

MINUTES OF THE PRE-BID MEETING HELD ON 03.07.2017 AT 14:30 HRS FOR THE FOUR TENDERS VIZ.

Tender No. IWAI/MD/260/2017-18 :TENDER FOR DESIGN CONSTRUCTION SUPPLY OF ONE NO RO-RO VESSEL FOR NW-2

TENDER FOR DESIGN CONSTRUCTION SUPPLY OF ONE NO RO-RO VESSEL TO CARRY 12 TRUCK OF 25000 KG EACH WITH TWO RAMPS AND 200 PASSENGERS 100 SEATED

PRESENT

IWAI

1. Sh. Alok Ranjan
2. Sh. S.K. Gangwar
3. Sh. V.K Kureel
4. Sh. Ajay Gupta
5. Sh. V.C. Dialani
6. Sh. Karor Singh

- Member (Finance)
Member (Technical)
Chief Engineer (III)
Chief Accounts Officer
Director (M)
Asst. Director (M)

REPRESENTATIVE OF THE FIRMS / PROSPECTIVE BIDDERS

1. Sh. Sudip Ray
2. Sh. Shiv Kumar
3. Sh. Dev Khurana
4. Sh. Malika Khatri

- M/s A.C. Roy & Co., Kolkata
M/s Shoft Shipyard Private Limited, Thane
M/s Trunkey Waterways, Goa
M/s Sea Tech Solution International (S) Pte Ltd

CLARIFICATIONS AND QUERIES RAISED BY THE PROSPECTIVE BIDDERS

Sl. No	Clause no	Page No.	Query of the prospective bidders	Clarifications by IWAI
1	Clause 4.2(i)	2	Presently practice of issuance of I. Tax clearance certificate is discontinued. Please advice. Alternatively we submit the copy of IT return for F Y 2015-16 should suffice. [latest]	I.T. returns for the last 3 years to be submitted.
2	Instruction to the Bidder (Section-II) (Clause no.4.4 A)	3-4	Please Clarify that the average turnover should be during Last three year will be considered as eligible criteria.	It was a typographical error. Hence in NIT Sl. 6, first line in lieu of "five years" same may be read as "three years". Hence the average annual financial turnover during last three years is to be considered as eligible criteria.
3	Instruction to the Bidder (Section-II) (Clause no.15.2)	7-8	EMD BG to be valid for 90 days beyond the validity of the bid	Yes, the EMD BG should be valid for 90 days beyond the validity of the bid.
4	NIT Clause 5 & ITB 15	7 & 7-8	EMD can be waived off, if we are registered with NSIC	The Earnest Money Deposit is to be given by bidders except Micro and Small Enterprises (MSEs) as defined in MSE Procurement Policy issued by Department of Micro, Small and Medium Enterprises (MSME) or are registered with the Central Purchase Organisation or the concerned Ministry or Department or Startups as recognized by Department of Industrial Policy & Promotion (DIPP).
5	ITB 17.2	9	Do we need to submit hard copy of the tender? All the tender document to be signed and stamped by the bidder authorized person.	No. Only signed bid documents are to be scanned and uploaded online at CPP portal.
6	Clause 29.4	13	Similar work-please define	Clause 3(i) of NIT defines similar work as "The bidder must have at least seven years' experience and satisfactory performance record for the design, construction and supply of inland/sea-going vessels particularly Ro-Ro vessels, tugs, workboats, cargo vessels, self-

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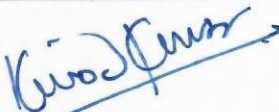
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				propelled barge and other vessels of propelled type. A firm engaged only for construction of dumb Barge and repair of the vessels are not eligible."
7	Clause 30	13	Performance security-We request for 15 working days for submission instead of 10 days. Please consider it favorably.	The performance security shall be deposited within 15 days from the issuance of the work order.
8	Instruction to the Bidder (Section-II) (Clause no.30) & Section-IV Schedules	13 & 46	10% of tendered value of work should be basic cost of the vessel excluding duties & taxes.	Performance Security or Performance Guarantee is to be 10% of contract price. Security Deposit is 5% of the contract price.
9	General Condition of the Contract (Section-V) (Clause no.5)	55	We request that full value of EMD may be allowed to be submitted in form of Bank Guarantee of nationalized Bank. Alternatively in place of RTGS payment of 50%, the same may be allowed to be submitted in form of Fixed deposit receipt of Nationalized Bank in name of "Name of Shipyard-IWAI(EMD)"	100% EMD in the shape of Bank Guarantee is not accepted. The earnest money may be accepted in the following forms: i) RTGS ii) Fixed deposit receipt (FDR) of a scheduled bank. A part of earnest money is acceptable in the form of bank guarantee also. In such cases 50% of earnest money or Rs. 20 lakhs whichever is less, will have to be deposited in shape prescribed above and balance can be accepted in form of bank guarantee issued by a scheduled bank. It shall be ensured that FDR is pledged in favour of the tender inviting Authority i.e. 'IWAI'. It is in the tenderer's own interest to keep the FDR valid as long as it is required. There is no need for the Department to insist upon the tenderer keeping the FDR valid, since he can encash the FDR only when it is assigned back to him by the tender inviting authority.
10	General condition of contract. Clause 60	89	GST has been introduced in lieu of VAT since 1 st July, 2017. Consequently it will not be possible to submit the proof of payment of G.S.T. for any individual job and hence reimbursement will not be possible. We propose to payment of G.S.T at the rate prevailing on date of delivery along with the bill of delivery as per your payment terms. Currently the G.S.T rate shall be 5% of the basic price.	GST will be paid as per GST Regulations.
11	Clause 61	90	TDS at source. To our knowledge TDS is not applicable as the work involved designing and manufacturing activity.	TDS as applicable will be deducted.
12	Special Condition of the Contract (Section-VI) Clause 11 & 12 Clause 1.14 of Technical Specifications	103, 134	Trials. We suggest that all trials of the vessel meeting all Technical specification as per Tender be taken at Builders Yard thus certifying that the vessel is built, meeting technical specification as specified in the Tender. Post voyage-Builder shall give functional trials of all machinery and equipment fitted on the vessel. Under water videography, of underwater hull of the vessel, if required, be acceptable for certifying the condition of the hull. Is adequate area and facility available at the point of final delivery of vessel?	Test and trial of the vessel shall be at Builder's yard. However in case of sea voyage, vessel needs to be dry docked at Kolkata prior to delivery at Dhubri for inspection of the Hull as there is no dry dock facility available at Dhubri. Yes.

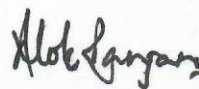
13	Technical Specification (Section-VIII) Clause 1.2.2	127	For having ramps suitable for loading trailers the ramps are to be fitting in front and aft in axis of the ship as it will not be possible for a trailer to turn on the proposed size of ramps. Having ramps with 30/35 degree inclined to the longitudinal axis of the vessel has the advantage of loading by placing the vessel along the river or across the river and ramps can also be lowered on banks on placement of sand bags. It is preferred to retaining this advantage. Furthermore a 25 ton Truck can accommodate a 20 feet container as per your requirement. Hence the ramps may be designed for 25 T Trucks.	The ramps are to be designed for both 25,000 kg truck as well as one TEU on trailer with tractor as mentioned in the basic requirement (Clause 1.2.2)
14	Technical Specification (Section-VIII) Clause 1.4	129	The above clause states Engine power 400X2 but your G.A. Drawing states 550 X 2. Type of sitting and standing arrangement for 100PAX. In GA Pax figure is 340. If we propose the following dimension will it acceptable to IWAI. <ul style="list-style-type: none"> length overall : 60.00 meters Breadth :12.19 meters Depth 2.90 meters Draught : 1.52 meters Trucks 23' X 8' X8T-27 pcs What are all the allowable tolerances for the vessel particulars like length, breadth, depth etc.	It was a typographical error and the same may be read as 400X2 BHP. As per specification i.e. 200 passengers (100 seated+100 standing). Not accepted. The variation of 5 % only in dimension will be allowed except for draft and speed.
15	Technical Specification (Section-VIII) Clause 1.5	130	If the offered design is proven, do we need to do model testing again?	Yes. Model testing is required.
16	Technical Specification (Section-VIII) Clause 1.14.4	136	Is it possible to do only 1 undocking after vessel reaching the delivery location. There is no provision to Dry Dock the vessel at Dhubri. Considering the same this clause may be deleted.	Yes. Dry docking of the vessel shall be done at Kolkata for vessel who has undertaken sea voyage as there is no dry dock facility at Dhubri in NW-2. Refer Sl. 12 above.
17	Clause 1.15	137	We requested that cost of unused oils & bunkers on board the vessel at the time of delivery at Dhubri, be reimbursed fully.	Agreed. Since the vessel is to be handed over with 50% of liquid store, IWAI may consider to reimburse the cost of stores in case supplied store at the time of handing over is excess of the requirement.
18	Technical Specification (Section-VIII) Clause 1.15 & Special Condition of the Contract (Section-VI) Clause 12	137 & 103	IWAI has to provide all the facility free of cost for undocking the vessel in the delivery location.	Not agreed.
19	Technical Specification (Section-VIII) Clause 2.5.5	144	A) Passenger accommodation may be kept open on the side with provisioning for protection of rain and sun. This will facilitate easy evacuation during emergency which may be hindered by providing steel doors. b) The Crew Accommodation doors may be of wooden construction for easy handling and lighter weight.	Agreed. Agreed.

20	Technical Specification (Section-VIII) Clause 3.2.1 & 3.2.3	149	We suggest to have two bower anchors and on stern anchor with chain cables for bower anchor and wire ropes for stern anchors. There may be two powered winches with single gypsy for Bower anchor and manual winch with wire drum for stern anchor. The anchors, cables and accessories may be provided as per class requirements.	Agreed.
21	Technical Specification (Section-VIII) Clause 3.3	149	Ventilation: - Ventilation of tanks may be done by means of suitable Air Pipes. Mechanical ventilation: - A funnel may not be necessary if wet exhaust system is introduced. No fixed ventilation required for fuel oil tanks, water ballast tanks, sewage tank, bilge water tank and fresh water tanks. Only portable ventilators will be required.	Agreed. Ventilation of tanks may be done by means of suitable air pipes.
22	Technical Specification (Section-VIII) Clause 3.10	155	Structural fire safety to be followed or not?	As per I.V. requirement.
23	Technical Specification (Section-VIII) Clause 3.9	155	Nos. of life jackets and inflatable raft should be for 125% of total men on board not 200 Pax +8 crew only.	Lifesaving equipment shall be according to requirement of Statutory rules and sufficient for authorized capacity and crew.
24	Technical Specification (Section-VIII) Clause 4.2.1	156-157	(i) If China and Korea make Engines, Gear Box and Bow Thruster are acceptable. (ii) Main engine fuel consumption to be declared. Since, fuel cost is the most significant operating cost for the end user, please clarify if preference will be given to fuel efficient engines. SFOC should be added to the cost of the vessel to arrive at the lowest bidder. The same has been practiced by all Govt. Ports and SCI. (iii) Requesting you to include SCANIA make marine Propulsion engine into the acceptable engine makes list. (iv) Requesting you to include Thrust Master of Texas into the acceptable bow thruster makers list	(i) The engines and machineries so selected will be of light weight, compact, robust construction approved by class and having authorized dealers in India to give maintenance support availability of spares in India for next seven years be criteria for selection of machineries. The engine to be such make and model whose installation in at least 5 Vessels in India done before and running satisfactorily for our 2000 hrs and supported by certificate of clients. ii) Not agreed. iii) & (iv) The recommended vendor's details for engines or other equipment are only recommendatory in nature and not limited to the specified equipment therein. Any engines or other equipment conforming to the specifications and also conforming to the test requirements of the classification society is acceptable to IWAI. However the successful L1 bidder to take necessary approval of IWAI before ordering the equipment.
25	Technical Specification (Section-VIII) Clause 4.2.2	157	Propulsion Shafts:-The above clause proposes oil cooling system of Stern tube with seals but as the vessel will be plying in North East, there is no provision to beach the vessel and rectify the defects in case of oil leakage from stern tube. We suggest water cooled stern gear system with stainless steel shaft and cutlass bushes with Gun Metal Casings as approved by classification societies.	Agreed.
26	Technical Specification (Section-VIII) Clause 4.2.3	157	Propeller dia not indicated. Can we have 4 or 5 bladed propeller?	In tender clause 4.2.3 of technical specification, it is maintained that "The conventional propeller is to be provided with a 4-blade propeller."

27	Clause 4.2.6	158	Bow Thruster-We propose B/Thruster be driven by electric Motor instead of diesel engine. Please confirm if power of prime mover of Bow Thruster shall be 100 HP OR we have to arrive at adequate power for bow thruster, if so required. Bow thruster in forward area, Capacity of 100 HP appears high for river conditions.	Bow Thruster of either type i.e. diesel engine driven or driven by electric motor is acceptable. However, in case the Bow Thruster is driven by electric motor then the Generator of sufficient capacity is to be provided Not agreed. Tender conditions remain same.
28	Technical Specification (Section-VIII) Clause 4.3	159	DG 65 +10KVA capacity to be decided by designer after considering total connected load.	Amended. DG set of 65 + 25KVA to be installed to cater the entire electrical load requirements with a margin of at least 30%.
29	Technical Specification (Section-VIII) Clause 4.5.15	165	Piping and Valves: - Valves materials may be provided as per class requirements in lieu of cast steel as specified.	Agreed.
30	Technical Specification (Section-VIII) Clause 4.7.1	166	Capacities of pumps to be clearly given. Pumps should be of any reputed make as per design capacity.	G.S/Bilge pump and fire pump shall be as per class requirement. The pumps to be B.E. pump or any reputed make confirming to the class requirements.
31	Technical Specification (Section-VIII) Clause 5.2.2	169	Your specified capacity of Generator of 10 KVA may not meet the specified requirements. Hence the capacity may be changed to 65 KVA for main generator and 25 KVA for harbor generator.	The main DG of 65 KVA (minimum) to take entire load of the vessel with 30% margin. The Harbour Genset to be of 25 KVA instead of 10 KVA.
32	Technical Specification (Section-VIII) Annexure-1 GA	Page 186, 190 & 188	In the Spec it was mentioned GA is attached, however GA is not available with specs therefore please send us the GA for better understanding of the vessel.	The GA is enclosed.
33	Technical Specification (Section-VIII) Clause 1.4 & Annexure-1 GA	129 & 186	Engine power has been given us the GA as 2x400HP for 9 Kts speed. Is speed VS power curve Available or it can be decided after model test.	2x400 HP is a minimum indicated power to be installed onboard. However if powering calculation and model testing results requires more engine horse power than same is to be installed for achieving 9 knots speed.
34	Liquidated Damages: Clause 56	85	We the yard owners on West Coast of India, cannot sail the vessel to Kolkata during 01 st May to 30 th November of the year due to East Coast define as foul Weather for the vessels registered under IV Act 1917. In such cases if the vessel is ready for voyage and delivery at Kolkata but cannot undertake voyage till December, the LD Clause should not be applicable. Yards on West Coast of India has to provide additional cost and period for voyage to Dhubri for delivery.	Not agreed. The condition of bid document shall prevail.


(Shri V. K. Kureel)
Chief Engineer –III


(Shri S.K. Gangwar)
Member (Technical)


(Shri Alok Ranjan)
Member (Finance)

