

MINUTES OF THE PRE-BID MEETING HELD ON 10.02.2015 AT 15:00 HRS FOR THE THREE TENDERS VIZ.

1. *Tender No. IWAI/MD/211/2014-15/001*
DEPLOYMENT CSD TAPI UNIT AND CSD TIZU UNIT IN FARAKKA- BHAGALPUR STRETCH OF NATIONAL WATERWAY NO. 1 (RIVER GANGA) ON CONTRACT ON DREDGED QUANTITY BASIS FOR THREE YEARS AND EXTENDABLE ON YEARLY BASIS ON SATISFACTORY PERFORMANCE FOR ANOTHER TWO YEARS
2. *Tender No. IWAI/MD/211/2014-15/002*
DEPLOYMENT CSD SHIPRA UNIT AND CSD JALANGI UNIT IN BHAGALPUR- SEMARIA STRETCH OF NATIONAL WATERWAY NO. 1 (RIVER GANGA) ON CONTRACT ON DREDGED QUANTITY BASIS FOR THREE YEARS AND EXTENDABLE ON YEARLY BASIS ON SATISFACTORY PERFORMANCE FOR ANOTHER TWO YEARS
3. *Tender No. IWAI/MD/211/2014-15/003*
DEPLOYMENT CSD ALAKNANDA AND CSD MAHANANDA UNIT IN SEMARIA- PATNA STRETCH OF NATIONAL WATERWAY NO. 1 (RIVER GANGA) ON CONTRACT ON DREDGED QUANTITY BASIS FOR THREE YEARS AND EXTENDABLE ON YEARLY BASIS ON SATISFACTORY PERFORMANCE FOR ANOTHER TWO YEARS

PRESENT

IWAI

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|-----------------------|------------------------------|
| 1. Sh. Pravir Pandey | Member (Finance) |
| 2. Sh. R.P. Khare | Member (Technical) |
| 3. Sh. S Dandapat | Chief Engineer (P&M) |
| 4. Sh. Ajay Gupta | Chief Accounts Officer |
| 4. Sh. V.C. Dialani | Dy. Director (M) |
| 5. Sh. A. Selva Kumar | Asstt. Hydrographic Surveyor |
| 6. Sh. Karor Singh | Tech. Asst. (M) |
| 7. Sh. A Sarkar | Consultant |
| 8. Sh. I.V. Solanki | Consultant |

REPRESENTATIVE OF THE FIRMS / PROSPECTIVE BIDDERS

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| 1. Sh. Pavan Sood & Capt. Kapoor | M/s IMS Ship Management, Mumbai |
| 2. Sh. Himadri Mitra | M/s Reach Dredging Ltd., Kolkata |
| 3. Sh. Ravi Kumar | M/s DTM Construction |
| 4. Sh. Shekhar Ghudekar | M/s Sea & Seas Shipping (P) Ltd, Mumbai |
| 5. Capt. I.K. Jha & Sh. Vijay Arora | M/s Prayati Shipping Pvt. Ltd, Mumbai |
| 6. Sh. Mansoor Dange | M/s Pluto Shipping Ltd., Mumbai |
| 7. Sh. Uttam Singh | M/s Safeway Dredging Enterprises, TN |
| 8. Sh. Devesh Kalra | M/s KNK Ship Management, Mumbai |
| 9. Sh. Pawan Solanki | M/s Pragati Marine Service Pvt. Ltd., Mumbai |
| 10. Sh. Himanshu Pawar & Sh. Anil Mohan Mathur | M/s Orient Ship Management & Manning Pvt Ltd, Mumbai |
| 11. Sh. S.B. Singh | M/s Vaitarna Marine Infrastructure Pvt. Ltd., Mumbai |
| 12. Capt. Mandeep Singh Wadhwa & Capt. MVR Murthy | M/s Mercator Ltd , Mumbai |
| 13. Sh. Shyam Sunder Sarangi | M/s Dredging & Desiltation Co.vt. Ltd., Kolkata |
| 14. Sh. Vikash Sharma | M/s Vijeta Projects & Infrastructure Ltd., New Delhi |
| 15. Sh. Gargi Sravan Kolli | M/s Dharti Dredging and Infrastructure Ltd., Hyderabad |
| 16. Sh. Raghvendra Dubey | M/s Chinar Shipping and Infrastructure (India) Pvt. Ltd, Mumbai |

Section I - Notice Inviting Tender

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	2	06	The bidders requested for clarification in the estimated cost of the tenders and also clarification whether the estimated cost is for one year or three years	The estimated cost for Tenders are: a) Rs. 2166 lakh for CSD Tapi & CSD Tizu unit-Parakka- Bhagalpur stretch b) Rs. 1968 lakh for CSD Shipra & CSD Jalangi unit - Bhagalpur- Semaria stretch c) Rs. 1941 lakh for CSD Alaknanda & CSD Mahanandaunit- Semaria - Patna stretch The above estimated costs are for three years.
2	6.	6	The Bidders requested to extend the last date of submission of the tender as they have to inspect the CSD units and only after receipt of all clarifications requested for minimum 15 days thereafter.	The last date of submission of tender is now 23.03.2015 upto 15.00 hrs and opening of technical bids on the same date at 1530 hrs.
3	9 (i)		One of the bidders requested for clarification regarding registration of contractor with any agency is mandatory.	It is not mandatory to be registered contractor with CPWD, Railways, State PWD/ Irrigation Dept. as mentioned. Non- registered contractors having experience of similar works are eligible. Refer Clause 9 of NIT in this regard.
4	9 (iii)	7	One of the bidders requested for inclusion of current year turnover in the average annual turnover during last three years since the financial year is going to complete shortly.	The Firms are to comply with the average annual turnover criteria as specified. However current financial turnover till end Feb. 2015 (11 months) may also be indicated & decision to consider the same or not will be taken during evaluation of Tenders.
5	9. iii	7	One of the bidders requested to relax the requirement on the cost of three, two and one similar works to be 10%,15%,20% of the estimated cost instead of 10%, 20% and 30%	Not agreed. No change in tender conditions on this account.
6	9(iv)	7	The bidders requested to clarify a) The period for the Latest Solvency Certificate whether it is to be within six months or more. b) Solvency amount shall be fixed at Rs 3.00 crore instead of any percentage to the estimated cost c) For reduction in solvency from 40% of the estimated cost to 30%. d) Total amount of Solvency to be given in case the bidders participate in all three tenders considering the condition of IWAI that maximum two tenders to be awarded to one bidder. e) Whether separate solvency certificates are to be provided for all three tenders.	It is clarified that: a) The Solvency certificate to be within three months prior to date of uploading of tender i.e. 24.01.2015. b) No fixed amount for Bank Solvency is agreed to and same is to be 40% of the estimated cost as already in the NIT. c) Not agreed d) The Solvency amount to be furnished in case of participation in two tenders will be the addition of two solvency amount of those tenders and in case of participation in all three tenders, the solvency amount shall be 40% of the addition of the two highest estimated cost of the tenders i.e. Rs 16.536crore e) Separate solvency certificate may not be given

For info.
9/3/2015

		<p>f) Whether the solvency certificate of all the promoters of a company is to be submitted.</p>	<p>for all three tenders. One solvency of required amount for bid(s) participated is to be submitted.</p> <p>f) The solvency certificate of the company will be considered.</p>
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Section II – Instructions to Bidder

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	4 (b) & (c) (o)	7, 8 and 9	<p>The bidders requested to clarify:-</p> <p>a) Whether the Technical Bid and Price Bid are to be submitted online.</p> <p>b) Whether the original Tender Cost, EMD and Affidavit is to be submitted before due date or within a week after the last date of submission considering the fact that the purpose of e-tendering is lost.</p>	<p>It is clarified that</p> <p>a) The bids are to be submitted online. However only the scanned copy of the documents required to be submitted online for tender cost, earnest money etc. as already mentioned and originals to be handed over in separate envelopes for each of the three tenders on or before the last date of submission of the bids.</p> <p>b) Not agreed. Submission of original Tender Cost, EMD and Affidavit etc. is to be on or before the due date as per laid down procedure by a sealed cover.</p>
2	4(d)	8	<p>One of the bidder stated that they have executed more than 100 dredging projects successfully are eligible for submission of bid as per bidding conditions. The bidder requested for clarification which Authority they should approach for Registration.</p>	<p>As already clarified earlier, non-Registered contractors having experience of similar works are eligible for bidding and hence registration is not mandatory.</p>
3	4 (k)	8	<p>One of the bidders has stated that normally Bankers extend or issue credit line of FY basis. Will this sanction letter is sufficient or to obtain separate letter for each of the tender. If so, what should be the amount of credit line, for each bid.</p>	<p>Credit limits issued by Bankers will suffice and Rs. 2.00 crore for one bid and Rs. 4.00 crore for two or three bids will suffice for this clause</p>
4	6	9	<p>Many Bidders requested for considering submission of 100% EMD through Bank Guarantee instead of 50% DD and 50% by BG.</p>	<p>Not agreed. EMD to be submitted as per tender condition.</p>
5	8(d) & 9	10 & 11	<p>One of the Bidders stated that the General Power of Attorney (GPA) to Directors, Power of Attorney to sign individual bids will be delegated to persons holding Digital signature for uploading the bids. The bidder also requested for clarification whether any specific format is to be followed. If so, the required format may be submitted.</p>	<p>i) The Resolution delegating the Powers of Attorney to the holder of Digital signature for signing individual bid by holders with the name is to be scanned and submitted online.</p> <p>ii) The online bids submission being followed shall be same as Central E-Procurement Portal and no separate format is required. Hence, bidders may submit online bids and upload scanned documents in respective folders.</p>

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
6	8 (e)		<p>One of the Bidders mentioned that specific provision for JV / Consortium Bidders making them eligible to participate is not explicitly available in the tender. Hence it was requested to clarify and confirm with required provision for allowing the JV/ Consortium Bidders to participate similar to other IWAI tender like the recent one vide tender no. IWAI/NW-1/Assured LAD/ 2014-15 for</p> <p>" Providing Assured Depth of 2.2 m /2.5 m in Navigational Channel in Patna - Varanasi stretch of National Waterway -1 (River Ganga)" vide Clause 5.3 regarding joint venture of two or more firms as partners and sub clause (i) to (xi) of Clause 6 on the Change & Composition of JV</p>	<p>It is clarified and confirmed that JV/Consortium bidders will be eligible for participating the tender as the provision in <u>Annexure-1 and accordingly the following sub- clause 8 (g) and 8 (h) are inserted after the clause 8 (f)</u></p>
7	18.0	12	<p>One of the bidders requested for following the GoI guidelines wherein all tenders should have eligibility criteria and other terms as per MSME Act 2006 and requested for incorporating the same.</p>	<p>Dredging is a unique and peculiar marine work. No manufacturing is involved. The tender conditions remain.</p>
8	18.2	12	<p>One of the bidders stated that the estimated cost is based on today's market price and as maintenance and operation cost keep on increasing, it was requested to keep some current costing level by enhancing the actual value of work at simple rate of 7% of per annum; calculated from the date of completion to the last date of receipt of application for bids percentage of escalation for every year on price quoted in.</p>	<p>Not agreed. Tender condition remain.</p>
9	18.2	12	<p>1) One of the bidders stated that for the tender having estimated cost of works as Rs. 1941 lakh, the requirement of average annual financial turnover (30% of estimated cost) to be Rs. 582.30 lakh and not Rs. 654.48 lakh as stated.</p>	<p>1) It is clarified that following changes in Clause 18.2 (a) of tenders are made with respect to average financial turnover:</p> <p>i) Rs. 649.8 lakh in lieu of Rs. 654.48 lakh mentioned for Tender no. IWAI/MD/211/2014-15/001 for Farakka-Bhagalpur stretch.</p> <p>ii) Rs. 590.40 lakh in lieu of Rs. 654.48 lakh mentioned for Tender no. IWAI/MD/211/2014-15/002 for Bhagalpur - Semaria stretch.</p> <p>iii) Rs. 582.30 lakh in lieu of Rs. 654.48 lakh mentioned for Tender no. IWAI/MD/211/2014-15/002 for Semaria - Patna stretch.</p>

			2) Another bidder stated that all three tenders being individually separate having different number etc. whether any bidder can participate for all three of tenders and provide the same contract copy to against this clause.	2) Any bidder can participate in all three tenders. BUT ONLY TWO BIDS BE CONSIDERED FOR AWARDING WORK ORDERS. Scanned copy of all document are to be uploaded separately for all three tenders as they are separate tenders.
10	18.2 (a) & (b)	12	One of the bidder stated that there is difference in qualification criteria in annual turnover i.e. 30% of Estimate cost Rs. 1941 lakh for CSD Alaknanda & CSD Mahananda comes to Rs. 582.3 lakh, for CSD Shipra & CSD Jalangi comes to Rs. 590.4 lakh (Rs. 1968 lakh * 30 %) for CSD Tapi & CSD Tizu comes to Rs. 649.8 lakh (Rs. 2166 lakh * 30%) but asked for all is same Rs. 654.48 lakh. So the bidder requested for clarification whether to consider 30% of estimated cost or Rs. 654.48 lakh?	The requirement of Clause 18.2 (a) is for achieving average annual financial turn over and now specified at clarification 9 above and that of 18.2 (b) are satisfactory completion of one work, two works and three works. Both requirements are separate and to be satisfied separately for qualification.
11	22.1	13	One of the bidders requested for uploading of clarification on website for downloading as per CVC guideline.	The clarifications are uploaded on CPP Portal and IWAI website also.
12	24	14	One of the bidders requested for clarification whether the Prices shall be re-negotiated when the Contract is extended beyond three years, as other prices also vary over such long duration, apart from fuel.	No re-negotiation of prices after 3 years as contemplated. Bidder may at his option agree for extension if asked by IWAI. Also refer to clarifications at Sl. 1 of Technical & Special Conditions of Contract where in 5% increase for fourth year and 10% increase for fifth year has been mentioned.
13	24	14	One of the bidders have stated that there is no clarity regarding service tax at various clauses	Service Tax may be claimed while raising the bill. However, IWAI will reimburse the same as soon as proof of payment is submitted.
14	30.6	15	One of the bidders suggested that the clause no. 20.4 as referred may be typographical error and accordingly requested to confirm	It is confirmed that the "clause 20.4" referred in clause 30.6 is substituted as "clause 30.4"
15	35.2	17	One of the bidder stated that the contract value depends upon the dredge quantity and therefore, if the work is split, there will be increase or decrease and accordingly requested to confirm how the units will be split or increase and decrease to each contractor.	It is a standard instruction to Bidder and splitting of work of one tender is not applicable in this case. Increase or decrease in dredging quantities may be involved as mentioned in Technical & Special condition.
16	36.3	17	One of the Bidders opined that it should be " correspondence " and not agreements as mentioned and requested for confirmation.	Agreed, the word in Clause 36.3 in first line is "correspondence" and not "agreement".

Section II - Instructions to Bidder				
Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
17	37.1	17	One of the Bidders stated that it is mentioned that the bidder should have its own contract support facilities and requested for clarifications in this regard.	The CSD units will be handed over by IWAI, all other support facilities that may be required are to be available with contractor.
18	40.13	19	The bidders requested for clarifications that in case of file / Zip/rar exceeding 2 MB, can the bidder split the document and upload in parts.	Yes, the document can be uploaded in parts.
19	40.2		The bidders requested for clarification that if a bidder is a Consortium or Joint Venture, whether: a) Whether Digital Signature needs to be in the name of one of the members of Consortium/ Joint Venture or it needs to be in the name of the consortium or joint venture b) Whether Digital Signature has to be in the name of Power of Attorney Holder	The lead company in Joint Venture or Consortium to submit tender online with their digital signature. Digital signature is of the firm issued by appropriate Authority as per CPP Portal requirements.

Section III - Integrity Agreement

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	General	28	One of the bidder stated that Integrity pact signing and submission is not clearly mentioned in the tender document	Integrity Agreement under Section - III is to be signed between IWAI and successful bidder on award of work.

Section IV- Schedules

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	B (iii)	29	One of the bidder requested that the Time allowed for submission of performance Guarantee should be extended from 15 days to 45 days	Not agreed. Tender condition remain.
2	B (vii)	29	One of the bidder requested that the Deviation Limit to increase from 25% to 100%	Not agreed. Tender condition remain.
3	(xi)	30	One of the Bidders presumed that no miles stones are applicable to this Contract and requested for confirmation.	Allocation of shoal and time period of completion of shoal will be the mile stone for that shoal.

Section V- General Condition of Contract

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	1 (vi)	34	One of the bidders requested to indicate the Engineer -in-charge for each work.	The Engineer -in-charge for each contract shall be mentioned in the work order.
2	3	36	One of the bidder stated that the validity is 90 days beyond the stipulated date of completion and PACT is valid for 12 months from stipulated date of completion. The	The performance guarantee is to be valid for 90 days beyond 3 years period after award of work to successful bidder. The Performance Guarantee and Security

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			Performance Guarantee will release after 90 days from stipulated date of completion and the bidder requested for confirmation of the same.	Deposit will be released on completion of all obligations under the contract.
3	3.3.1	36	One of the bidder requested that the submission of irrevocable Bank Guarantee should be extended from 15 to 45 days after issue of work order.	Not agreed. The B.G. to be submitted within 15 days. Tender condition remain.
4	4	36	One of the bidders requested to accept 5% as Security deposit in the form of BG, as the contract is for longer duration and also that the effect of cash flow to the Contractor is minimized. Otherwise, the security deposit shall be restricted to a maximum of 5% of the annual value of work.	Security Deposit will be deducted from payments as prescribed and is not acceptable in the form of B.G. Tender condition remain.
5	3 & 4, 4.1	36	One of the bidders stated that with regard to Performance Guarantee amount, if 10% percentage of Performance Guarantee amount should not complete than the balance amount will be deducted from bidder monthly invoice to complete 10% of Performance Guarantee.	The 5% of the tendered value is to given as Performance Guarantee in DD or B.G. Performance Guarantee below 5% is not acceptable. Further Security Deposit will be deducted from the running bills @ 10% of the bill till complete Security Deposit of total 5% of the contract value is deducted Tender condition remain.
6	4	36	One of the bidders requested for clarification that if the delay is due to natural calamities, flooding, siltation or force majeure whether the contractor be liable to forfeit the security deposit.	The delay due to Force Majeure as in the clause no 27 will not be counted for forfeiture of SD.
7	4	37	One of the bidders requested for clarifications whether penalty or deduction be recovered from the security deposit of the contractors: 1) if the delay in commencement is due to pending approvals from Competent Authorities and Government organizations, or 2) If the dredging units are not in operational state.	1) All compensation or other sums of money payable by the contractor will be deducted from running bills and if required, contractor may be asked to remit same. If contractor fails to remit such amount even after due notice the same will be recovered from Security deposit and performance guarantee at the discretion of IWAI. Tender condition clause 4 of GCC remain. 2) No approval or permission is required for dredging operation from any other agencies / organization and if required, it is the responsibility of IWAI.
8	12	40	One of the bidder stated to change the commencement of work and suggested that instead of 15 days Contractor Shall Commence the work at site within 45 days after letter of award	The contract will be effective from the day of handing over of the dredging unit after signing of the agreement. However the dredging operations shall be commenced whenever the shoal is identified and allocated.
9	12	40	One of the bidder stated that the contractor is bound to start work within 15 days of the issuance of letter of Award/ Work Order, and	IWAI will strive to hand over the CSD units immediately after award of work and completion of all necessary formalities including signing of agreement etc. and

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			in case delay happens then it would be contractor responsibility, but if the delay in handing over happens by IWAI than what is to be done may be specified.	allocate the first shoal at the earliest. Any delay in handing over will not be counted for any penalty.
10	13, 13.2	40	One of the bidder requested for following clarifications: 1) If there is variation in quantity / work, payments will be made for additional work performed. 2) Extension of time will be granted for the time period requires to follow modifications and instructions.	Variation in total dredging quantity in a working season will be paid for if the actual dredging quantity is more than the specified quantities on approval of Competent Authority.
11	14	40	One of the bidder requested for clarification as to what type of assistance is required by EIC during the course of Surveying, Inspection etc.	This is a general clause for setting out the works. The survey and assistance to be given by contractor is elaborately covered subsequently in clarifications at Sl. 39 of the Technical and Special Condition.
12	28, 28.3	50	One of the bidder stated that the Hull & Machinery insurance takes care of the damage to plant/equipment. As tender showing as per page No.77 Insurance Clause, IWAI shall be the beneficiary of the first two policies (a) & (b), i.e. (a) The vessel including hull and machinery (b)Comprehensive insurance. We suggest that contractor will repair the damages and expenses will be reimbursed to contractor as the claim from underwriters goes to the beneficiary.	The beneficiary of the insurance policies will be IWAI and amount considered reasonable for rectification of defects will be paid by IWAI within the amount received from Insurance.
13	29 29.2 (ii) (b)	50	One of the bidders has stated that removal of any debris/wreck removal (if any) is not in scope of work and therefore, the contractor will remove the same at operation area with the cost and time on the account of IWAI. Also IWAI to provide assets value to estimate the premium of insurance.	In case of damage to CSD unit or its submergence/capsizing etc. on account of bidders,, the wreck removal of the same is at the cost of contractor and hence insurance in this regard is mandatory. The cost of the units is given at Annex-II
14	34 34.4 (vi)	54	One of the bidders has stated that as per this clause they understand that there is responsibility of IWAI to supply of stores and tools. The bidder requested to specify amount on contractor account to maintain & operate the plant & equipment & above the provision of amount on IWAI account.	These are General Clauses in GCC applicable to tenders of IWAI. However in this case the entire CSD units are handed over to contractors. It is therefore the responsibility of the contractors to arrange for any store or tools required during the currency of the contract for maintenance and operation.
15	35, 35.1 (i, ii)	55	Few bidders requested for clarification in the method of arriving at LD in the light of time frame allocated, additional siltation just prior handing over, siltation due to delayed survey,	1) After pre dredging survey is carried out and quantity of dredging and time required for dredging is assessed, EIC will intimate the same in writing to the contractor. In case, there is a delay by contractor for the period for the first one

Sr. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			weather and such other constraints. Accordingly requested for change in Liquidated damages to be calculated only on 0.5% and not 1.5%	month after the end date of shoal LD @ 1.5% per month (pro-rata on day basis) will be levied. This will be computed on the value of dredging carried out on that location (shoal). Thereafter i.e. delay more than one month will attract LD of 1.5% per month on contract value. Tender condition remain. 2) The reduction of LD from 1.5% per month to 0.5% is not agreed. Tender condition remain.
16	39	60	One of the bidders requested for alternative method to resolve the dispute and stated that the decision of the EIC as final may not be acceptable as EIC belongs to the Employer and can be partial.	Not agreed. Tender condition remain.
17	40	60	One of the bidders requested that in case of any dispute in measurement, is it possible for Employer and contractor to jointly agree on a third party survey.	Not agreed. Tender condition remain.
18	41.1	61	The bidders requested the clarification on Service Tax on the following:- i) As per the prevailing rules, Service tax is liable on the date of invoice and not on the date of receipt of payment as was the case earlier and therefore requested that the service tax to be released along with the invoices, upon submission service tax registration number. ii) The service tax to be paid up front and Receipt will be submitted after payment. iii) The clauses pertaining to service tax contradict each other and accordingly be clarified and included in the bid.	As already clarified service tax may be claimed by the contractor along with the claim of their bills. However this will be reimbursed by IWAI after submitting proof of payment. Further, it is to clarify that the price quoted by the bidder is rate per cubic meter and service tax is to be quoted separately as in the Part- II Price Bid.
19	43	61 & 62	One of the bidders stated that the time frame for release of final payment is 6 months which is too long and therefore, requested for reduction of the same to two months. Another bidder requested for reduction to one month if the amount is up to Rs. 15.00 lakh and two months if the amount is above Rs. 15 lakh.	Not agreed. Tender condition remain.
20	47	64	One of the bidders stated that In case of having no consensus on disputes, the matter be settled as per the provision of Arbitration and Conciliation Act 1996, (as amended from time to time) by	In case the Dispute Resolution Mechanism as mentioned at Clause 29.0 of the Technical and Special Condition of the Contract fails to resolve the dispute, the contractor or IWAI at their own option may resort to arbitration as a last means for

		appointing a panel of three arbitrators or otherwise agreed mutually and requested for incorporation of the above provisions.	settlement of Disputes & Arbitration in accordance with Clause 47 of the GCC
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Section VI- Technical & Special Condition of Contract

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	2	67 & 68	<p>1) One of the bidders stated that since it is mentioned that after the initial completion of three years the tender is extended on yearly basis by another two years at the estimated cost of Rs. 1941 lakh and requested to elaborate whether the rate quoted in cubic meter will carry forward for the next two years</p> <p>2) One of the bidder stated that at page 68 sub point (ii) of point (b) that there are 27 nos. of shoals to be expected between the given stretch and therefore requested to indicate what compensation will be payable in case the number of shoals increases or decreases.</p>	<p>The payments will be effected on the actual dredged quantity multiplied by the rate quoted by the contractor. Service tax will be reimbursed. After the third year, 5% increase of rate for fourth year and 10% increase for fifth year will be considered on awarded rate for first three years. Extension will be considered only on satisfactorily performance. There is no compensation payable for increase or decrease in no. of shoals. No compensation is payable if the total quantity decreases by 20% (refer Clause 29.9 of Technical and Special Condition of Contract) and for reduction in quantity below 20% the compensation payable by IWAI is mentioned at 29.9 (a). This will be computed on quantity less than 20% of the total estimated quantity i.e. 2,84,000 cu.m. for CSD Tapi & CSD Tizu unit together multiplied by 20% of the rate quoted by the contractor and limited to a maximum of Rs. 25.00 lakh per dredging unit in a working season.</p> <p>Similarly for other dredging units minimum dredged quantity is mentioned in Clause 29 of Technical and Special condition of the contract.</p>
2	4	68	<p>1. One of the bidders has stated that the CSD's are proposed to be deployed on Semaria - Patna Stretch wherein about 27 shoals are expected to be dredged; in order to understand the scope of work clearly they would like to have the drawings clearly indicating the shoals location and their measurements respectively.</p> <p>2. The bidder also requested for clarifications whether the LAD (least available depth) requirement is measured with respect to chart datum and what is this chart datum.</p>	<p>1. Only information about probable shoals has been mentioned. The shoals will be allocated by Engineer- in -charge and pre-dredging survey charts will be given with quantity to be dredged and time of completion of shoals.</p> <p>2. Regarding Chart Datum and LAD requirement etc. this aspects is covered in detail with the clarification for survey requirements given subsequently.</p>
3	4	68-74	One of the bidder stated that it is mentioned to maintain 2.5 meter LAD about 5.53 lakh Cubic Meter quantity to be dredged whereas the capacities of the CSD's proposed is only 2.8 (1.50 + 1.30) lakh Cu Meter as given on page.	The contractor has to do the dredging of the shoal which is allocated to required depth within time allocated by EIC. Rest obligations of remaining quantities to be dredged are of IWAI which will be carried out using other available departmental

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			74 and therefore requested for clarifications as to how the contractor is expected to meet this requirement.	dredgers.
4	4	68	The bidders requested for clarification that in case of any exigencies, the given sets of dredging units are deployed in other stretches as per IWAI requirement OR the work stopped on the instruction of EIC, than how the contractor will be compensated under the present contract in the absence of payment against idle time	1.The given CSD units can be deployed anywhere in NW-1 to provide flexibility to IWAI for tackling critical shoals , no compensation on such account will be payable by IWAI. 2. In case stoppage work due to any emergent situations and delay on this account will be compensated only if the total dredged quantity fall short by more than 20% of total indicated quantity to be dredged
5	4	68	One of the bidders requested to i) confirm that in Farakka - Bhagalpur stretch, there are 18 shoals with 6 shoals of total 4500 m length between Farakka - Rajmahal stretch and 12 shoals of total 5850 m length between Rajmahal - Bhagalpur stretch. ii) Also requested for following clarifications: 1) The LAD (least available depth) requirement is measured with respect to what? 2) Are there established Bench marks available near to dredging site? 3) What is the current Chart datum of the shoal areas?	i)The shoals & their length are probable and are for indication purpose only. ii) 1) The LAD requirement is measured with respect to the actual water level. 2) Value of bench marks will be given by IWAI. Contractor has to establish TBM near to the dredging site as per directions of Surveyor or EIC. 3) Actual water level is the current chart datum of shoal area during pre-dredging survey.
6	4	68-74	One of the bidders stated that the total quantity to be handled and the capacity of the CSD's are not matching and requested for clarifications as to how the contractor is expected to meet this requirement.	The contractor has to tackle the allocated shoal within the time indicated by the EIC in writing.
7	5	69	The bidders requested for intimating the present location, condition of CSD's and associated equipment, their Performance/ track record over past two years, The bidder requested to provide relevant documents and data, the present inventory of spares and stores available with these equipment sets etc.	The bidders as requested must inspect the dredgers and associated equipments jointly on 17 th , 18 th & 19 th of February, 2015 at their present location in consulting with field Directors to assess the present condition and quote their price taking in to consideration of the present condition, availability of stores/spare parts etc. Performance parameter etc. are provided at Annexure-II.
8	5	69	One of the bidder stated that there is no mention about mobilization and associated risks and costs and they expect these equipment to be delivered and handed over to the contractor at the given stretch / stretches to be dredged.	The CSD units will be handed over to the successful bidders in the respective stretches. All expenditure towards mobilization from one shoal to another is to be borne by successful bidder/ contractor. All associated risk and cost are that of the successful bidder/ contractor.
9	5.3	69	One of the bidder requested that the technical specifications for CSDs in all 3 tenders are same in respect of CSD	1) The cutter suction dredgers CSD Tapi, CSD Alakananda and CSD Shipra are sister vessels. Similarly CSD Tizu, CSD

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			<p>TAPI, CSD ALAKNANDA, CSD SHIPRA and also for CSD TIZU, CSD MAHNANDA & CSD JALANGI. The bidder further stated that for accommodation boats the specifications are briefly mentioned and accordingly requested to confirm</p> <p>1) Are the dredgers sister vessels? 2) Also requested to provide following information:- a) Fuel oil consumption and Lub oil consumption for Hourly / Day Basis b) Year of Build for all the dredgers and Tugs c) Details of Last Major overhaul / Maintenance carried for all the vessels. d) Details of last special Survey / dry docks. Next dates for SS /DD. 3) Another bidder requested for mentioning the dredger pumping capacity.</p>	<p>Mahananda & CSD Jalangi are sister vessels.</p> <p>2 (a) Details given at Annexure-II. 2 (b) The year of built of the vessels are given at Annexure - II 2 (c) Details regarding repair expenditure given at Annexure-II. 2(d) Details regarding surveys & Dry docking given at Annexure-II.</p> <p>3) The capacities of the dredger are 500 cum/hr and for the purpose of estimation taken as 350 cum/hr for CSD Tapi, CSD Shipra & CSD Alaknanda and 300 cum/hr for CSD Tizu, CSD Jalangi and CSD Mahananda.</p>
10	5.3 A	72	One of the bidders stated that the cutter power of CSD Mahananda not mentioned	Cutter power of Mahananda is the same that of CSD Tizu and CSD Jalangi unit and is 110 KW.
11	5.3 B	72	One of the bidders stated that the Bollard Pull Certificate is required and the Certificate should not be more than 1 year old.	All the tugs/ workboats are of 5 tonne Bollard Pull and generally side towing of cutter suction dredger, accommodation boat, anchor pontoons and dredge pipelines is done.
12	5.3 C	73	One of the bidders requested for mentioning the accommodation facility provided in Accommodation boats.	All the bidders must inspect the dredging units including the accommodation boats for ascertaining the facilities and amenities before bidding. However, Accommodation boat has sleeping bunks for 20 persons which includes four single cabins for officers.
13	5	73	One of the bidders stated that the details of equipment given are insufficient for example, capacity of accommodation boats, Anchor handling pontoon, length of pipeline available, pipe dia, pipeline anchors, swing anchors and any floaters to accommodate the pipeline etc. for exact computation of manpower and other requirements for bidding.	As already bidders must inspect the dredging units and their equipment, machineries etc. Detail of the equipment as readily available is given at Annexure III.
14	5	74	The bidders requested to indicate i) Method proposed to shift the dredging units from one shoal to other shoal, is it by towing or by road? Are they going to be provided with another boat to tow? The boat that is provided along with the dredger seems to be under powered for towing CSD along with accommodation barge, anchor handling pontoon and also the pipeline.	<p>1. Bidders should inspect the dredging units and assess themselves on the issues raised. However, it is clarified that Workboat or Tug provided are capable of towing the CSD, Accommodation boat, Anchor Pontoon, Dredge Pipelines etc. from one shoal to another under two trips.</p> <p>2. On completion of shoal allocated,</p>

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			<p>ii) How time and production loss will be computed and compensated?</p> <p>i) The frequency and plan of such movements from one shoal to other on the direction of EIC, as these movements will surely impact the rate of production.</p> <p>iv) A detailed plan of engagement for different shoals must be drawn up prior to bid submissions for more competitive offer. Hence, the prospective bidders must be allowed a thorough inspection / evaluation of the site and dredger condition and the ancillary equipment available.</p> <p>v) In case CSD and associated equipment to remain idle due to reasons or circumstances not attributable and beyond the control of the contractor; the same need to be compensated by paying idle time charges. Accordingly a separate item for idle time charges may be incorporated in the BOQ (or Price Bid format).</p>	<p>EIC will direct to tackle the next critical shoal. Adequate time taken in to consideration for this purpose while arriving at the estimated cost as well as estimated dredging quantity.</p> <p>3. The shoals to be tackled as and when they are formed. The critical shoals are to be tackled first and this can be determined and allocated by EIC after pre dredging survey</p> <p>4. Compensation would be given only when shortfall in dredging quantities is less than 20% in a working season as per clause 29.9 (a) of the Technical and Special Conditions</p>
15	6.0	74	One of the bidders stated that the Assessment of Capacity of Dredger, average output of 25000 & 21600cu.m are on higher side and therefore these figures to be reduced to 21000 & 18000 cu.m. respectively.	Not agreed. Tender conditions remain.
16	7	74	One of the bidders requested for the status of Survey class certificates of all individual crafts and to provide a third party condition certificate as part of bidding document so that all bidders will be on same footing and while handing over also the same third party shall be involved who shall certify that the equipments are in good condition except of reasonable wear and tear. The bidder also requested to provide crafts wise spares in the inventory that can be used during the contract period and also the list of spares that have be maintained at the end of Contract.	<p>1. IWAI does not maintain certificates of class survey. Third party inspection will be done at the time of handing over and taking over of vessels.</p> <p>2. The third party inspection will be carried out jointly with the successful bidder and IWAI. Cost of third party inspections through approved surveyors during handing over and taking over will be borne by the contractor. The contractor may suggest one or two such surveyors & IWAI will select one of them. Alternatively, third party inspection may be carried out by IRS (Indian Register Of Shipping).</p>
17	7.0 (a)	74	One of the bidders stated that Dry Docking repair is the responsibility of IWAI, whereas all other repairs including minor repairs, maintenance, breakdown repairs and statutory annual repairs is contractor's responsibility. Hence requested to clarify on the same.	Only Scheduled dry docking repair will be done by IWAI. All remaining repairs to be carried out by contractor including any non-scheduled dry docking repair work on account of accident/grounding etc.

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18	7.0 (iii)	74	One of the bidders stated that maintaining of Record of POL may be deleted.	These records are necessary to be maintained as the same CSD units can be offered again by tendering after completion of contract.
19	7	74	One of the bidders stated that since the payments are based on dredging of shoals which is dependent upon Pre and post surveys and achieving the depths as envisaged, then maintenance of all these records and Certification as these are going to be time consuming and gives scope for withholding the payments though the actual act of dredging the shoals to designed depths is fulfilled as per time frame provided - specially fuel, consumables and attendance register may be dispensed with.	Not agreed, Maintenance of log books, attendance register etc. are required be done as per the tender specification/ requirement
20	(7c)	74	Clarification required on completion of one particular area or monthly payments on the basis of post dredging surveys.	Payments on completion of shoals or part thereof on monthly basis will be considered. Hence contractor may raise monthly bills during the entire period of contract.
21	7(d)	75	The bidders requested to indicate the details of manning scale, total nos. etc. as per the requirement of I.V. Act and corresponding rules and regulation including for dumb vessels and also to clarify whether they can employ the crew and officer presently on board and the roster of IWAI.	The manning details, their qualification, experience, COC (certificate of Competency) are given at Sl. 46, the contractor to deploy their own manning complying to provisions under IV Act, 1917 & applicable rules and operational requirement
22	7.0 (h)	76	One of the bidders requested to declare daily average consumption and grades used for all the units for their reference.	The consumption of the fuel is given at Annexure -II and same to be as of marine quality and requirement of the type of Main and Auxiliary engines.
23	(i)	76	Why maintenance of fuel records when the contract is quantity based.	For reference/records of IWAI and to maintain the history of vessels as these units will have to be given in next contract.
24	7(f) & (a)	74 & 76	The bidders with respect to repair and maintenance requested for the following clarification:- i) Who shall bear the costs and liabilities In case of any major breakdown (other than Dry Dock)? ii) Similarly, other than normal repairs and maintenance required for the operation of CSD and associated equipment, on whose account it should be? iii) The dry dock and all pending repairs if any including obtaining survey certificate as outlined in the tender & proposed to be conducted by	<u>It is explicitly clarified that:-</u> i) The bidders must get all information on the nature of repair works, availability of repairing facilities and get satisfied for the repair and maintenance work for the dredging units. ii) All expenditure towards repair and maintenance including breakdown repairs will be borne by the contractors/bidders. They have to ensure that repair are expeditiously carried out as and when noticed without interruption of dredging during working season and to prevent

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			<p>the contractor may be carried out by IWAI to the satisfaction of contractor.</p> <p>iv) Since, the cost of major repairs especially to Dredge engine, impeller, impeller casing, spuds, cutter ladder, Cutter, Cutter motor, spud carriage, spud hoisting cylinders etc. will be substantial, how and on what basis the bidders need to factor the expense under this head.</p> <p>v) In the absence of any guidelines for Major and Minor repair & maintenance works except dry docking to be on contractors account, there should be maximum cap on the amount of money or limit the contractor's liability in this regards.</p> <p>vi) Whether IWAI can elaborate extensively the type/nature or extent of repair and maintenance work to be performed during dry docking such as Engine VC, major overhauling etc. and also complete all scheduled maintenance of CSD units before HOTO(Handing Over and Taking Over on)account of IWAI.</p> <p>vii) To specify a limit for the repairs / maintenance/ spares to be procured by the contractor, since there are spares which are very costly/ expensive and sometimes need to be imported? Hence requested to provide a parameter/ certain amount or upper limit under which the contractor can procure/ perform repair/ maintenance.</p> <p>viii) Whether major repairs such as Main Engine, dredge pump, hydraulics etc. due to beyond economical repairs (BER) or involving huge amount on replacements of spares or parts shall be the obligation of the bidders?</p>	<p>or minimize breakdown time as much as feasible.</p> <p>iii) All repairs cost is to be borne by the contractor except for scheduled dry docking repairs. During the scheduled dry docking of the cutter suction dredgers all related works need to be carried out will be attended to and cost borne by IWAI.</p> <p>iv) IWAI will hand over the dredging units in operational condition during Handing Over and similarly while taking back, it should be ensured by the bidders that all the units are in operational condition. For any shortcoming, IWAI will note down the repairs to be undertaken by the contractors/bidders to make CSD units operational.</p> <p>v) The upper limit for the repair & maintenance including spares is Rs. 198.00 lakh for two cutter suction dredging units for three years. Expenditure upto this limit is to be borne by the contractor. In case the expenditure exceeds the above specified limit than based on the Technical Evaluation Report of a duly constituted committee, additional reasonable cost will be considered and provided that no such excess repair expenditure is on account of the fault of the contractor.</p> <p>vi) As already mentioned all major repair work other than dry docking shall be the obligation of the bidders.</p> <p>vii) Covered in Sl v) above</p> <p>viii) All repairs to be undertaken by the contractor except scheduled drydocking repairs.</p>
25	Clause 7 (f)	76	One of the bidder requested to provide the Major break down and maintenance activities, logbook, expenditures of all the dredgers for the last 2 years	The expenditure for the repairs of the CSD units in the last two years is given at Annexure- II .
26	71 (i,ii,iii)	76	One of the bidders requested that the Clause may be deleted. No Certified liaison officer required.	Not agreed for deletion of clause. In lieu of "Liaison Officer" the words "contractors representative" may be replaced.
27	Clause 7 (i)	76 & 77	IWAI have mentioned in one place that fuel have to be taken from Authorized dealer of IOC/HPCL/BPCL etc. and IWAI will give a list of approved dealers, however in another place they have	The contractor will furnish a list if IOC/HPCL/BPCL depot or outlets from where HSD is purchased and EIC will approve few outlets from the list of outlets submitted by the contractor. The

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			mentioned that fuel have to be taken only from the depots of IOC/HPCL/BPCL may be confirmed. The contractor may have his own tie up with POL outlets on credit basis, will IWAI provide such facility from their nominated outlet? In case there is any price difference between whole sale and retail, who will bear any variation of cost? Is it possible for IWAI to supply HSD at their cost and later deduct the same from the bills of the contractor?	HSD will have to be purchased through these approved depot or outlets only.
28	7(h)	76	The bidders requested to:- i) Indicate the average fuel consumption for working and during idling of CSD, Workboat, Anchor handling pontoon and Accommodation Barge. ii) Indicate the logistics support available in the stretch under consideration for supply of fuel, lubes and other stores. Similarly the points of supply vis a vis the shoal / dredging locations, the repair yards/ location for dry docking of the vessels due for docking vis a vis dredging locations to enable planning.	i) The consumption pattern is furnished in Annex-II as available. ii) Since no repair facilities available in the project sites, IWAI will carry out dry docking repairs at Kolkata and same to be carried out, during non-working period only. Only scheduled dry docking repairs will be undertaken by IWAI.
29	7(j)	77	One of the bidders requested to indicate the current status of validity of survey certificates of all the equipment and requested to share the details.	The status of validity of survey certificates as the detail available in field offices are given at Annexure- II :
30	7(k)	77	1) The bidders requested for Present book value of the CSD and allied crafts. 2)The bidders requested for clarification on the insurance coverage on the followings:- a) Since the dredgers are usually e under H&M and P&I insurance policies which cover all the insurance requirements including wreck removal, what is then meant by "comprehensive insurance as mentioned herein. b) Further Insurance is generally covered by the Owner as the Insurance is provided to ones assets as all the connected original documents of the assets are with the Owner. Hence, this may be considered accordingly by IWAI. c) To provide the present insurance policy as part of bidding document. d) What would be insurance benefits for contractor in case of major maintenance work? Can the contractor claim from the insurance company if	1)The cost of acquisition of the CSD units are given Annexure-II : 2) CSD units of IWAI are not covered under H&M and P&I Insurance policies and presently only under comprehensive policies covering damages to hull, machineries, theft and third party as per requirement of I.V. Act which don't cover the wreck removal. It is therefore beside the comprehensive insurance policies, the bidders to ensure coverage for wreck removal as well at their own expenditure. The validity details of Insurance are given at Annexure-II 3) On the issue of obtaining the benefit under the policies a mechanism is to be evolved with IWAI after signing the agreement.

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			any major breakdown/ accident takes place to the vessels? e) Since IWAI will be beneficiary of H & M and comprehensive insurance, what will be the mechanism for returning the claims received from insurance companies by IWAI to the contractor for attending to the repair and other obligation under the policies?	
31	Clause 7 (k)	77	All the engines service reports from maker (Caterpillar & Cummins) for the last 2 years to be provided.	Same shall be shared with successful bidders if available the pertaining repairs & service records with IWAI.
32	8.0	78	The bidders requested for clarification on the deployment of the dredgers as the following:- i) To amend this clause and mentioned that if the dredger is under maintenance and informed, then it will be subject to time required to box back. ii) The remedial measures on the event of the request of EIC to make the dredger ready for operation within one hour and there is any technical glitches to comply the same. iii) CSD shall be made ready for operation within one hour of receiving order from authorized officers. Please be guided that practically it may not be possible to keep the CSD ready for operation after idling at such a short notice as it requires several activities to be accomplished such as anchor laying, positioning of dredger, connecting of pipeline etc. iv) It is mentioned that CSD has to ply in the river at any time during day or night. Kindly clarify if the river upstream is maintained for night navigation and what support is provided for night navigation.	i) Not agreed. Tender condition remain. ii) The dredger if in operational condition to be made ready for operation in 4 hours (1/2 day and if in non-operational or repair as soon as repairs are completed. Non- utilization of the dredger due to repair is on contractor account iii) Ready for operation in 4 hours means mobilizing the dredging unit to a particular shoal.. iv) Night navigation has been provided in these stretches but generally the operation is limited from dawn to dusk as only one set of crew is catered for.
33	10	78	Service Tax to be paid with the monthly bill. And whether it shall be part of the bill to be reimbursed over and above the bid amount.	Regarding Service tax, clarification has been given at item no 13 of ITB
34	11.2	78	One of the bidder stated that Damage to the dredger to be jointly surveyed and made good by the contractor to the satisfactory of joint Survey.	Agreed, the third party inspection cost to be borne by the contractor.
35	12	78	1) On the issue of one month notice for termination being a small period, the bidders suggested for initially be allowed them time for rectification of the lapses if any and if rectification not feasible within reasonable time, termination be made	i) & ii) Tender condition remain same.

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
			<p>1) after giving adequate time as notice.</p> <p>2) Where contractor is not at fault within the possible scope, certain allowance should be given other than the demobilization cost of the dredger after termination with a redressal mechanism for minimizing the loss to the contractors.</p>	
36	13	78 & 79	What would be the starting date of contract is it from the date of signing of agreement or from the date of handing over of units?	The starting date of contract will be from the date of handing over of the units.
37	13.1	78	<p>1) Handing Over/Taking Over of dredging units should be done under joint survey by appointment of third party surveyor from reputed firm like J B Boda, Ericson Richards etc.</p> <p>2) In case the technical/ operational condition of the dredger is below average as assessed by independent surveyor due allowance as recommended by the surveyor should be given to the contractor to make it good and operational.</p>	<p>1) Third party will be involved at the time of taking over and handing over of the vessel and this has already been covered at clarification in Sl. 16 (clause 1 Page -74).</p> <p>2) The suggestion on the allowances for making operational in case of deficiency not agreed. The bidders to account for the same after assessing the condition of the hull, machineries etc.</p>
38	14.2	79	<p>One of the bidders requested for the minimum and maximum length of disposal and further expected that the disposal areas including the route of pipeline are under the control of IWAI and there shall not be any interference of Third party.</p> <p>2) In case the work is stopped due to such possible obstructions or hindrances cause by other parties; the issues shall be resolved by the employer and the time loss to be compensated by paying idle time charges to the contractor</p> <p>3) Disposal site to be notified by the EIC in writing for every Site/ Shoal dredging However all precautions will be taken by the contractor to avoid repartition of the job by wrong disposal of dredge material. Therefore the Line It shall be the responsibility of the contractor to ensure that disposal to be deleted from this clause.</p>	<p>1) The disposal to be within 200- 300 meters.</p> <p>2) There is no interference of third party in NW-1 for disposal areas. If at all, the matter to be mutually sorted & compensation decided therefor.</p> <p>3) The bidders to take all responsibility for proper and timely dredging operation and accordingly the line as suggested for deleting not agreed to.</p>
39	14.0 & 14.3 14.4 & 14.7	79 & 81	<p>The bidders requested to provide the following information:-</p> <p>1) The width of Navigation channel. Recommended bank slope, survey lines be placed at 5-10m interval for better accuracy and volume calculation.</p> <p>2) Rate of siltation in various shoals that are to be dredged.</p>	<p>1) The width of navigation channel to be dredged shall generally be 45 m (bottom width) with side slope of 1:5. The cross section shall be 25 m apart. Scale of the chart shall be 1:1200.</p> <p>2) As resiltation rate cannot be assessed and no resiltation factor kept, bidders to factor this in their bid price/rate. However the post dredging survey</p>

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
39	14.0 & 14.3 14.4 & 14.7	79 & 81	<p>3) The existing depths available in each shoal.</p> <p>4) Who will be identifying the shoal?</p> <p>5) Resiltation has to be taken into account as siltation is a continuous process and rate of siltation in rivers is very high.</p> <p>6) the details of the survey equipment presently available with IWAI</p> <p>7) Fuel consumption of FRP boats proposed to be used for conducting the survey.</p> <p>8) Erection and maintenance of Automatic Tide Gauge is the responsibility of IWAI.</p> <p>9) Who is responsible for arranging instruments/current meters for the float / current measurements?</p> <p>10) Allowance of +(50)cm in dredging depth to be replaced by 1.0 meter and 2 meters in width to be changed to 5 meters</p> <p>11) Survey is owners responsibility, hence maintenance of IBM & gauge should also be owners responsibility.</p> <p>12) Since dredging zone is highly siltation zone, what will be the mode of survey & how frequently survey will be carried out to ascertain dredging quantity?</p> <p>13) What transits are expected as these is generally arranged over land. Do we need to facilitate navigation of barges etc. by providing transits for them to reference? As regards buoys kindly confirm the sizes that are required to be laid and the power of lights (to what distance visibility expected). Where do we need to place mooring buoys? Can the locations be confirmed?</p> <p>14) Arrangement for the transits, buoys, lights mooring will be provided by the contractor but to be reimbursed by the IWAI.</p>	<p>would be carried out in short spans in after 72 hours or as soon as clear 150 m length of dredged area is available for carrying out post dredging survey.</p> <p>3) The depth of the shoals may vary from 0.5 to 1.8 mt</p> <p>4) The shoals will be identified by EIC or his representative and contractor will be provided with the pre dredging survey charts estimated dredge quantity and time for completion of shoal.</p> <p>5) Recording type digital echosounder Bathy 500 MF, DGPS receiver, HYPACK hydrographic survey software are available with the IWAI</p> <p>6) Arrangement of automatic tide gauges/ manual tide gauge and their erection etc. shall be the responsibility of IWAI at their cost.</p> <p>7) Further Allowances towards dredging depth and width not agreed to.</p> <p>8) Automatic tide gauge or manual tide gauge is to be erected near the dredging site and leveled with temporary bench mark (TBM). The contractor will provide ATG/ manual tide gauge at construct TBM at site as per the direction of EIC/ JHS, IWAI.</p> <p>9) Contractor is responsible for arranging instrument / current meter for the float current measurement.</p> <p>10) Not agreed. Tender condition remain.</p> <p>11) Joint Survey is to be done and responsibility lies with contractor and IWAI. TBM and gauge shall be arranged by contractor and contractor responsibility for maintenance.</p> <p>12) Pre-dredging and Post dredging survey is the mode of survey and after dredging every 150 m post dredging survey is to be carried out.</p> <p>13) No change. Tender condition remain same i.e. Clause 17.</p> <p>14) Not accepted, tender condition remain same.</p>
40			<p>Considering that the dredging is to be carried out in a very sensitive part of the country where security has always been an issue, please clarify if IWAI will provide security for men & equipment. And that IWAI will resolve all the issues as and when they arise. Currently there are 4-5 armed persons guarding the dredgers and other vessels.</p>	<p>Contractor will have to provide their own security for carry out effective dredge operation.</p>

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41	15.0	81	When the dredger is positioned and operating it is not feasible to immediately pick up anchors and shift whenever the movement of barges takes place. Kindly confirm if some advance notice is provided to the operators when these movements take place else there will be loss of time and also disruption to dredging operations.	The hindrance to movement of barges to be minimized as much as feasible during dredging operation in consultation with EIC.
42	16.0	81	It is suggested to delete this clause as idle time charges need to be payable for the idling of the equipment and man power due to the delays caused by Engineer's instructions / local disturbances, non-availability of areas for dredging etc. as the same are beyond the control of the contractor.	The only compensation provided limited to Rs. 25.00 lakh per dredging unit in case IWAI does not ensure to provide minimum dredged quantity per working season as per Clause 29.9 (a). Tender conditions remain.
43	25.0	82	This sub clause to be deleted pertaining to maintenance of records for attendance, log books (both engine & deck log, incoming HSD).	Not agreed. Tender condition remain.
44	27.0 & 27.0 (a)	83	<p>a) Please indicate the time for release of payments after submission of invoice.</p> <p>b) Please specify what amount would be paid during flood/ non-operational season/ period.</p> <p>c) The monthly fixed payment of Rs.4.0 Lakhs for 1 CSD is very less as the expenditure to be incurred towards fuel; manning and maintenance will be much higher. Therefore, it is requested to increase the monthly fixed advance amount to at least Rs.10.0 lakhs for each dredger.</p> <p>d) During flood season, can the contractor have to man and maintain the entire dredging unit with Rs 4.00 lakh to be paid as advance for each unit.</p> <p>e) What are the modalities and compensation for withdrawing and deployment of the tugs/work boats attached to the units. What will happen if the tug boat breakdowns during such event. Will the contractor still have to maintain and undertake minor repair when being used by IWAI for other works.</p> <p>f) IWAI should pay work advance of an amount equivalent to 10% of the contract value against B.G.</p> <p>g) In case more shoals occur during a dredging season, in that case how and what will be the terms and condition and methodology adopted for the payments and to ascertain the quantity?</p>	<p>a) The payments will be released within one month of claim of bills.</p> <p>b) Rs. 4.00 lakh will be paid monthly only & same would be adjusted thereafter from monthly claims during working season.</p> <p>c) There will be no increase from the specified Rs. 4.00 lakh per month per CSD unit paid during non-working season.</p> <p>d) Dredging units to be manned as per the statutory and safe manning as per relevant rules and regulation during flood season also for safety, annual repair and maintenance. etc.</p> <p>e) IWAI will withdraw the tug only during emergent needs if at all it arises and for such idle time, compensation will be payable if only minimum guaranteed dredging quantity is not made available to the contractor. Expenditure on HSD will be borne and paid by IWAI.</p> <p>f) The payment will released on actual dredged quantity basis.</p> <p>g) Mobilization advance is not considered. The contractor has to ensure availability of adequate funds for operation of the dredgers.</p>

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
45	27.0	83	The bidders requested to increase the factor of 0.18 for Q in the price variation formula to 0.3.	For the price variation on account of POL the diesel element factor in the unit rate and is now revised and taken as 0.30.
46	28.0	84	Details of manpower deployment / SMD of vessels to be provided.	The manning pattern usually deployed for a dredging unit shall be as follows. However, the additional man power for effective repair, maintenance, spare part management, dredging operation etc. the bidder is free to deploy additional manpower. Compliance of IV Act and Rules applicable to be strictly followed: 1) Dredger a) Dredger Master ; b) DCO c) Licensed Engine Driver d) Driver 1 st Class; e) Greaser f) Lascar- 2nos ; h) Pipeline in-charge i) Pipeline Assistant 2) Workboat a) Master 2 nd Class; b) Driver 1 st Class ; c) Greaser ; d) Lascar e) Cook 3) Acco boat & Anchor Pontoon a) Greaser; b) Lascar ; c) Lascar d) Cook
47	29	84	At various locations huge siltation occurs very rapidly, in that case how will IWAI ascertain the exact quantity, since it is mentioned on page no 84 point no. 29.0 that post dredging survey is to be carried out once in 3 days, what if the siltation occurs prior to the mentioned 3 days period. It has also been noticed that at some places channel changes within 12-24 hours, in that case how will the quantity be measured and how will the contractor be paid for the dredging carried out in that particular day/ period. Also what about compensation on resiltation in case of delay in post dredging surveys.	<u>It is explicitly clarified to be noted that</u> i) Resiltation factor has not been considered and to avoid as much as possible both resiltation or scouring, the post dredging survey will be carried out frequently after 72 hours. ii) No compensation whatsoever will be considered on account of resiltation iii) The post dredging survey will be carried out expeditiously and no compensation for delay of survey will be considered as survey is joint responsibility of IWAI and successful bidder.
48	29.0	84	Please incorporate the Arbitration clause as per Arbitration & Conciliation act 1956 to address disputes if any not settled amicably. In case of having no conscience on disputes, the matter be settled as per the provision of Arbitration and Conciliation Act 1996, (as amended from time to time) by appointing a panel of three arbitrators or otherwise agreed mutually. Pl. incorporates the provisions.	The Clause no. 47 of the General Condition of Contract covers the settlement of Dispute and Arbitration. (Page 63, 64 & 65 of Tender)

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
49	29.5	85	Power of EIC powers for excess dredged quantity. To be revised from 10% to 20% for Dispute Resolution Committee and 20% to 30% for Member (Technical)	Not agreed. Tender condition remain.
50	29.8	85	<p>i) Bidder requested for revision of assessed of dredged quantities such as 280000 CBM to be revised to 234000 CBM etc.</p> <p>ii) Need clarifications on working hour's basis how these figures are achieved. If we go by these figures the dredgers are actually running round the clock.</p> <p>iii) The output of 2 CSDs is 46,200 cum. Mtrs/ month as per the IWAI tender document, then how the Schedule of Rates estimated as 2,80,000 cu.m. / year instead of 5,54,400 cu.m per year.</p>	<p>i) Not agreed. Tender condition remain.</p> <p>ii) & iii) The assessed quantity of dredging per month working hours and effective dredging hours for each CSD unit has been mentioned and this can be accomplished in single extended shift of 10 hours operation in a day.</p>
51	29.9 & 29.9 (a)	85	<p>One of the bidder requested for deletion of this clause.</p> <p>Another bidder stated that IWAI will provide adequate quantity to meet the target quantity schedule, but what if it fails to provide enough quantity i.e. below 20%?</p> <p>Please confirm if quantity is more than 20 % (say 25%) then the calculation of compensation will be on 25% and not 5%.</p> <p>Please compare the quantity mentioned in point no. 29.8 & point no. 29.9. There is variation in them, which should be same. Please clarify.</p>	<p>Not agreed. Tender condition remain.</p> <p>In case the quantity falls below the guaranteed quantity than the compensation & limit of compensation payable is given at Clause 29.9 (a).</p> <p>In case the quantity falls below the guaranteed quantity given in Clause 29.9 say 25% less than the assessed quantity given at clause 29.8 than the compensation payable will be calculated on 5% and not on 25%.</p> <p>Clause 29.8 gives the targeted quantity and 80% of this is mentioned at 29.9 compensation is payable once the quantity for dredging is less than that indicated in clause 29.9.</p>
52	30	86	IWAI Should pay as per the contract terms with the contractor for utilizing the tug any time. And also if dredging is hampered than how IWAI would compensate contractor for the loss due to non- availability of tug and reduction in dredging quantity.	The compensation for withdrawal of tug will be only applicable if less than the minimum dredged quantity is not made available for the entire working season for each contract.
53	31	86	One of the bidder stated that as per this clause the work would be out of scope or it will be considered as additional job or will the quantity dredged be added up to the total BOQ of the Contracted Stretch and also shortfall of dredging due to this should be accounted for and the contractor cannot be penalized for that.	This clause has been provided to give flexibility to IWAI for attending any critical shoal within the stretch or within the National Waterway No.1. Hence the contention of bidders that it is out of scope or additional job is not agreed. The dredged quantity will be considered for payment purposes. Tender conditions remain same.

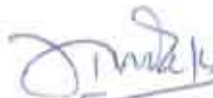
Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
54	33.0	86	<p>1) If bid for 1 or more bidder to fulfill the eligibility and qualification for combine cost of the tender quoted) it means annual turnover of (Rs. 654.48+ Rs 654.48+ Rs 654.48) = Rs. 1963.44 lakh or only Rs. 654.48 lakh to be provided</p> <p>2) Whether the earnest money deposit(EMD) also to be deposited only for highest of two schedules if a bidder bids for all three schedules.</p> <p>3) Bidders at their own option can quote for one or more tenders; however IWAI will award maximum two stretches or schedules to one bidder. in case, a single bidder is of L1 status in all the three tenders then what would be the outcome.</p>	<p>1) If the bidder quotes for all the three tenders than the eligibility and qualification criteria will be aggregate of two tenders (highest).</p> <p>2) Yes the EMD value in the prescribed format and form shall be the highest amount of two schedules.</p> <p>3) The sequence of opening of bids has been mentioned if the bidder is L1 in first two, the financial bid for third will not be opened and thus awarding two bids to single bidder to be limited to two bids .</p>
55	General Query Operation related		<p>1) Please provide with nearest location for landing ship stores and workmen transfer.</p> <p>2) Please confirm if any customs and emigration formalities to be followed, any berth charges / port charges/ light due as applicable, to be on account of IWAI or bidders.</p> <p>3) Please confirm Approval for carrying out dredging are to be taken by Owner's / Contractor or approval / clearance already taken.</p>	<p>1) All operations are to be done by the contractor at his own cost.</p> <p>2) There are no customs and emigration formalities to be followed as only Indian Crew is to be deployed. No berth charges/ port charges/ light due are applicable.</p> <p>3) No approvals for dredging are required & if needed it will be IWAI's responsibility.</p>
56	General Query Spare related		<p>The bidders requested for supplying the information on the followings for the dredger, tug/workboat and accommodation boat:-</p> <p>i) Details of consumed Spares and consumable for the last 2 years</p> <p>ii) list of the spares available for these CSD and Tugs and their location</p> <p>iii) List of approved/authorized supplier of spares.</p> <p>iv) Lub oil consumption reports for the last 2 years</p> <p>v) From the Department logbook, the fuel consumption in particular the CSD.</p> <p>vi) Quantity dredged in the last 3 years by these 6 CSDs.</p>	<p>All details as available are provided as Annexure II. However, the bidders are to assess the exact quantity in this regards after their examination and inspection of the dredging units' machineries, equipment etc. The information particularly for the dredging quantity, fuel consumption are only for reference purpose only. Details of spare parts available will be given to successful bidders.</p>
57	General Query Equipment related		<p>All the-technical/ Operational Manuals should be handed over to Contractor. In case some of the technical/operational manuals are missing, it will be responsibility of IWAI to Provide them and hand over to the contractor.</p>	<p>IWAI to take effort for supplying the manuals to the successful bidders.</p>

Part- II - Price Bid

Sl No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	Price bid	100	Kindly specify whether the bidder has to quote for all 3 years in the BOQ a lump sum amount or for a single year and whether he also needs to quote rate in per cubic meter?	The bidders has to quote the rate per cu.m. and this will be fixed for first three years. 5% increase for fourth year and 10% increase for fifth year on the awarded rate for first three years will be considered as fixed on the rate per cu.m. quoted, in case extension on satisfactory performance is given as already mentioned in clarification given Sl. 1 of Technical and Special Condition of contract.

Section VII - Annex Tender Acceptance Letter

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	Point 7.	95	Please clarify demand draft or Bank guarantee.	The furnishing of EMD is as per Clause 5.0 of ITB
2	30 1		Point 8. Please Clarify Bid Validity 90days or 120 Days Because as per clause 25 page 14 bid Validity is 90 days.	The bid validity to be for 90 days, hence at Sl. 8 the same to be substituted in lieu of 120 days.


 (S. Dandapat) 05/02/15
 Chief Engineer(P&M)

8(g) Bids submitted by a joint venture of two or more firms as partners shall comply with the following requirements:

- (i) The bid shall include all the information required for qualification criteria
- (ii) The bid security and the bid shall be signed so as to be legally binding on all partners.
- (iii) A Joint Venture Agreement entered into by all partners shall be submitted with the bid. One of the partners shall be nominated as being lead partner. This authorization shall be evidenced by submitting a power of attorney signed by legally authorized signatories of all the partners. The lead partner has to be an Indian Company.
- (iv) The Lead Partner shall be authorized (this authorization shall be evidenced by submitting a power of attorney, duly notarized, signed by the legally authorized signatories of all the partners and a copy of the said authorization shall be furnished in this Bid) to incur liabilities and receive instructions and furnish clarifications and participate in negotiations for and on behalf of any and all partners of the joint venture during the Bid process till finalization of bid in favour of any bidder or till a final decision is taken on the bids.
- v) There shall be a Joint Venture Agreement specific for the contract between the constituent firms, indicating clearly, amongst other things, the proposed distribution of responsibilities both financial as well as technical for execution of the work amongst them. For the purpose of this clause, the most experienced lead partner will be the one defined. A copy of the Joint Venture agreement in accordance with requirements mentioned in submitted along with the bid. The proposal should contain the information required for each member of the Consortium.
- (v) An undertaking signed by all partners stating that JV will, if selected for award of project, incorporate itself as a company under the companies Act 1956 prior to execution of Contract Agreement, is to be enclosed with the bid. The contract agreement shall be signed with the company so incorporated.
- (vi) By submitting the Bid, the Bidder shall be deemed to have acknowledged that it was short-listed on the basis of Technical Capacity and Financial Capacity of Joint Venture Members who will own at least 26% each of the equity of the Company to be incorporated in case the JV is selected for award of work. The Bidder further acknowledges and undertakes that each of such Joint Venture Members shall hold at least 26% of the equity of the Contractor until the completion of the Project is achieved under and in accordance with the provisions of the Contract. The Bidder further acknowledges and agrees that the aforesaid obligation shall be the minimum, and shall be in addition to such other obligations as may be contained in the Contract, and a breach thereof shall, notwithstanding anything to the contrary contained in the Contract, be deemed to be a breach of the Contract and dealt with as such there under and;
- (vii) By submitting the Bid, the Bidder shall also be deemed to have acknowledged and agreed that in the event of a change in control of a Joint Venture Member or an Associate whose Technical Capacity and/ or Financial Capacity was taken into consideration for the purposes of short-listing and qualification under the Bid process, the Bidder shall inform the Chief Engineer (P&M) forthwith along with all relevant particulars about the same and the Chief Engineer (P&M) may,



in his sole discretion, disqualify the Bidder or withdraw the Letter of Acceptance from the Selected Bidder, as the case may be. In the event such change in control occurs after signing of the Agreement, it would, notwithstanding anything to the contrary contained in the Agreement, be deemed to be a breach thereof, and the Agreement shall be liable to be terminated at the sole discretion of the Employer without the Employer being liable in any manner whatsoever to the Contractor. In such an event, notwithstanding anything to the contrary contained in the Agreement, the Chief Engineer (P&M) or Employer shall forfeit and appropriate the Bid Security or Performance Security, as the case may be, as mutually agreed genuine pre-estimated compensation and damages payable to the Employer for, inter alia, time, cost and effort of the Employer, without prejudice to any other right or remedy that may be available hereunder or otherwise.

- (ix) The bid, and in the case of the successful bidder, the Form of Agreement, etc., shall be signed and/ or executed in such a manner as may be required for making it legally binding on all partners (including operative parts of the ensuing Contract in respect of Agreement of Arbitration, etc.). On award of work, the Form of Agreement and Contract Documents shall be signed by all partners of the Joint Venture to conclude Contract Agreement.
- (x) All partners of the Joint Venture shall be liable jointly and severally for the execution of the Contract in accordance with the Contract terms, and a relevant statement to this effect shall be included in the authorization mentioned under sub clause (iv) above as well as in the Form of Bid and the Form of Agreement (in case of a successful bidder).
- xi) In the event of default by any partner, in the execution of his part of (the Contract, the Employer shall be so notified within 30 days by the partner- in-charge, or in the case of the partner-in-charge being the defaulter, by the partner nominated as partner-in-charge of the remaining Joint Venture. The partner-in-charge shall, within 60 days of the said notice, assign the work of the defaulting partner to any other equally competent party acceptable to the Employer to ensure the execution of that part of the Contract, as envisaged at the time of bid. Failure to comply with the above provisions will make the Contractor liable for action by the Employer under the Conditions of Contract.

8(h) Change in composition of the J.V:

- (a) Change in composition of the J.V may be permitted by the Chief Engineer (P&M) during the bid stage, only where:
 - (i) The Lead Member continues to be the Lead Member of the J.V.
 - (ii) The substitute is at least equal, in terms of Technical Capacity and Financial Capacity, to the J.V Member who is sought to be submitted and the modified J.V shall continue to meet the pre-qualification and short-listing criteria for Applicants; and
 - (iii) The new Member(s) expressly adopt(s) the Application already made on behalf of the J.V as if it were a party to it originally, and is not an applicant/Member of any other J.V bidding for this Project.
- b) Approval for change in the composition of a J.V shall be at the sole discretion of the Chief Engineer (P&M) and must be approved by him in writing.
- (c) The modified/reconstituted J.V shall be required to submit a revised Jt. Bidding Agreement at least five working days before the Financial Bid opening Due Date.

Annexure II

Annexure - II indicating Year built, Present location, Book Value as on 31.03.2014, Survey Certificate Validity, Insurance Certificate Validity, Last dry docking and Next Schedule dry docking, Quantity Dredged (2011-12, 2012-13, 2013-14), Total Fuel Consumption in (2012-13, 2013-14), Present Condition, Expenditure on Repair for (2012-13, 2014-15)

Sl. No	Name of the Vessel	Year Built	Present Location	Acquisition value (Rs. in lakh)	Survey Certificate Validity	Insurance Certificate Validity	Last Dry docking	Next Schedule Dry Docking	
1	CSD Tapi Unit								
a	CSD Tapi	2009	Santhipur	1077.44	-	16.04.2015	New vessel	2015	
b	Tug Rajguru	2011	Santhipur	599.83	-	17.05.2015	New vessel	2015	
c	AB Kailash	2008	Santhipur	141.02	-	16.04.2015	New vessel	2015	
d	Anchor Pontoon	2011	Farakka	23.92	-				
		Quantity Dredged Cu.m.		Total Fuel Consumption (litres)		Present Condition	Expenditure on Repair		
		2012-13	2013-14	2012-13	2013-14		2012-13	2013-14	
a	CSD Tapi	306845	218387	306682	194192	Operational			
b	Tug Rajguru			58813	59047	Operational			
c	AB Kailash			11774	11680	Operational			
d	Anchor Pontoon								
		Running hours (2012-13)			Running hours (2013-14)				
		Main Engine	Auxiliary Engine Hours	Generator Engine	Main Engine	Auxiliary Engine Hours	Generator Engine		
a	CSD Tapi	1629	2040	1707	960	1272	1081		
b	Tug Rajguru	760		2572	732		2548		
c	AB Kailash			2937			2928		
d	Anchor Pontoon								

Annexure -II

Sl. No	Name of the Vessel	Year Built	Present Location	Acquisition value (Rs. in lakh)	Survey Certificate Validity	Insurance Certificate Validity	Last Dry docking	Next Schedule Dry Docking
2	CSD Tizu Unit							
a	CSD Tizu	2004	Kolkata	622.47	30.05.2015	Valid till 17.05.2015	2015 (under dry-dock)	2019
b	Tug Bhagat Singh	2003	Kolkata	116.20	30.05.2015	Valid till 17.05.2015	2015 (under dry-dock)	2019
c	H.B. Sivalik-	2004	Kolkata	57.60	30.05.2015	Valid till 17.05.2015	2015 (under dry-dock)	2019
d	Anchor Pontoon	2011	Kolkata	23.92				
		Quantity Dredged Cu.m.		Total Fuel Consumption		Present Condition	Expenditure on Repair (in lakh)	
		2012-13	2013-14	2012-13	2013-14		2012-13	2013-14
a	CSD Tizu	22928	78796	25635	50806	Under Dry dock repair	3.50	
b	Tug Bhagat Singh			78439	54205	Under Dry dock repair	1.00	
c	H.B. Sivalik-			11774	11312	Under Dry dock repair	1.00	
d	Anchor Pontoon							
		Running hours (2012-13)			Running hours (2013-14)			
		Main Engine	Auxiliary Engine Hours	Generator Engine	Main Engine	Auxiliary Engine Hours	Generator Engine	
a	CSD Tizu	147	301	926	376	598	1416	
b	Tug Bhagat Singh	908		3317	844		2906	
c	H.B. Sivalik-			2940			2792	
d	Anchor Pontoon							

Sl. No	Name of the Vessel	Year Built	Present Location	Acquisition value (Rs in lakh)	Survey Certificate Validity	Insurance Certificate Validity	Last Dry docking	Next Schedule Dry Docking	
3	CSD Shipra Unit								
a	CSD Shipra	2010	Gaighat, Patna	1077.44	01.07.2011	Expired on 25.07.2014	New vessel	2015	
b	Tug Sukhdev	2010	Gaighat, Patna	599.83	29.08.2011	Expired on 16.04.2014	Oct,2013	2017	
c	AB Dhawalgiri	2005	Gaighat, Patna	57.60		Expired on 16.04.2014	Sept,2011	2015	
d	Anchor Pontoon	2011	Gaighat, Patna	23.92					
		Quantity Dredged Cu.m.		Total Fuel Consumption		Present Condition	Expenditure on Repair (in lakh)		
		2012-13	2013-14	2012-13	2013-14		2012-13		
a	CSD Shipra	93,468	2,16,219	53010	219400	Operational & Under Afloat Maintenance	11.37		
b	Tug Sukhdev			147767	76744	Operational	7.65		
c	AB Dhawalgiri			14476	11424	Operational	1.51		
d	Anchor Pontoon								
		Running hours (2012-13)			Running hours (2013-14)				
		Main Engine	Auxiliary Engine Hours	Generator Engine	Main Engine	Auxiliary Engine Hours	Generator Engine		
a	CSD Shipra	261	411	1076	1074	1427	1962		
b	Tug Sukhdev	1411		2646	1126		2476		
c	AB Dhawalgiri			3642			2866		
d	Anchor Pontoon								

Annexure -II

Sl. No	Name of the Vessel	Year Built	Present Location	Acquisition value (Rs. in lakh)	Survey Certificate Validity	Insurance Certificate Validity	Last Dry docking	Next Schedule Dry Docking	
4	CSD Jalangi Unit								
a	CSD Jalangi	2004	Gaighat, Patna	622.46		Expired on 18.01.2015	Nov,2011	2015	
b	Tug S.C. Bose	2003	Kolkata	116.20	02.01.2014	Expired on 18.01.2015	Sep,2014	2018	
c	AB Nanda Devi	2002	Gaighat, Patna	57.60		Expired on 18.01.2015	Jan,2012	2016	
d	Anchor Pontoon	2011	Gaighat, Patna	18.69					
		Quantity Dredged Cu.m.		Total Fuel Consumption		Present Condition	Expenditure on Repair		
		2012-13	2013-14	2012-13	2013-14		2012-13	2013-14	
a	CSD Jalangi	1,33,317	2,41,843	157710	139135	Operational & Under Afloat repair	8.57		
b	Tug S.C. Bose			115536	53518	Dry dock repair	9.91		
c	AB Nanda Devi			12620	6723	Operational & Under Afloat repair	1.53		
d	Anchor Pontoon								
		Running hours (2012-13)			Running hours (2013-14)				
		Main Engine	Auxiliary Engine Hours	Generator Engine	Main Engine	Auxiliary Engine Hours	Generator Engine		
a	CSD Jalangi	961	1272	2032	1139	1397	2053		
b	Tug S.C. Bose	1080		3122	1018		2863		
c	AB Nanda Devi			3619			3358		
d	Anchor Pontoon								

Annexure -II

Sl. No	Name of the Vessel	Year Built	Present Location	Acquisition value (Rs in lakh)	Survey Certificate Validity	Insurance Certificate Validity	Last Dry docking	Next Schedule Dry Docking
5	CSD Alaknanda Unit							
a	CSD Alaknanda	2010	Gaighat, Patna	1077.44	18.02.2011	Expired on 18.04.2014	New vessel	2015
b	Tug P.T. Tilak	1988	Gaighat, Patna	10.55*	09.06.2015	Expired on 25.07.2014	July,2013	2017
c	A.B. Chandradinga	2005	Gaighat, Patna	57.60		Expired on 25.07.2014	Nov,2010	2015
d	Anchor Pontoon	2011	Gaighat, Patna	23.92				
		Quantity Dredged Cu.m.		Total Fuel Consumption		Present Condition	Expenditure on Repair (in lakh)	
		2012-13	2013-14	2012-13	2013-14		2012-13	2013-14
a	CSD Alaknanda	1,83,837	2,21,180	222929	225901	Operational	12.05	
b	Tug P.T. Tilak			57354	24359	Operational & Under Afloat Maintenance	13.89	
c	A.B. Chandradinga			6824	10597	Operational & Under Afloat Maintenance	1.41	
		Running hours (2012-13)			Running hours (2013-14)			
		Main Engine	Auxiliary Engine Hours	Generator Engine	Main Engine	Auxiliary Engine Hours	Generator Engine	
a	CSD Alaknanda	1051	1362	2244	1158	1542	2053	
b	Tug P.T. Tilak	856		2474	327		1507	
	A.B. Chandradinga			1945			3052	
d	Anchor Pontoon							

Annexure -II

Sl. No	Name of the Vessel	Year Built	Present Location	Acquisition value (Rs. in lakh)	Survey Certificate Validity	Insurance Certificate Validity	Last Dry docking	Next Schedule Dry Docking	
6	CSD Mahananda Unit								
a	CSD Mahananda	2004	Gaighat, Patna	622.47		Expired on 11.01.2015	Dec,2010	2015	
b	Tug Birsa Munda	2003	Gaighat, Patna	116.20	02.01.2014	Expired on 11.01.2015	Feb,2013	2017	
c	AB Himgiri	2002	Gaighat, Patna	69.00		Expired on 11.01.2015	Mar,2014	2018	
d	Anchor Pontoon	2011	Gaighat, Patna	23.92					
		Quantity Dredged Cu.m.		Total Fuel Consumption		Present Condition	Expenditure on Repair (in lakh)		
		2012-13	2013-14	2012-13	2013-14		2012-13	2013-14	
a	CSD Mahananda	76,865	1,81,264	117638	109307	Operational & under afloat maintenance	7.52		
b	Tug Birsa Munda			35830	71595	Operational & under afloat repair	1.13		
c	AB Himgiri			8756	5829	Operational & under afloat repair	1.80		
d	Anchor Pontoon								
		Running hours (2012-13)			Running hours (2013-14)				
		Main Engine	Auxiliary Engine Hours	Generator Engine	Main Engine	Auxiliary Engine Hours	Generator Engine		
a	CSD Mahananda	808	1292	1744	875	1209	1671		
b	Tug Birsa Munda	618		2455	1246		3525		
c	AB Himgiri			3337			2325		
d	Anchor Pontoon	-	-		-	-			

* Book Value as on 31.03.2014

DETAILS OF THE EQUIPMENTS AVAILABLE

S.L. No.	Name of Vessel	Dimensions (meter)				Engine Details (HP)		
		LENGTH	BREADTH	DEPTH	DRAFT	MAIN ENGINE	AUX. ENGINE	GEN.SET
1	CSD Alaknanda	42.7	9.48	2.28	1.2	1200	550	82
	Tug P.T. Tilak	20.45	5.50	2.00	1.2	540	32	14
	A.B. Chandradinga	26.5	9.00	2.20	0.8			43
	Anchor pontoon	10	4.5	1.5	0.5			
	Floating pipeline	222 m floater pipeline length (22 nos.x 6m) and 38 m flexible hoses (19 nos. x 2 m)						
2	CSD Mahananda	40.3	7.00	2.46	1.2	855	280	82
	Tug Birsa Munda	21.5	6.5	2.00	1.2	540	32	14
	A.B. Himgiri	26.5	9.00	2.2	0.8			43
	Anchor pontoon	10	4.5	1.5	0.5			
	Floating pipeline	132 m floater pipeline length (29 nos.x 6m) and 36 m flexible hoses (18 nos.x 2 m)						
3	CSD Jalangi	40.3	7.00	2.46	1.2	855	280	82
	Tug S.C. Bose	21.5	6.5	2.00	1.2	540	32	14
	A.B. Nandadevi	26.5	9.00	2.2	0.8			43
	Anchor pontoon	10	4.5	1.5	0.5			
	Floating pipeline	174 m floater pipeline length (29 nos.x 6m) and 28 m flexible hoses (14 nos.x 2 m)						
4	CSD Shipra	42.7 (OA)	9.48	2.28	1.2	1200	550	82
	MPT Sukhdev	28	7.2	2.6	1.2	540	32	14
	A.B. Dhawalgiri	26.5	9.00	2.2	0.8			43
	Anchor pontoon	10	4.5	1.5	0.5			
	Floating pipeline	126 m floater pipeline length (21 nos.x 6m) and 24 m flexible hoses (12 nos.x 2 m)						
5	CSD Tizu	40.3	7.00	2.46	1.2	855	280	82
	Tug Bhagat Singh	21.5	6.5	2.00	1.2	540	32	14
	A.B. Sivalic	26.5	9.00	2.2	0.8			43
	Anchor pontoon	10	4.5	1.5	0.5			
	Floating pipeline	144 m floater pipeline length (24 nos.x 6m) and 50 m flexible hoses (25 nos.x 2 m)						
6	CSD Tapi	42.7 (OA)	9.48	2.28	1.2	1200	550	82
	Tug Rajguru	28	7.2	2.6	1.2	540	32	14
	A.B. Kailash	26.5	9.00	2.2	0.8			43
	Anchor pontoon	10	4.5	1.5	0.5			
	Floating pipeline							