeks
c)	Receipt of comments of IWAI on Draft Situational Analysis Report.	10 weeks
d)	Submission of Draft Pre-Feasibility Report	12 weeks
e)	Comments of IWAI on feasibility report	14 weeks
f)	Submission of Final Pre-Feasibility Report (10 copies) after incorporating final comments of IWAI.	16 weeks

As per RFP

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15.2 Stages ofPayment

1)	On submission of Inception Report --20 %	
2)	On submission of 1st Draft Report--30 %	
3)	After correction on 1st Draft Report --20 %	
4)	On submission of Final Report --20 %	
5)	On acceptance of Final Report --10 %	

Modified as

14.2 Stages ofPayment

1)	On submission of Inception Report	10%
2)	On submission of Draft Situational Analysis Report & after comment on Inception Report.	30%
3)	After receipt of Pre-Feasibility Report	20%
3)	On acceptance of Draft Pre-Feasibility Report	20%
4)	On Submission of Final Pre-Feasibility Report and acceptance	20%

5)	Completion of services including assistance during Bid Process for selection of Concessionaire	10%

As per RFP

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16.7 Professional Liability Insurance:

The insurance coverage against the risks shall be as follows:

(a) Professional liability insurance, with a minimum coverage of equivalent to twice the amount of the contract for a period of 5 years beyond the currency of contract.
(b) Third party motor vehicle liability insurance in respect of motor vehicles operated in the Government's country by the Consultant or its Personnel or any Sub- Consultants or their Personnel, with a minimum coverage as per Motor Vehicles Act 1988.
(c) Third Party liability insurance, with a minimum coverage of Rs. 40 lacs (Rupees Forty Lacs) (After each occurrence the Consultant shall repay premium necessary to make insurance valid for this amount always);
(d) Employer's liability and workers' compensation insurance in respect of the experts and Sub-consultants in accordance with the relevant provisions of the applicable law in the Client's country, as well as, with respect to such Experts, any such life, health, accident, travel or other insurance as may be appropriate; and
(e) Insurance against loss of or damage to (i) equipment purchased in whole or in part with funds provided under this Contract, (ii) the Consultant's property used in the performance of the Services, and (iii) any documents prepared by the Consultant in the performance of the Services.

* *If any of the assignment fail on implementation of any of the proposals, the consultant will be liable to bear the amount of investment on the project.*

Modified as

16.7 Professional Liability Insurance:

(a) Except in case of gross negligence or willful misconduct on the part of the Consultants or on the part of any person or firm acting on behalf of the Consultants in carrying out the Services, the Consultants, with respect to damage caused by the Consultants to the Client's property, shall not be liable to the Client:

For any indirect or consequential loss or damage; and

i) Consultant will maintain at its expenses; Professional Liability Insurance including coverage for errors and omissions caused by Consultant's negligence in the performance of its duties under this agreement, (A) For the amount not exceeding total Consultancy Fee made or expected to be made to the Consultants hereunder OR (B) the proceeds, the Consultants may be entitled to receive from any insurance maintained by the Consultants to cover such a liability, whichever of (A) or (B) is higher for a period of 3 years beyond the end of Contract.

ii) The policy should be issued only from an Insurance Company operating in India.

iii) The policy must clearly indicate the limit of indemnity in terms of "Any One Accident" (AOA) and "Aggregate limit on the policy period" (AOP) and in no case should be for an amount less than stated in the contract.

iv) The contract may include a provision thereby the Consultant does not cancel the policy midterm without the consent of IWAI. The insurance company may provide an undertaking in this regard.

Yours Faithfully

Hyd. Chief
Inland Waterways Authority of India