

Subject: Pre-bid queries for “DESIGN, CONSTRUCTION, SUPPLY, INSTALLATION, TESTING AND COMMISSIONING OF STEEL PONTOONS, AND GANGWAYS FOR PROVIDING FLOATING TERMINAL FACILITIES IN MATHURA (NW-110) and AYODHYA (NW-40) DISTRICT, UTTAR PRADESH”

Tender ID: 2023_IWAI_772820_1

S. No.	Description	As per tender	Bidder's Query	IWAI Response's
M/s Acquafont Infrastructure Private Limited				
1.	Section No. II, Clause 16, Sub Clause 16.1.2 at Page No 33	<p>Clause 16: Qualification Criteria and Bid Evaluation</p> <p>Sub Clause: Qualification Criteria for Average annual turnover for last 3 financial years i.e. 2019-20, 2020-21, and 2021-22</p> <p>At least INR 5,56,24,147.00 i.e 40%. In the event of a Joint Venture, all parties combined shall together meet the Qualification requirement of “Average Annual Turnover”.</p>	We kindly request a relaxation in the prior turnover requirement, either by considering our participation as a startup or by reducing it to the annual average turnover of the last three years, which amounts to 3.5 crore.	Tender conditions prevail.
2.	Section No. II, Clause 16, Sub Clause 16.1.4 at Page No 33 & 34.	<p>Clause 16: Qualification Criteria and Bid Evaluation</p> <p>Qualification Criteria for Bid capacity.</p> <p>i. The Bidder shall submit the details asked for the Bid capacity as per the format prescribed in Form 40.</p> <p>ii. The Bid Capacity of the Bidder must be equal to or more than the estimated cost of the work put to the Tender.</p>	Requesting to relax the condition of Bid capacity for start-up enterprises subject to meeting quality & and technical specifications	Tender conditions prevail.

		<p>iii. In case the Bid capacity of the Bidder is less than the estimated cost of the work for respective schedule, his bid shall be cancelled, and such Bidder shall not be considered for opening of Financial Bid even if he has been determined eligible in other criteria's set forth in the Tender Document.</p> <p>iv. In the event of a Joint Venture, all parties combined shall together meet the Qualification requirement of Bid Capacity.</p>		
3.	Section No. II, Clause 6, Sub Clause 6.3, Page No 17	<p>Clause: Preparation of Bids</p> <p>All bidders shall submit bank solvency certificate from a nationalized/scheduled bank in India for the amounts as mentioned in Section III Data Sheet. The solvency certificate submitted by the bidder shall not be older than one (01) year from the Bid Submission Last Date. In case bidder does not adhere to this criterion, his bids shall be considered non-responsive and shall not be considered for further evaluation process. The bank solvency certificate shall be from any Nationalized/Scheduled Bank in India in the name of the bidder. The bank solvency certificate can be submitted by any one member of the JV / Consortium and the name of that member submitting the bank solvency certificate shall be mentioned in the JV / Consortium Agreement.</p>	<p>Requesting to relax the condition of Bank Solvency for start-up enterprises subject to meeting quality & and technical specifications. Alternatively, we are prepared to furnish a Bank Solvency certificate, but we kindly ask for relaxation in specifying the exact amount mentioned in the tender.</p>	<p>Tender conditions prevail.</p>

4.	Section No. VI, Part I Clause 6, Sub Clause 6.6 at Page No 83	<p>Clause: Deliverables and Payment Schedule</p> <table border="1" data-bbox="398 392 976 1331"> <thead> <tr> <th data-bbox="398 392 439 847">S. No</th> <th data-bbox="439 392 797 847">Description of milestones</th> <th data-bbox="797 392 976 847">Percentage (%) of Total Contract value excluding the amount of the Operations & Maintenance</th> </tr> </thead> <tbody> <tr> <td data-bbox="398 847 439 1331">1</td> <td data-bbox="439 847 797 1331">Submission and approval of final detailed design (approved by authorized classification society / agency / institute & EIC) along with sectional drawings (Good for Construction (GFC) drawings), work plan & methodology with updation / modifications, if any</td> <td data-bbox="797 847 976 1331">5%</td> </tr> </tbody> </table>	S. No	Description of milestones	Percentage (%) of Total Contract value excluding the amount of the Operations & Maintenance	1	Submission and approval of final detailed design (approved by authorized classification society / agency / institute & EIC) along with sectional drawings (Good for Construction (GFC) drawings), work plan & methodology with updation / modifications, if any	5%	<p>Requesting to amend the stages of Payment as per the attached Table 1.1</p> <table border="1" data-bbox="1021 427 1491 1367"> <thead> <tr> <th data-bbox="1021 427 1093 603">S. No</th> <th data-bbox="1093 427 1234 603">%Age of contract value</th> <th data-bbox="1234 427 1491 603">Description of goods</th> </tr> </thead> <tbody> <tr> <td data-bbox="1021 603 1093 1161">1</td> <td data-bbox="1093 603 1234 1161">20%</td> <td data-bbox="1234 603 1491 1161">upon submission of Consent to construction from the certification body- IRS and drawings of the pontoon duly approved by the certification authority site office post inspection and approval of shipyard</td> </tr> <tr> <td data-bbox="1021 1161 1093 1367">2</td> <td data-bbox="1093 1161 1234 1367">30%</td> <td data-bbox="1234 1161 1491 1367">upon the first shipment of modular barges with inter-modular locks and successful</td> </tr> </tbody> </table>	S. No	%Age of contract value	Description of goods	1	20%	upon submission of Consent to construction from the certification body- IRS and drawings of the pontoon duly approved by the certification authority site office post inspection and approval of shipyard	2	30%	upon the first shipment of modular barges with inter-modular locks and successful	Tender conditions prevail.
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		2	Completion of Keel laying	10%			testing/acceptance on site from EIC.	
		3	After completion of 50% of hull fabrication and erection is completed	20%	3	20%	upon successful launching of complete pontoons and assembly.	
		4	After completion of 100% of hull fabrication and erection is completed	20%	4	20%	testing, commissioning, trial, and handover of modular steel pontoons.	
		5	Successful launching of the pontoon at the shipyard, its transportation from shipyard to the respective site and satisfactory installation of the same.	20%	5	10%	on satisfactory final delivery of pontoons with the certification of the inspection authority.	
		6	Testing, commissioning and trial of pontoon at the respective site along with the certification of inspection authority i.e. classification society/ agency/ institute & EIC and final handing over of the same to the Employer.	10%				
		7	Final acceptance: shall be paid within thirty (30) days after the date	15%				

		of the Acceptance Certificate issued by the Employer's representative.		
5.	Section No. VI, Part II Clause A, Sub Clause 1.1 Page No. 90	<p>A. PONTOONS</p> <p>1.1 General Requirements</p> <p>The works under this contract broadly includes following:</p> <p>Pontoons jetty shall be suitable for operations in inland waters; pontoons shall be built as per Indian Register of Shipping rules / regulations for dumb barge / pontoon applicable to inland waters.</p> <p>Pontoons are to be stationed at Jetty location along river; they will be moored at site via four sets of catenary and anchors. The builder shall construct pontoons and install the required structural or outfitting elements which are required for mooring the pontoons.</p> <p>The work includes providing six steel floating pontoons of 20 m x 6 m x 1 m each, 2 steel pontoons of 24m X 6m X 1 m, 3 numbers of HDPE gangways of 05 m x 2 m, 2 nos of HDPE gangway 10 m X 2m & 03 numbers of Steel Gangway 30m x 2.5m would be placed at identified locations in Mathura district of NW-110 (river Yamuna) & Ayodhya district of NW-40 (river Ghaghra). These pontoons will be connected to Gangways emerging from</p>	<p>We kindly request you to modify the specifications of the pontoon from traditional fixed-type pontoons to modular pontoons. We have expertise in providing modular barges in various sizes, including 6mX3m, 12mX3m, and 3mX3m, which can be configured according to your requirements. There will be no changes to the sizes of the pontoons as specified in the tender. The only change is to provide modular pontoons instead of traditional fixed-type pontoons. These modular pontoons can be connected as per your required sizes.</p>	<p>Tender conditions prevail. Please refer clause no 1.3 at Page No 93:</p> <p>“Pontoons shall be designed and built in accordance with the requirements of the rules and regulations of IR Class (IRS)/IIT Detail design and calculation to be prepared and submitted for approval to IR Class for approval.....”.</p>

		<p>the shore will rest on the bank. (A layout plan is attached)</p> <p>Standard shipbuilding practices shall be adopted in the construction. Any material/ fitting/ equipment or procedure not described or left out of these specifications, but considered as normal and necessary for intended services of these pontoons and gangways shall be supplied and fitted by the builder without any extra charge.</p> <p>The builder shall be responsible for all the extra work, which arises out of the recommendations, and remarks made by the IR CLASS.</p> <p>The terms and conditions mentioned in this Specification shall be, in general, final for all contractual obligations. However, items shown on the guidance General Agreement Plan but not stated or stipulated in these Specifications should also be considered. In the event of any inconsistency in the guidance General Arrangement Plan, the Specifications should prevail.</p>		
6.	Section No. VII, Clause No. 4, Sub Clause 4.4 Page No.: 120	<p>4.4.1 Performance Guarantee</p> <p>4.4.1.1 For all Bidders including MSME Registered Firms</p> <p>The contractor shall be required to deposit an amount equal to 5% of the contract value of the work as performance guarantee in the form of irrevocable bank guarantee bond of any scheduled bank or State Bank of India in accordance with the</p>	We kindly request you to amend the performance guarantee clause by reducing it from 5% to 2%.	Tender conditions prevail.

		form prescribed within 21 days of the issue of the work order/LOA for single entity and within 35 days of the issue of the work order/LOA for JV. The performance guarantee shall be issued by a scheduled or nationalized bank in India.		
M/s A C Roy Shipbuilders Private Limited				
7	PART I – DETAILED SCOPE OF WORK 3 (a). Timelines, Page No 79 & 80	(a) The Contract duration for the entire scope of work for design, construction, supply, installation, testing and commissioning of steel pontoons, gangway for providing floating terminal facilities as detailed out in this clause shall be 06 months (Six Months) from the date of signing the agreement to this effect.	Part-1 Detailed Scope of Work - Serial No. 3: Timelines states that the entire scope of work is to be executed in six months, which with our experience seems inadequate and practically not possible. Existing projects with similar Technical Specification are being undertaken by us with your department with a schedule of completion time of 08 months, although in this project the pontoons cannot be transported on the waterways from any established shipyard due to lack of connectivity and needs to be road transported. Given the over Dimensional Nature of the cargo the same cannot travel more than 100 KM a day, which means just travel time after completion in itself shall take close to a month. Thereafter the same has to be unloaded from trailer and	Clause no 3(a) at Page no 79 may be read as: “The Contract duration for the entire scope of work for design, construction, supply, installation, testing and commissioning of steel pontoons, gangway for providing floating terminal facilities as detailed out in this clause shall be 06 months (Six Months) from the date of signing the agreement to this effect.”

			launched at site. In view of the above we propose a realistic delivery schedule of Ten Months from the date of signing of Agreement.										
8	Section No. VI, Part I Clause 6, Sub Clause 6.6, Page No 83	Clause: Deliverables and Payment Schedule	Refer Serial No. 6.6, Stages of Payment: You are requested to make Launching and Test & Trial at shipyard covering 20% as proposed in your Serial 5 of 6.6, the transportation component be merged with commissioning of pontoon at site as stated in your Serial-6 of (6.6) covering 15% instead of 10%. With final acceptance at your Serial 7 of 6.6 covering the last and final 10% of the project cost.	Tender conditions prevail.									
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		3	After completion of 50% of hull fabrication and erection is completed	20%		
		4	After completion of 100% of hull fabrication and erection is completed	20%		
		5	Successful launching of the pontoon at the shipyard, its transportation from shipyard to the respective site and satisfactory installation of the same.	20%		
		6	Testing, commissioning and trial of pontoon at the respective site along with the certification of inspection authority i.e. classification society/ agency/ institute & EIC and final handing over of the same to the Employer.	10%		
		7	Final acceptance: shall be paid within thirty (30) days after the date of the Acceptance Certificate issued by the Employer's representative.	15%		
9	PART II – TECHNICAL SPECIFICATIONS		Necessary windlass to be provided for the handling of the anchor. 2 numbers hand operated davits of 1.5 ton SWL each to be provided conforming to IS 5386 (1969).		Refer your Technical Specification Serial No. 3 (iii)- Deck Machinery:	Tender conditions prevail.

	3. Hull outfit and deck equipment iii. Dock machinery, Page No 97		You have asked for provision of 02 Nos. hand operated Davits of 1.5 Ton SWL to be provided. Please note that since you have opted for electrically operated windlass on these pontoons, these Davits are rendered redundant. The instance of lowering or heaving the anchors manually with these Davits would not arise. This item may be omitted.	
10	PART II – TECHNICAL SPECIFICATIONS 3. Hull outfit and deck equipment v. Fenders, Page No 97	Steel fenders of 200 mm dia (6 mm thick) are to be provided on either side for 95 percent of the length of pontoons. Tyre fenders of sufficient size are also to be provided on both sides in such a manner that the spacing between them does not exceed 1250 mm. Lugs of not less than 16 mm to tie up these tyres are to be welded to the sides.	Refer your Technical Specification Serial No. 3 (V)-Fenders: You have stated 200mm Diameter Steel Fenders, however depth of pontoon is 1 M and Draft 0.5 M, so with a freeboard of 500 mm, if 200 mm is taken away by fender, we foresee difficulty in berthing of vessels alongside. We propose 150 mm Diameter Fender as approved by class.	Tender conditions prevail.
11	PART I – DETAILED SCOPE OF WORK 2. Scope of Work	IWAI intends to set up a floating terminal for river cruise/ferry services in between Mathura District of Uttar Pradesh on National Waterway 110 (River Yamuna) & Ayodhya district of Uttar Pradesh on National Waterway 40 (Ghaghra). The objective of this tender is to Design, construction, supply, installation, testing and commissioning of steel pontoons and	In the detailed Scope of Work - Serial No. -2. Mathura, you have stated 3 Nos. 30 m X 2.5 m Steel Gangway, however there is no detailed specification of the same in your tender document. Further there has been no details of the Yoke /Yoke Staging/ Roller and other accessories required to	The indicative specification of Steel Gangway is attached as Annexure-1

gangways for providing floating terminal facilities on National Waterway 110 (River Yamuna) in Mathura district & on National Waterway 40 (River Ghaghra) in Ayodhya district.

The detailed scope of work includes providing steel floating pontoons along with gangways to be designed, constructed, supplied, installed, tested and commissioned on National Waterway 110 (river Yamuna) in Mathura district & National Waterway 40 (river Ghaghra) in Ayodhya district as mentioned below:

S · N o ·	Tentative Locations	Number and type of jetties (Size in m)	Number and type of Gangways (Size in m)
1	Mathura (NW-110)	06 nos Steel (20m * 6m * 1m)	3 nos Steel (30m * 2.5m) 3 nos HDPE (5m * 2m)
2	Ayodhya (NW-40)	02 nos Steel (24m * 6m * 1m)	2 nos HDPE(10m * 2m)

The details are provided in technical specifications. The jetty is primarily to be used for small cargo handling facilities. The same usage of the terminal is

fix the steel Gangway, kindly specify the same.

		envisaged in the future as well. The floating jetty shall have appropriate arrangement to cater to the mooring requirements of the vessels. The floating jetty shall be designed for sufficient load capacity and stability to serve its intended purpose. The appearance of the jetty shall be aesthetically good and shall have superior finish.		
M/s Brilliant Seagull Private Limited				
12	9. Guidelines for e-submission of the Bids Sub Clause 9.28, Page No 26	Any Bid document that is uploaded to the server is subjected to symmetric encryption using a system generated symmetric key. Further this key is subjected to asymmetric encryption using buyers/Bid openers' public keys. Overall, the uploaded Tender documents become readable only after the Tender opening by the authorized Bid openers.	Worried for data security. Clarify if this is full proof system?	CPP portal is designed, developed and hosted by National Informatics Centre. IWAI is using the same complying the norms & requirement of the CPP portal. The data security is totally managed by NIC. Tender conditions prevail.
13	10. Submission of Bids, Page No 26	The Hard Copy of original instruments in respect of cost of Tender document and Earnest Money Deposit must be delivered to the office of Member (Technical) , A-13, Sector-I, Gautama Buddha Nagar, Noida, U.P-201301, on or before Bid closing Date & Time. Bids submitted without original payment instrument like Tender document fee & EMD, against the submitted Bid shall automatically become ineligible and shall not be considered. Further, in case of MSME registered firms, letter of claim of exemption for EMD & Tender Fee with documentary evidence against the claim must be delivered to the	We are MSME Firm. Are we eligible for EMD and Tender document fees? Please Clarify.	Please refer clause no 6.1 at Page No 15 of the tender documents. Tender conditions prevail.

		office of Member (Technical) on or before Bid closing Date & Time.																							
14	16. Qualification Criteria and Bid evaluation 16.2 Bid evaluation 16.2.4, Page No 34	The lowest priced bidder i.e. L-1 shall be chosen based on the amount quoted by the bidders in BoQ of Section V. For avoidance of doubt it is clarified that each schedule will be evaluated separately and the bidder who has quoted the lowest for a particular Schedule shall be considered for award of that schedule.	Not understood. The order will be one order for the total job. Separate order for a particular schedule is not understood as splitting of scope/ quantity of work is not feasible. Please clarify on the same	Clause 16.2.4 at Page no 34 may be read as: The lowest priced bidder i.e. L-1 shall be chosen based on the amount quoted by the bidders in BoQ of Section V.																					
15	SECTION-IV: TECHNICAL BID STANDARD FORMS FORM 4E: List of Key Personnel, Page No 51	<p style="text-align: center;">FORM 4E: List of Key Personnel</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">S r. N o.</th> <th style="width: 70%;">Position / Role</th> <th style="width: 25%;">No.</th> </tr> </thead> <tbody> <tr> <td></td> <td>Site In-charge / Manager</td> <td></td> </tr> <tr> <td></td> <td>Structural Design Engineer/Naval Architect</td> <td></td> </tr> <tr> <td></td> <td>Fabrication Engineer</td> <td></td> </tr> <tr> <td></td> <td>Supervisors</td> <td></td> </tr> <tr> <td></td> <td>Fitter/Welder</td> <td></td> </tr> <tr> <td></td> <td>Labourer</td> <td></td> </tr> </tbody> </table> <p>Note: 1. The list of key personnel is tentative and indicative only. The Bidder can propose the key personal required for</p>	S r. N o.	Position / Role	No.		Site In-charge / Manager			Structural Design Engineer/Naval Architect			Fabrication Engineer			Supervisors			Fitter/Welder			Labourer		Has it to be given along with the bid or can be given after the award of contract as we don't want to hire people before the award of contract.	The filled Form 4E has to be submitted with the bid. Tender conditions prevail.
S r. N o.	Position / Role	No.																							
	Site In-charge / Manager																								
	Structural Design Engineer/Naval Architect																								
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	Fitter/Welder																								
	Labourer																								

		<p>works as per the scope defined in the Tender Document. It may be noted, that the key personnel proposed and the number of personnel required must also meet the criteria as stipulated in Inland Vessel Act 1917.</p> <p>2. During the tenure of contract if need arise, then the Bidder is allowed to change / replace the Key Personnel with a prior written approval from EIC.</p>		
16	SECTION - VII: GENERAL CONDITIONS OF CONTRACT 4 Contractor 4.34 Employment of Local Personnel, Page No 133	The Contractor is encouraged, to the extent practicable and reasonable, to employ staff and labour with appropriate qualifications and experience from sources within the country of the Employer and the country/place where the Work is executed.	We take it as a suggestion and not a compulsion. It's because sometimes local political parties unnecessarily put pressure which we cannot always comply. However if we find suitable personnel worth employing we will definitely co-operate.	Please refer clause 4.34 at Page no 133. Tender conditions prevail.
17	SECTION - VII: GENERAL CONDITIONS OF CONTRACT 13 Variations, adjustments and Additions	Provided that if the nature or amount of any varied work relative to the nature or amount of the whole of the Works or to any part thereof, is such that, in the opinion of the Engineer, the rate or price contained in the Contract for any item of the Works is, by reason of such varied work, rendered inappropriate or inapplicable, then, after due consultation by the Engineer with the Employer and the Contractor, a suitable rate or price	Not understood as all rates would be already negotiated & decided so how come rates can be re-negotiated. Please clarify on the same.	This clause is regarding variations, adjustments and additions related to extra items (if any). Tender conditions prevail.

	13.4 Power of Engineer to Fix Rates, Page No 165	shall be agreed upon between the Engineer and the Contractor. In the event of disagreement, the Engineer shall fix such other rate or price as is, in his opinion, appropriate and shall notify the Contractor accordingly, with a copy to the Employer. Until such time as rates or prices are agreed or fixed, the Engineer shall determine provisional rates or prices to enable on-account payments to be included in certificates issued in accordance with Clause 15. Provided also that no varied work instructed to be done by the Engineer pursuant to Clause 13.1 &13.2 shall be valued under Sub-Clause 13.3 or under this Sub-Clause unless, within 14 days of the date of such instruction and, other than in the case of omitted work, before the commencement of the varied work, notice shall have been given either: (a) by the Contractor to the Engineer of his intention to claim extra payment or a varied rate or price, or (b) by the Engineer to the Contractor of his intention to vary a rate or price/		
M/s Cleghorn Manufacturing Company Private Limited				
18	PART I – DETAILED SCOPE OF WORK 3 (a). Timelines,	(a) The Contract duration for the entire scope of work for design, construction, supply, installation, testing and commissioning of steel pontoons, gangway for providing floating terminal facilities as detailed out in this clause shall be 06 months (Six Months) from the	It is an impossible task to complete the delivery of 8 steel barges and 3 gangways within a span of 6 months. Minimum time for completion of this project should be one year if given the job to us, we will take	Clause no 3(a) at Page No 79 may be read as: “The Contract duration for the entire scope of work for design, construction, supply, installation, testing and commissioning of steel pontoons, gangway for providing floating terminal facilities as detailed out in

	Page No 79 & 80	date of signing the agreement to this effect.	minimum 12 months to fabricate these 8 barges and 3 gangways in block format, reach it to the site, assemble it, get it certified by IRS and then launch it, subsequently place it at the required site. This entire process will take minimum one year.	this clause shall be 06 months (Six Months) from the date of signing the agreement to this effect.”
19	PART I – DETAILED SCOPE OF WORK 3. Timelines, Page No 79 & 80	<p>(a) The Contract duration for the entire scope of work for design, construction, supply, installation, testing and commissioning of steel pontoons, gangway for providing floating terminal facilities as detailed out in this clause shall be 06 months (Six Months) from the date of signing the agreement to this effect.</p> <p>(b) The Contractor shall submit a detailed work plan indicating the timelines for main and miscellaneous activities to the EIC for approval.</p> <p>(c) The Contractor, in the course of the work, after deliberations with the EIC, shall agree and incorporate the necessary changes within timelines. The Contractor shall get the macro and micro level activity plan and methodology statement(s) approved by the EIC.</p> <p>(d) The Contractor shall abide with the timelines in the Work Plan.</p>	After transportation the barges has to be reassembled at site we have to align the blocks, do the fitup, get IRS consent for welding, do the welding, join the blocks, do the radiography test, tank testing, all these has to be done at site and witnessed by IRS. Then paint the vessel of the welded portion, then do the launching. This entire process will take minimum 2-3 month if the vessel is to be approved by IRS.	<p>Clause no 3(a) at Page No 79 may be read as:</p> <p>“The Contract duration for the entire scope of work for design, construction, supply, installation, testing and commissioning of steel pontoons, gangway for providing floating terminal facilities as detailed out in this clause shall be 06 months (Six Months) from the date of signing the agreement to this effect.”</p>

		(e) No idle time charges on any account shall be paid to the contractor during the contract period.		
20	SECTION - VII: GENERAL CONDITIONS OF CONTRACT Clause 4 Sub Clause 4.5 Inspection of site, Page No 123	<p>The Employer shall have made available to the Contractor, before the submission by the Contractor of the Tender, such available data on hydrological and hydrographical, results of rock testing, surface soil testing, bore hole data at the proposed terminal locations, as have been obtained by or on behalf of the Employer from investigations undertaken relevant to the Works but the Contractor shall be responsible for his own interpretation thereof.</p> <p>The Contractor acknowledges that it has inspected and examined the Site and its surroundings and information available in connection therewith and to have satisfied himself (so far as is practicable, having regard to considerations of cost and time) before submitting his Tender, as to:</p> <p>a) The form and nature thereof, including the sub-surface conditions, b) The hydrological, hydrographical and climatic conditions, c) The extent and nature of work and materials necessary for the execution and completion of the works and the remedying of any defects therein, and d) The means of access to the site and the accommodation he may require,</p>	If you have any site office kindly share the contact person name, mobile number, and address. If you do not have site office, we request you to kindly show us the location physically so that we can assess the cost of transportation and or feasibility of manufacturing the barges at site.	For site visit, undertaking survey, the bidder may contact Director, IWAI Noida. Email-akmishra.iwai@nic.in

		<p>e) Power, water, fuel and other supplies he may require f) The infrastructure for transportation of men and material along the project corridor g) Market rates of the items in the working country h) Medical facilities and i) General safety & security of project area and j) The Laws, procedures and labour practices of the Country and, in general, shall be deemed to have obtained all necessary information, subject as above mentioned, as to risks, contingencies and all other circumstances which may influence or affect his Tender. The Contractor shall be deemed to have based his Tender on the data made available by the Employer and on his own inspection and examination, all as aforementioned.</p>					
21	SECTION - III: DATA SHEET, Page No 39	CLAUSE NO. OF DATA SHEET	REF OF ITB	PARTICULARS	DESCRIPTION	<p>In which case 19th October 2023 is too short a time for submission of bids. This may please be extended giving us clear 15 days after you have shown us the exact location of placement/ installation of barges.</p>	<p>For site visit, undertaking survey, the bidder may contact Director, IWAI Noida. Email-akmishra.iwai@nic.in The appropriate time shall be given for bid submission after uploading the responses of the pre-bid queries.</p>
		4.	2.3	Date & time and address for submiss	Date : 19.10.2023 Time : Latest by		

				ion of Bid	1500 Hrs (IST) Address : online submission Member (Technical), Inland Waterways Authority of India (IWAI), A- 13, Sector- 1, Noida- 201301		
22	Section No. VI, Part I Clause 6, Sub Clause 6.6, Page No 83	Clause: Deliverables and Payment Schedule				We also request your good Offices to kindly amend the payment terms. We fail to understand for fabrication of barges you have invited 3-4 tenders in the recent past but the payment terms are varying. Why? Why this discrimination? Three tenders are having three different payment terms. In this connection kindly refer to our letter dtd. - 26.09.2023, unfortunately, there was no response from your Office. Please stick to one particular payment terms for barges, in this case the launching will have to be done only after it is transported	Tender conditions prevail.
		S . N o	Description of milestones	Percentag e (%) of Total Contract value excluding the amount of the Operation s & Maintenan ce			
		1	Submission and approval of final detailed design (approved by	5%			

		authorized classification society / agency / institute & EIC) along with sectional drawings (Good for Construction (GFC) drawings), work plan & methodology with updation / modifications, if any		at site, reassembled, surveyed, painted and then launched	
		2 Completion of Keel laying	10%		
		3 After completion of 50% of hull fabrication and erection is completed	20%		
		4 After completion of 100% of hull fabrication and erection is completed	20%		
		5 Successful launching of the pontoon at the shipyard, its transportation from shipyard to the respective site and satisfactory installation of the same.	20%		
		6 Testing, commissioning and trial of pontoon at the respective site along with the certification of inspection authority i.e. classification society/ agency/ institute & EIC and final handing over of the same to the Employer.	10%		

		7	Final acceptance: shall be paid within thirty (30) days after the date of the Acceptance Certificate issued by the Employer's representative.	15%		
23	-		-		Please confirm if you would provide land besides the river Yamuna and Saryu rivers. The land could be within 5 kms of the place of installation either upstream or downstream. Your Office has to ensure that we get sufficient draft to tow this vessel by a motorboat to the site of installation. Best solution would be to provide us the land besides the water body at the location of installation. Please confirm if you can provide us the land	No land shall be provided by IWAI.
24	-		-		Also, kindly confirm whether the location of installation can be reached by trailer with the OD consignment, we propose to manufacture these barges in block format and transport it to the site for assembly	The bidder may visit the site for assessing the same.
25					Sir, please clarify "To satisfactory of EIC". This may please be clarified. If IRS is certified with vessel and certify the vessel what satisfaction needs to be done to the EIC.	The Goods are to be accepted by the EIC as per contractual obligation mentioned in the tender document.