

## Responses to pre-application queries regarding Sahibganj MMT EOT

S No	Bidder name	S No as per bidder	Page no	Article no	Text provided in document	Queries with justification (if any)	IWAI response to bidders
1	HIPL	1	5	1.1.1	The total project cost (“Total Project Cost”) of the Terminal is approximately INR 376 crore (INR Three hundred and seventy six crore), apart from which the Authority has already invested approximately INR 280 crore (INR Two hundred and eighty crore only) and is expected to invest approximately INR 148 crore (INR One hundred and forty eight crore only) on railway connectivity.	<p>1. We understand that the Total Project Cost of INR 376 cr does not include the amount of INR 280 cr that has been already invested by the Authority. Please confirm.</p> <p>2. Please provide the break up of project cost of INR 376 cr. Please confirm this cost is towards expansion of existing capacity of 3.03 mnT to 9.5 mn T as per Annexure XI</p> <p>3. Please provide the estimated timelines of construction of the Project.</p> <p>4. Please advise on which are the project component along with configuration that would be developed by IWAI and the Concessionaire in terms of berthside, handling infrastructure, back up infrastructure/utilities, Ro-Ro terminal and connectivity.</p> <p>5. Is there berth dedicated for specific commodities such as stone chips etc.</p>	<p>1. Yes, confirmed</p> <p>2. Detailed break-up of project cost shall be shared with qualified bidders at bid stage. This cost is towards expansion of existing capacity of 3.03 mmtpa to a total capacity 5.48 mmtpa by concessioanire.</p> <p>3. Initial phase terminal construction has been completed.</p> <p>4. Ro-Ro terminal at MMT shall be developed by IWAI. Further details shall be shared with qualified bidders at bid stage.</p> <p>5. Details shall be shared with qualified bidders at bid stage.</p> <p>6. Final layout plan approved by IWAI. M/S RITES appointed to prepare DPR. Rail connectivity development would require 24 months from date of awarding contract for construction of railway line.</p> <p>7. Auto CAD drawing shall be shared with the successful bidder.</p>

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						<p>6. Please provide the timelines for completion of rail connectivity project by IWAI.</p> <p>7. Authority is requested to provide scale Auto CAD drawing of the phase wise layout plan and the master plan for the Project including the Ro-Ro terminal</p>	
2	HIPL	2	5	1.1.7	<p>The scope of work is as per below</p> <p>(a) Terminal: The Concessionaire shall be responsible for OMD of the Terminal</p> <p>(b) Ro-Ro terminals: The Concessionaire shall be responsible for O&amp;M of proposed Ro-Ro terminal at the Terminal</p>	<p>1. It is requested to describe the role and scope of the Concessionaire in greater detail with respect to operation and maintenance of existing infrastructure, development and operations of future capacity, right of setting tariff, entitlement to user charges and the various expenses to be borne by it.</p> <p>2. Please advise on the scope of work for the Authority with respect to terminal hand over, provisioning of supporting infrastructure, utilities, waterfront security and navigational facilities on the waterway.</p> <p>3. We understand from this clause that the Authority has already constructed the Ro-Ro terminals. Please confirm. If not then please advise whether the cost of development of the Ro-Ro terminal</p>	<p>1. a) Concessionaire shall be responsible for O&amp;M of initial terminal infrastructure (of 3.03 mmtpa) and further expansion of terminal infrastructure. More details shall be shared with qualified bidders at bid stage</p> <p>b) IWAI shall be the tariff notifying body in consultation with the Concessionaire.</p> <p>c) Concessionaire shall be entitled to collect user charges (including charges for berthing/unberthing pilotage services) from users of MMT and the Ro-Ro terminal.</p> <p>2. Detailed scope of work shall be shared with qualified bidders at bid stage.</p> <p>3. Ro-Ro terminal shall be developed by IWAI within 3 years of COD. Its cost is not included in project cost.</p>

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						(refer Clause 1.1.1 and 1.1.2) is a part of the Project Cost.	
3	HIPL	3	6	1.2.6	The Bidding Documents for the Project will be provided to every Bidder on payment of a process fee for the RFP which will be specified by the Authority under the RFP	Authority requested to waive the process fee in the RFP stage for the Bidding Documents as the qualifying Bidders would have already paid Document Fee of INR 40,000 in the RFQ stage.	Process fee for RFP stage shall be waived off
4	HIPL	4	7	1.2.10	The Selected Bidder shall pay a Royalty (“Royalty”) in terms of INR per metric ton (“MT”) of riverine cargo handled at the Terminal to the Authority (“Bid Parameter”). Additionally, the selected bidder shall pay to the Authority an amount equivalent to the quoted Royalty plus a premium of 20% (twenty percent) on quoted Royalty for non-riverine cargo handled at the Terminal.	<p>1. Please advise on the mechanism for tariff setting/escalation and applicable tariff regulation for the Terminal including the Ro-Ro terminal. Has the tariff schedule been notified /to be notified for the Terminal.</p> <p>2. Please advise on the Royalty escalation mechanism</p> <p>3. Please advise on the various user charges (handling and vessel related) that the Concessionaire is entitled to collect and the charges that would be collected by the Authority.</p> <p>4. Please advise on factors of conversion to be used to convert containers (TEUs/FEUs for both empty and laden containers handled at the Terminal) into MT for Royalty calculation. Please advise whether Royalty is payable for the traffic at Ro-Ro terminal and on what basis</p>	<p>1. As per chapter V, clause 17 (1) of The Inland Waterways Authority of India Act, 1985 - The Authority may, with the previous approval of the Central Government, levy fees and charges at such rates as may be laid down by regulations made in this behalf for services or benefits rendered in relation to the use of the national waterways for the purposes of shipping, navigation, infrastructural facilities including facilities for passengers and facilities relating to the berthing of vessels, handling of cargoes and storage of cargoes. Hence, authority will propose a ceiling tariff as per agreed KPIs. However, the contractor will have the flexibility to set the tariffs within the ceiling tariff range. Ceiling tariff will be a part of the bidding documents.</p> <p>2. Royalty (in INR per MT) of cargo will be indexed to 60% of variation in WPI annually.</p>

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						<p>and what conversion factors to be used.</p> <p>5. Please advise whether there is any minimum guaranteed traffic required towards computation of Royalty.</p> <p>6. Please advise if there is a capping on maximum volume that can be handled at the Terminal.</p> <p>7. Authority requested to keep the Royalty payment structure for non-riverine cargo similar to riverine cargo.</p> <p>8. Please advise on any payments other than Royalty that has to be paid by the Concessionaire to the Authority.</p>	<p>3. Tariff Schedule (specifying ceiling tariffs) for Sahibganj MMT OMD shall be specified during bid stage. As an indicative tariff structure, concessionaire shall be entitled to collect user charges as currently specified in Schedule III of IWAI Amendment Regulations, 2018.</p> <p>4. Cargo weight as per bill of lading (or equivalent document) shall be considered. Royalty shall be payable for traffic at Ro-Ro terminal.</p> <p>5. Details shall be shared at bid stage.</p> <p>6. No</p> <p>7. No change, RFQ conditions prevail</p> <p>8. License fee (approximately INR 1 per year) shall be paid by Concessionaire. Further details shall be shared with qualified bidders at bid stage.</p>
5	HIPL	5	7	1.2.11	The Project shall be awarded to the Bidder quoting the highest Royalty in INR per MT. The Bid Parameter shall be quoted in 2 decimals, for instance, INR 100.82 per MT.	Kindly clarify, how the project will be awarded in case more than one bidder quote same value upto the second decimal place.	Details shall be shared with qualified bidders at bid stage.

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6	HIPL	6	7	1.2.12	The Concession Agreement period shall be for 30 years from the date of start of commercial operations (“COD”).	<p>1. Please define the date of commercial operations ("COD").</p> <p>2. Considering substantial investment required for the project and limited traffic potential in initial years, Authority is requested to grant Concession Period of 30 years from COD with a provision for further extension by 20 years in order for Concessionaire to realise a reasonable return on investment.</p>	<p>1. Details shall be shared with qualified bidders at bid stage.</p> <p>2. No change. RFQ conditions prevail</p>
7	HIPL	7	7	1.2.13	The Concessionaire shall pay Royalty to the Authority for the period commencing from the 4th (fourth) anniversary of the COD till the end of Agreement Period or on termination whichever is earlier.	The Authority should consider the payment of Royalty from the 6th (fifth) anniversary of the COD instead of 4th anniversary, owing to the same reason provided in previous query.	No change. RFQ conditions prevail
8	HIPL	9	7	1.2.13	For avoidance of doubt, it is clarified that Royalty payment on Non-Riverine Cargo with 20% premium shall be payable from COD till the end of Agreement Period.	The Royalty on non-riverine traffic should commence from the same year as that of Riverine cargo.	No change. RFQ conditions prevail.
9	HIPL	10	8	1	The schedule of the bidding process is as below	Given that this is a global tender it would require many documents to be collected certified and attested by Auditors. Hence, we request the Authority to allow submission period of 3 weeks after the release of response to pre qualification queries.	Please refer amendment 2

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10	HIPL	11	11	2.2.1(d)	An Applicant shall be liable for disqualification if any legal, financial or technical advisor of the Authority in relation to the Project is engaged by the Applicant or its Member, as the case may be, in any manner for matters related to or incidental to the Project.	Authority requested to provide the names of all its advisors related to the Project.	Details shall be shared with qualified bidders at bid stage
11	HIPL	12	12	2.2.2 (a), 3.1.2	For demonstrating the technical capacity and experience (“Technical Capacity”), the Applicant shall, during the past 5 (five) financial years preceding the Application Due Date, shall have	1. Please clarify, if the Bidder or its Associate follows calendar year as the accounting year , then details pertaining to CY 15, CY 16, CY 17, CY 18 and CY 19 would be acceptable to the Authority. (CY denotes Calendar Year).	Applicant may provide financial details as per financial year followed in its country
12	HIPL	13	12	2.2.2(b) & 2.2.3 (d)	Financial Capacity: The Applicant shall have a minimum Net Worth (“Financial Capacity”) of INR 94 crore (INR Ninety four crore only) at the close of the financial year immediately preceding the Application Due Date.	As the Application Due Date is Dec 31, 2020 it is requested that Authority considers Financial Capacity based on Audited Financials of 2018-19 is accepted in case the audited reports for 2019-20 is still under preparation and hence cannot be furnished by the Application Due Date (although it is more than 6 months from close of FY 20 i.e. Mar 31,2020	Please refer amendment 2

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13	HIPL	14	12	2.2.3 (a)	Certificates from its statutory auditors 1 or the concerned clients stating the payments made/ received or works commissioned, as the case may be, during the past 5 (five) years in respect of the Eligible Projects specified in Clause 2.2.2 (a) (i) and (ii) above	Please advise if in case duly certified audited annual financial statements containing explicitly the requisite details are provided, a separate certification by statutory auditors would not be necessary in respect of Clause 2.2.3 (a).	No change, RFQ conditions prevail
14	HIPL	15	16	2.2.10	The decision of the Authority in this behalf shall be conclusive and binding on the Applicant.	Please clarify when would such decision taken by the Authority be conveyed to the Applicant.	This shall taken up at bid stage.
15	HIPL	16	16	2.2.11	For the avoidance of doubt, financial year shall, for the purposes of an Application hereunder, mean the accounting year followed by the Applicant in the course of its normal business.	In case the Technical Capacity or Networth of Associate(s) is used in such cases accounting year of followed by the Associate should be accepted as Financial Year. Please confirm.	Applicant may provide financial details as per financial year followed in its country
16	HIPL	17	18	2.7.3	In case it is found during the evaluation or at any time before execution of the Concession Agreement.....	Please confirm that the Bid Security would be refunded in case of such disqualification and termination.	Details shall be shared with qualified bidders at bid stage
17	HIPL	18	20	2.12.2	The Application and its copy shall be typed or written in indelible ink and signed by the authorized signatory of the Applicant who shall also initial each page. In case of printed and published documents, only the cover shall be initialed. All the alterations, omissions, additions or any other amendments made to the Application shall be initialed by	1. Please confirm that the Copy of Memorandum and Articles of Association and the Copies of audited Annual reports will not be required to be initialed on every page and initialling the cover page will suffice.  2. As the application is to be submitted online (except for few documents whose original copy	1. Documents available in public domain may only be signed on the cover page  2. Please refer amendment 3

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					the persons signing the Application. The Application shall contain page numbers and shall be bound together in hard cover.	would also be required to be submitted as per 2.13.1) it is requested that the requirement of numbering the pages and hard cover binding be removed.	
18	HIPL	19	21	2.13.1	The Applicant shall provide the document mentioned in article 2.13.2, 2.13.2(b), 2.13.2(c), 2.13.2(d) and 2.13.2(g) in original also to the address provided in Article 2.13.3.	Article 2.13.2 includes all the documents required to be submitted towards the Application. Hence this section of article 2.13.1 should read as "The Applicant shall provide the document mentioned in article 2.13.2(b), 2.13.2(c), 2.13.2(d) and 2.13.2(g) in original also to the address provided in Article 2.13.3.". Authority requested to rectify.	Please refer amendment 1
19	HIPL	20	23	2.17.7 & 2.17.8	If any information furnished by the Applicant is found to be incomplete, or contained in formats other than those specified herein, the Authority may, in its sole discretion, exclude the relevant project from computation of the Technical and Financial Capacity of the Applicant.	1. Please confirm that the Authority will seek clarification in terms of clause 2.20.1 from the Applicant before determining that an information is "incomplete" or "contained in formats other than specified herein".  2. Authority requested to share the methodology adopted for computation of the technical and financial capacity.	1. No, IWAI may not seek clarification  2. Prudent practices have been adopted as per Model RFQ
20	HIPL	21	23	2.17.8	In the event that an Applicant claims credit for an Eligible Project, and such claim is determined by the Authority as incorrect or erroneous, the Authority shall reject such claim	Please confirm that the Authority will seek clarification in terms of clause 2.20.1 from the Applicant before determining that the credit claimed for an Eligible Project is "incorrect or erroneous"	No, IWAI may not seek clarification



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					and exclude the same from computation of Technical and Financial Capacity of the Applicant.		
21	HIPL	22	23	2	Information relating to the examination, clarification, evaluation, and recommendation for the qualified Applicants shall not be disclosed to any person who is not officially concerned with the process or is not a retained professional advisor advising the Authority in relation to, or matters arising out of, or concerning the Bidding Process. The Authority will treat all information, submitted as part of Application, in confidence and will require all those who have access to such material to treat the same in confidence. The Authority may not divulge any such information unless it is directed to do so by any statutory entity that has the power under law to require its disclosure or is to enforce or assert any right or privilege of the statutory entity and/ or the Authority or as may be required by law or in connection with any legal process.	The Authority may confirm that its retained professional advisor is also bound by this Confidentiality clause.	Details to be shared with qualified bidders at bid stage

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22	HIPL	23	25	2	No extension of time is likely to be considered for submission of Bids pursuant to invitation that may be issued by the Authority.	It may be noted, that the time required for complete project evaluation would be dependant on the complexity of the Project and various studies are required to be carried out by the qualified Bidder. Hence, flexibility should be allowed by the Authority with regard to Bid Deadline extension.	Bids shall not be accepted after final bid submission deadline  No change, RFQ conditions prevail
23	HIPL	24	26	3.1.2 (a)	It should have been undertaken as a PPP project on BOT, BOLT, BOO, BOOT or other similar basis for providing its output or services to a public sector entity or for providing non-discriminatory access to users in pursuance of its charter, concession or contract, as the case may be.	Please clarify if projects for captive use will also be considered as Eligible Projects.	Projects for captive use shall not be considered under Eligible Project
24	HIPL	25	27	3.2.1	The Application must be accompanied by the audited annual reports of the Applicant (of each Member in case of a Consortium) for the last 5 ( five) financial years, preceding the year in which the Application is made	In case the Applicant is an entity incorporated within the last five financial years, it can submit its audited annual reports from year of incorporation upto the latest available audited annual report. Please confirm that this would suffice.	Please refer Article 2.2.8 of RFQ document for clarification on eligible Associates
25	HIPL	26	27	3.2.2.	In case the annual accounts for the latest financial year are not audited and therefore the Applicant cannot make it available, the Applicant shall give an undertaking to this effect and the statutory auditor shall certify the same. In such a	1. Please provide the format of the undertaking.  2. Further, please confirm that self-certified undertaking from the Applicant alone would be sufficient. The requirement certificate from	1. The undertaking may be provided in appropriate format by bidder  2. No change, RFQ conditions prevail

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					case, the Applicant shall provide the audited annual reports for 3 (three) years preceding the year for which the audited annual report is not being provided.	Statutory Auditor requested to be waived.	
26	HIPL	27	30	5	Pre Application Conference	Owing to the current pandemic and travel restrictions, it is requested that the pre application conference be also conducted online. Authority requested to share the relevant online meeting details.	Please refer amendment 2
27	HIPL	28	33	Annexure I, Clause 13	In case the Applicant is unable to provide the certification specified in paragraph 13, it may precede the paragraph by the words viz. "Except as specified in Schedule ..... hereto"	Please provide the format of the Schedule for disclosures to be made.	The undertaking may be provided in appropriate format by bidder
28	HIPL	29	72	Annexure XI, 3	Brief Description of Multimodal Terminal at Sahibganj	<p>1. Please provide the DPR that shows current capacity estimation of 3.03 MMTPA and Envisaged terminal capacity (9.5 MMTPA).</p> <p>2. We understand that the total berth length would be 270x 2 m i.e. 540 m for 9.5 mmtpa. Please confirm.</p> <p>3. Of the infrastructure components specified in Annexure XI, please provide the berth length, storage infrastructure and the Equipment that would be provided by the Authority.</p>	<p>Details shall be shared at bid stage</p> <p>Connecting station for the rail linkage will be Sakri Gali railway station.</p>

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						<p>4. Please provide the make and specification of the equipment that are installed by the Authority.</p> <p>5. Please provide details of the configuration of berth and equipment that are envisaged to be constructed/installed by the Concessionaire as part of the Project.</p> <p>6. Please provide details of storage areas/warehouses/sheds and supporting infrastructure and utilities (electricity, water etc that would be provided by IWAI.</p> <p>7. Please provide the alignment plan of the 902 m road (including laning) and the 2.4 km rail line. Which is the connecting station for this rail linkage?</p> <p>8. Please provide the status and timeline of the road and rail linkage. Are there any future expansion plans for rail to be connected to nearest DFC station on EDFC. Which is the station on the proposed Eastern Dedicated Freight Corridor that it would connect to.</p>	

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29	HIPL	30	73	Annexure XI, 4	The Least Available Depth (LAD) along stretches of NW-1 are as follows:	<p>1. Please confirm that the drafts will be available and ensured by IWAI at all times the year.</p> <p>2. Please provide the historical drafts available and tidal variation(s) at berth pocket and channel in previous 3 years. What are the navigational facilities that would be provided by the Authority during the Concession Period.</p>	<p>1. 330 days of assured LAD shall be available. Drafts may not be available between March 11 and May 10, during which, according to the Indo-Bangladesh Ganges Water Sharing Treaty of 1996, both India and Bangladesh shall receive guaranteed 35,000 cusecs of water in alternate three 10-day periods. The quantum of waters agreed to be released by India to Bangladesh will be at Farakka. The Treaty affects the LAD around Farakka.</p> <p>2. Please refer annexure 1</p>
30	HIPL	31	-	Others		Authority is requested to share the information on number of vessel (with details on cargo category, deadweight, draft) plying at Sahibganj Terminal in current year and previous 2 years.	Indicative list is at annexure 2
31	HIPL	32	-	Others		Please provide the status of all necessary approvals and clearances of the Project.	Approvals and clearances shall be shared with successful bidder
32	HIPL	33	-	Others		Please advise on the conditions of exclusivity to be granted to the Concessionaire w.r.t competing facilities.	Details shall be provided at bid stage
33	HIPL	34	-	Others		Please provide details and location map of the Project site clearly showing the connectivity to nearest national/state highways and railway station.	Please refer annexure 3

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34	HIPL	35	-	Others		Please provide a survey map of the site showing the entire 183 acres.	Land details shall be provided with successful bidder after bid stage
35	HIPL	36	-	Others		<p>1. Please confirm that the total land area envisaged for the Project (183 acres) is acquired and is under the possession of IWAI. Further, please confirm that the land is free from encroachment and has clear title.</p> <p>2. If the acquisition of the entire land is not complete please provide details including the latest status of the unacquired portion.</p> <p>3. How much of the above area has already been developed by the Authority.</p>	<p>Initial infrastructure has been developed over an area of 59.3 acre</p> <p>Other details shall be shared at bid stage</p>
36	HIPL	37	-	Others		Authority requested to share the Traffic Projections, Feasibility Study and and the Detailed Project Report for the Project.	Details shall be provided at bid stage
37	HIPL	38	-	Others		We understand that a Freight Village adjacent to the MMT at Sahibganj would also be developed as part of the overall infrastructure development plan at Sahibganj. It is requested that IWAI allows Right of First Refusal (CROFR) for the Multimodal Freight Villages to the successful bidder for better realisation of overall integration benefits and synergy between the two facilities.	No change, RFQ conditions prevail

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38	HIPL	39	-	Others		Please clarify whether the Concessionaire would be allowed to create charge on the Terminal facilities.	Details to be shared with qualified bidders at bid stage
39	HIPL	1	43	Annex IV	The Applicant/ its constituent Consortium Members shall attach copies of the balance sheets, financial statements and Annual Reports for 5 (five) years preceding the Application Due Date.	Please advise, in case Bidder uses credentials of an Associate towards Financial Capacity criteria, submission of the Annual Report of the Associate for only the latest financial year (based on which the Net Worth has been computed as per the RFQ) preceding the Application Due Date would be sufficient.	No change, RFQ conditions prevail
40	HIPL	2	26	3.1.2 (c)	the capital cost of the project should be more than INR 75 crore	Please advise on the exchange rate to be used in case the original estimated project cost are in US Dollars or any other foreign currency to convert to INR (Indian Rupee)	No change, RFQ conditions prevail
41	HIPL	3	44,46	Annex V	Certificate from the Statutory Auditor regarding O&M projects We further certify that the total estimated capital cost of the project is Rs. .... cr. (Rupees .....crore),  Certificate from the Statutory Auditor regarding development projects We further certify that the total estimated capital cost of the project is INR. .... cr.		No change, RFQ conditions prevail
42	HIPL	4	72	Annex XI	Connectivity and other details	1. Please advise which is the national/state highway nearest to the terminal and the point where the approach road links to this highway.	1. Connected to NH80 through 4-lane 1km road

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						<p>2. It seems that there is a railway crossing at end of the connecting road to the terminal near the Sakrigali Railway station. Depending on the frequency of trains crossing, there could be operational hindrance in the evacuation of cargo from the terminal. Please advise if there is any road overbridge planned at this junction along with the status and the estimated timelines for its completion.</p>	<p>2. IWAI has identified the need for a road over bridge (ROB) at Sahibganj. The details are as follows:</p> <ul style="list-style-type: none"> <li>i. One crossing on NH-80 at gate 54C proposed with multi lane ROB.</li> <li>ii. General Arrangement Drawing (GAD) of ROB at NH-80 for two lane in-principle approved by NHAI.</li> <li>iii. IWAI is engaged in discussions with multiple stakeholders including RCD of Jharkhand.</li> </ul>
43	HIPL	5		Others		Please advise on the requirement of Minimum Guaranteed Traffic (MGT) towards performance obligation of the Concessionaire along with the year wise MGT requirement.	Details shall be shared with qualified bidders at bid stage
44	HIPL	6		Others		Please advise on the minimum width and the minimum available draft of the channel at the terminal that would be provided by IWAI during the Concession Period.	LAD at Sahibganj Terminal is more than 3 m. Minimum channel width is 45 m.



## Amendments

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1	RFQ	2.13.1	The Applicant shall provide the document mentioned in article 2.13.2, 2.13.2(b), 2.13.2(c), 2.13.2(d) and 2.13.2(g) in original also to the address provided in Article 2.13.3. The envelope shall then be sealed in an outer envelope which shall also be marked in accordance with Articles 2.13.2 and 2.13.3. Other documents listed in Article 2.13.2 shall be uploaded only as soft copy over Central Public Procurement Portal (CPP) as specified in Article 2.13.5.	The Applicant shall provide the document mentioned in article 2.13.2(b), 2.13.2(c), 2.13.2(d) and 2.13.2(g) in original also to the address provided in Article 2.13.3. The envelope shall then be sealed in an outer envelope which shall also be marked in accordance with Articles 2.13.2 and 2.13.3. Other documents listed in Article 2.13.2 shall be uploaded only as soft copy over Central Public Procurement Portal (CPP) as specified in Article 2.13.5.																																																												
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			3.	Pre-Bid conference	31 March 2021	3.	Pre-Bid conference	14 June 2021
			4.	Authority response to queries latest by	15 April 2021	4.	Authority response to queries latest by	29 June 2021
			5.	Bid due date	30 April 2021	5.	Bid due date	14 July 2021
			6.	Opening of Bids	3 May 2021	6.	Opening of Bids	15 July 2021
			7.	Letter of Award (LOA)	17 June 2021	7.	Letter of Award (LOA)	30 August 2021
			8.	Validity of Bids	120 (One hundred and twenty) days	8.	Validity of Bids	120 (One hundred and twenty) days
			9.	Signing of Concession Agreement (“ <b>Appointed Date</b> ”)	19 July 2021	9.	Signing of Concession Agreement (“ <b>Appointed Date</b> ”)	29 September 2021
3	RFQ	2.12.2	The Application and its copy shall be typed or written in indelible ink and signed by the authorized signatory of the Applicant who shall also initial each page. In case of printed and published documents, only the cover shall be initialed. All the alterations, omissions, additions or any other amendments made to the Application shall be initialed by the persons signing the Application. The Application shall contain page numbers and shall be bound together in hard cover.			The Application and its copy shall be typed or written in indelible ink and signed by the authorized signatory of the Applicant who shall also initial each page. In case of printed and published documents, only the cover shall be initialed. All the alterations, omissions, additions or any other amendments made to the Application shall be initialed by the persons signing the Application. The Application shall contain page numbers.		

## List of Annexures

<b>S No</b>	<b>Annexure Number</b>	<b>Description</b>
1	Annexure 1	Historical data on least available depth
2	Annexure 2	Historical data on vessels plying at Sahibganj MMT
3	Annexure 3	Illustrative terminal location map with connectivity details

## Annexure 1

### **Historical data on least available depth**

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## Annexure 2

### **Historical data on vessels plying at Sahibganj MMT**

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<b>Terminal</b>	<b>Year of commissioning</b>	<b>2019-20</b>		<b>2020-21</b>	
		<b>No. of Vessels Handled</b>	<b>Cargo (MT)</b>	<b>No. of Vessels Handled</b>	<b>Cargo (MT)</b>
Sahibganj MMT	September 2019	11	7,952	7	4,925

## Annexure 3

### **Illustrative terminal location map with connectivity details**

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




NORTH

CO-ORDINATE IN UTM		
MARKED	EASTING	NORTHING
A	570389.00	2792731.00
B	570558.00	2793012.00
C	570761.00	2793190.00
D	570947.00	2793314.00
E	571143.00	2793071.00
F	571057.00	2792979.00
G	570555.00	2792625.00

**LEGEND:**

-  STONE PITCHING
-  GREEN BELT
-  FIXED HOPPER
-  TRANSFER TOWER
-  BELT CONVEYOR
-  FUTURE BELT CONVEYOR

**NOTE:**  
1. ALL DIMENSIONS ARE IN METRE



DWG. NO.		TITLE	
		REFERENCE DRAWINGS	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b>			
PROJECT CONSTRUCTION OF IWT TERMINAL AT SAHIBGANJ IN JHARKHAND ON RIVER GANGA, NW-1			
CONSULTANT			
2015	NAME	SIGN	DATE
DRN	KANT		30/11/2015
CHD	AM		30/11/2015
APD	SPA		30/11/2015
CLIENT DWG. NO.			
JOB NO.	DWG. NO.	REV.	
I-521	ST/1001	1	
<b>LAYOUT OF TERMINAL IN PHASE 1</b>			
UNIT	SCALE-AS SHOWN	NO OF W/P	SHEET 1 OF 1
CAD FILE NAME:		Sca : A1	

REV	DATE	DESCRIPTION	SKN	RVN	SD
1	20.07.16	SHORE LINE CORRECTION & GRID ADDED	SKN	RVN	SD
			DRN	CHD	APD

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