

Corrigendum – 7 dated 30.05.2024

Tender ID: 2024-IWAI-793495_1

Tender Ref No: IWAI-20 /7 /2023

Tender Title: Global Request for Proposal for Operate, Manage and Transfer Project of the Multimodal Terminal at Varanasi, Uttar Pradesh

Responses to Additional Queries

Pre-bid queries for the Global Request for Proposal for Operate, Manage and Transfer Project of the Multimodal Terminal at Varanasi, Uttar Pradesh

RFP

Sr. No	Clause	Clause Description	Query/clarification required	Response
1.	1.1	The Authority has already invested approximately INR 200 crore (INR Two hundred crore only) and is expected to invest approximately INR 85 crore (INR Eighty five crore only) on railway connectivity	Kindly provide an update on the current status of Construction of terminal infrastructure, Equipment and Railway connectivity	The Authority has already developed the terminal infrastructure Kindly refer to Annexure XII of the Varanasi MMT RFP for details on equipment Proposed rail connectivity is 5.1 km from Jeonathpur station. The DPR has been approved.
2.	1.1.7 (b)	Operate, manage and maintain the passenger pontoon jetty	Kindly provide details of the proposed passenger jetty with regards to the following- <ul style="list-style-type: none">- Construction status- Potential footfall envisaged- Marketing obligation of ROPAX- Whether any other facility in the vicinity Is operations - if yes? Details of the same- Mandatory amenities/facilities or any obligations with respect to passenger jetty. Whether the same is forming part of the Concessionaire scope. If yes, what would be the scope.	a. Passenger Pontoon Jetty has already been constructed by the Concessioning Authority. b. Bidders are requested to do their own due diligence. c. The same shall be the Concessionaire's responsibility d. No inland waterway transport terminal is constructed in 50 km radius of Varanasi MMT e. Passenger Pontoon Jetty has already been constructed by the Concessioning Authority. Any supporting facilities, if required, may be developed by the Concessionaire based on his requirement.
3.	1.1.7 (c)	Initiate Capacity augmentation once terminal throughput reaches 80% of design capacity (i.e., 80% of 1.26 mmtpa) for two consecutive years latest by 25th anniversary of COD, such that Concessionaire constructs at least one additional berth of 100 m in length and 35 m in width, as well as	Kindly confirm whether requisite land for capacity augmentation is available with the authority. It is presumed that apart from additional berth and shore-protection works- all other ancillary works shall be as per the concessionaire assessment and requirement and no mandatory obligation on the part of the Concessionaire.	Total land area of 34.84 hectares is being acquired of which terminal is already developed on 5.59 hectares of land and further 18.59 hectares additional land has already been acquired. For acquisition of balance 10.66 hectares land, Notification under section 23 of RFCTLARR has been issued. The land acquisition is expected to be completed by July 2024

		develop corresponding shore protection works		Yes. Other ancillary works are non-mandatory for the Concessionaire.											
4.	1.2.6	The Selected Bidder shall pay a Royalty ("Royalty") in of INR per metric ton ("MT") of Cargo Handled at the Terminal to the Authority ("Bid Parameter")	<ol style="list-style-type: none"> 1. Please confirm the royalty applicability of the Container cargoes (20ft, 40 ft, empty, Over Dimensional cargo) 2. Please confirm the royalty applicability in case of Ro- Ro cargo. 3. If passenger pontoon jetty is forming part of the Concessionarie scope, what would be the applicable royalty, if any? 4. As this is riverine multi modal logistic facility, whether coastal concession as per MoPSW policy would be applicable? Please confirm 	<ol style="list-style-type: none"> 1. Royalty payable shall be INR per metric ton of cargo handled at the terminal, irrespective of type of cargo. 2. Kindly refer to above response at (1). 3. There is no separate royalty payable for handling passengers at the pontoon jetty. 4. Coastal concession are not applicable on IWT at present. 											
5.	4.3.7	Concessionaire of the Varanasi MMT Project shall have the Conditional Right of First Refusal ("CROFR") for the bid process of the project to Operate, Maintain and Transfer the MMT at Sahibganj	As the CROFR is available with Varanasi Successful bidder. In such scenario, if the bidder wants to participate only 1 tender would be difficult specially Sahibganj.	<p>Bidders can participate in either one or both of the tenders for OMT of MMTs at Varanasi and Sahibganj.</p> <p>If the bidder participates in both tenders and emerges as the successful bidder of the Varanasi MMT OMT tender then this bidder shall be eligible for a 10% CROFR for the Sahibganj MMT OMT tender.</p> <p>If the bidder participates in only one tender of MMT-Sahibganj OMT, he will not be eligible for this CROFR.</p>											
6.	Annexure XII	<p>The details of the Multimodal Terminal at Varanasi are as following:</p> <table border="1"> <tr><td>Envisaged terminal capacity (total)</td></tr> <tr><td>Berth length</td></tr> <tr><td>No. of berths</td></tr> <tr><td>Mobile harbor crane</td></tr> <tr><td>Truck loading hopper</td></tr> <tr><td>Road weigh bridge</td></tr> <tr><td>Semi automatic spreader</td></tr> <tr><td>Road connectivity</td></tr> <tr><td>Rail connectivity</td></tr> <tr><td>Total Area</td></tr> <tr><td>LAD</td></tr> </table>	Envisaged terminal capacity (total)	Berth length	No. of berths	Mobile harbor crane	Truck loading hopper	Road weigh bridge	Semi automatic spreader	Road connectivity	Rail connectivity	Total Area	LAD	Kindly confirm by when shall all the terminal infrastructure and the equipment shall along with passenger jetty shall be made available.	All infrastructure and equipment are already available at the terminal as per Annexure II of the DCA.
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General

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7.	Dredging	<ol style="list-style-type: none"> 1. We understand that the capital and maintenance dredging in the berth area and in channel are in Authority scope, please confirm. 2. The LAD is kept as -2.2 mtrs and if we consider UKC@ 10% then only- 2 mtrs draft barges can be handled at the Varanasi facility. The minimum draft requirement basis 2,000 DWT barges would be approx.~ 3.2 mtrs then how these barges can be handled. 3. If Authority procures special design barges also then only such special design barges can ply and there would be limitation on the other available cargoes. 4. As per design vessel details provided by the Authority, the draft of the barges is ~ 2.5 mtrs and considering the UKC, the LAD should be minimum ~ 2.8 mtrs, please confirm. 5. The future dredging (increase in the LAD) will be carried out by the Authority~ without any costs and expenses on Concessionaire. 	<ol style="list-style-type: none"> 1. Yes. Authority shall be responsible for maintenance of fairway and berthing area 2. The vessels of 2000 DWT require less than 3 m draft based on its design. Vessels having a draft to ply in 2.20 m depth of water (LAD) shall be considered. However, the tug-barge flotilla can also be considered for 2000 MT cargo movement. It may also be noted that the draft of more than 2.20 m is available for almost 6 months when vessels of higher draft can also ply. 3. There is no limitation. Any type of vessel or flotilla as per IV Act can carry any type of cargoes which can ply in 2.20 m LAD may be considered. 4. As per designs developed by DST, the vessels within a range of 1.6 m to 2.8 m depth have been designed. 5. Yes. The Concessioning Authority will arrange for dredging operations, as may be required to ensure LAD as per this Agreement. Kindly refer to Article 7.3.3 of the Varanasi MMT DCA.
8.	General - Land Use Plan	<ol style="list-style-type: none"> 1. Total land area for the MMT is stated as 54 acres whereas initial plan provides only 5.4 Hect. (13.34 acres) land only. Please confirm for remaining land. 2. What are the land usage plan for the remaining land i.e.~ 40 acres. 3. Whether the said land can be used in line with Multi Modal Logistic Park (MMLP) being bidded by NHLML, please confirm. 	<ol style="list-style-type: none"> 1. Total land area of 34.84 hectares is being acquired of which terminal is already developed on 5.59 hectares of land and further 18.59 hectares additional land has already been acquired and for acquisition of balance 10.66 hectares Notification under section 23 of RFCTLARR has been issued. The land acquisition is expected to be completed by July 2024 2. As per the DPR, land is expected to be used for additional onshore infrastructure like berth, storage area, fuel bunkering, buildings, electrical sub station, weigh bridge control room, roads, drainage, sewerage, water supply, and communication system, etc. 3. The land area for the Varanasi MMT is adjacent to the land parcel being acquired for

			MMLP. The tender document for the MMLP are currently under preparation.
9.	Water Supply	Authority shall provide water supply till the Terminal, please confirm	Yes, kindly refer to Article 7.5 of the Varanasi MMT DCA which states: “The Concessioning Authority shall, during the Concession Period, provide access to the Concessionaire for all infrastructure facilities and utilities including water, electricity and telecommunication facilities necessary for the implementation, operations and management of the Project Facilities and Services in accordance with this Agreement...”
10.	Electricity supply	Authority shall provide electrical connection till Terminal, please confirm. Further What is the tariff applicable for such electrical supply.	Kindly refer to response in Sr. No 9 Electricity Connection at the terminal is provided by Purvanchal Vidyut Vitaran Nigam Limited. The tariff applicable is HV1 (Non-Industrial Bulk Load).
11.	Vessel Movement/ Operations restrictions	<ol style="list-style-type: none"> 1. Please confirm whether any downtime/interruption in operations is envisaged such as periodic maintenance of channel activities. Please provide the details (duration) of such shutdown to be taken. 2. Who will manage & operate the River Navigation Management system and how the traffic (barges) will be managed. 3. The barges would be self-propelled and no tug support is required to berth these barges, please confirm. 	<ol style="list-style-type: none"> 1. The Concessioning Authority shall be responsible for providing LAD for at least 330 days in a year. 2. River Information System have been installed and operated by IWAI . 3. Barges can be directly berthed without any tug support.
12.	General	From the DPR it is presumed that the concessionaire can handle any type of cargo/commodity including container and liquids. The authority is requested to confirm the same and whether permits and clearances to handle such cargos have been obtained?	<p>The Concessionaire may handle any type of cargo provided the requisite permits are available with the Concessionaire for handling of such cargoes.</p> <p>IWAI may assist the concessionaire in obtaining applicable permits as per Article 12.2.1 of DCA.</p>
13.	Studies and Reports	<p>For proper assessment of the project and costing, please share following data:</p> <ol style="list-style-type: none"> 1. Soil investigation reports 2. Berth & Apron Design Basis report for understanding load bearing 3. Geotechnical investigation reports for berth area, yard area 4. Electricity tariff chart 5. Water charges 6. Copy of Environmental Clearance 	<p>Kindly refer to the DPR and Master Plan of the Varanasi MMT Project for the details.</p> <p>Further details shall be subsequently shared with the successful bidder</p>

14.	Project Layout	It is understood from the documents that the yard layout / arrangement is indicative and the concessionaire is allowed to modify/ revise/change as per operational requirements duly ensuring the cargo requirements mentioned in the CA. Please confirm.	Refer clause 2.4.2 of DCA. The concessionaire shall at its cost, charges and expenses make such development and improvements in the project site and terminal's asset as may be necessary or appropriate for implementing the project and providing project facilities and services in accordance with the agreement, applicable laws and applicable permits.
15.	Railway Connectivity	The Railway Connectivity till Terminal should be a Condition Precedent on the Authority and to be provided on CoD of the Terminal	The proposed rail connectivity is 5.1 km from Jeonathpur station. The DPR has been prepared by M/s EPIL & M/s Aarvee Associates and has been approved by DFCCIL. Since multiple authorities are involved in this process, railway connectivity cannot be made a Conditions Precedent. No change in tender conditions
16.	Berthing time	Authority is requested to provide the details of Time required for Berthing and Unberthing at the proposed facility	The Concessionaire is responsible for terminal operations and berth operations. As per Annexure IV of the DCA, average turnaround time of vessels (wherein, turnaround time of a vessel is equal to the difference of cast off time and all fast time) is required to be less than 12 hours.
17.	Monsoon draft data	Authority is requested to provide the details of summer LAD and Monsoon LAD, if there is any variation.	Kindly refer to the LAD data provided on the IWAI website
18.	Permitted Cargo guidelines	With the required permits and clearance, the authority is requested to confirm whether cargo handling of break-bulk, clean cargo, white cargos, containers, liquids (extension of pipelines) is permitted.	Kindly refer to Article 12.2.1. The Concessionaire may handle any type of cargo provided the requisite permits are available with the Concessionaire.
19.	Payments to Authority	<ol style="list-style-type: none"> 1. What are the charges payable to the Authority by the Concessionaire. Please confirm. 2. What are the charges to be payable by the Customer/ Barge Owner to the Authority. Please confirm. 	<ol style="list-style-type: none"> 1. The concessionaire shall pay a Royalty in terms of INR per metric ton ("MT") of Cargo Handled at the Terminal to the Concessioning Authority. 2. Charges as per Schedule I of the IWAI (Levy and Collection of fees and charges) (Third Amendment) Regulations, 2021 would be payable by customers/ barge owners to the Authority
20.	Royalty escalation – base year to be considered	Royalty would be escalated upto 6th year and thereafter will be applicable from 7 th year or the quoted royalty will be applicable from 7th year onwards, please confirm.	It is confirmed that the Royalty shall be escalated upto the 6 th year based on WPI as per clause 9.2.3 of DCI, and this escalated royalty shall thereafter be applicable from the 7 th year onwards.

DCA

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21.	Annexure II – Terminal Assets	Terminal Assets handed over	<p>Authority is requested to confirm that the terminal assets shall be handed over to concessionaire over on AS IS WHERE IS basis and the same can be modified/ changed to suit operational requirements to achieve the cargo requirements mentioned in the CA.</p> <p>Authority is also requested to confirm, whether the terminal assets listed shall be made available as part of Conditions Precedent of the Concession Authority</p>	<p>It is confirmed that the terminal assets listed at annexure II of DCA, shall be made available by the Concession Authority as per article 3.2.2 of DCA.</p> <p>Please refer to reply at s.no.14</p>
