

Project: Global Request for Proposal for Operate, Manage and Transfer Project of the Multimodal Terminal at Sahibganj, Jharkhand.

Sr. No.	Clause	Clause Description	Query/Clarifications required:	Response
1	RFP, Pg 8 1.1 Background	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.	Kindly provide an update on the current status of Construction of terminal infrastructure, Equipment and Railway connectivity	All infrastructure and equipment are already available at the terminal as per Annexure II of the DCA. Proposed rail connectivity is 2.4 km from Sakrigali railway station
2	RFP, Pg 8 1.1.7 scope of work for the Concessionaire	(b) Initiate Capacity Augmentation Phase on achieving utilization of 2.424 mmtpa (i.e 80% of 3.03mmtpa) for 2 (two) consecutive years (“Capacity Augmentation Trigger”) latest by 25th anniversary of COD, such that Concessionaire constructs at least one additional berth of 130 m in length and 25 m in width, as well as develop corresponding shore protection works	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.	The 183 acre of land is acquired and registered on the name of IWAI, the district administration is creating R&R facility for PAFs, and accordingly, the project affected families are being shifted.
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4	RFP, Pg 10 1.2.6 – Royalty	The Selected Bidder shall pay a Royalty (“Royalty”) in terms 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 Concessionaire 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? Pls 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. Operationalization of passenger pontoon jetty is not part of the scope of the Concessionaire 4. Coastal concession are not applicable on IWT at present.
5	RFP, Pg 36 4.3.7 – CROFR of MMT Sahibganj	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>

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6	General	Dredging	<p>1) We understand that the capital and maintenance dredging in the berth area and in channel are in Authority scope, please confirm.</p> <p>2) 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, pls confirm.</p> <p>3) The future dredging (increase in the LAD) will be carried out by the Authority without any costs and expenses on Concessionaire.</p>	<p>1. Yes. Authority shall be responsible for maintenance of fairway and berthing area</p> <p>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.</p> <p>3. 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 Sahibganj MMT DCA.</p>					
7	RFP, Pg 74 Annexure XII:	<p>he details of the Multimodal Terminal at Sahibganj are as following:</p> <table border="1" data-bbox="478 1224 806 1458"> <tr> <td data-bbox="478 1224 806 1300">Current terminal capacity</td> </tr> <tr> <td data-bbox="478 1300 806 1341">Berth length</td> </tr> <tr> <td data-bbox="478 1341 806 1382">No. of berths</td> </tr> <tr> <td data-bbox="478 1382 806 1422">Mobile Harbor Crane</td> </tr> <tr> <td data-bbox="478 1422 806 1458">Mobile barge loader</td> </tr> </table>	Current terminal capacity	Berth length	No. of berths	Mobile Harbor Crane	Mobile barge loader	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.
Current terminal capacity									
Berth length									
No. of berths									
Mobile Harbor Crane									
Mobile barge loader									

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		<table border="1"> <tr><td data-bbox="485 266 806 305">Front end loader</td></tr> <tr><td data-bbox="485 305 806 344">Fixed hopper</td></tr> <tr><td data-bbox="485 344 806 383">Road connectivity</td></tr> <tr><td data-bbox="485 383 806 422">Rail connectivity</td></tr> <tr><td data-bbox="485 422 806 461">Total Area</td></tr> <tr><td data-bbox="485 461 806 500">LAD</td></tr> </table>	Front end loader	Fixed hopper	Road connectivity	Rail connectivity	Total Area	LAD		
Front end loader										
Fixed hopper										
Road connectivity										
Rail connectivity										
Total Area										
LAD										
8	Pg 280, DCA	The MMT and proposed MMLP at Sahibganj shall cover a total area of more than 200 acres and shall facilitate world class cargo facilities	<ol style="list-style-type: none"> 1) Total land area for the MMT is stated as 200 Acres - Please confirm land provided as part of project site for MMT Sahibganj. 2) Kindly provide Details of Land to be provided phase wise and as part of condition precedent 3) Whether the said land can be used in line with Multi Model Logistic Park (MMLP) being bid by NHLML, please confirm. 	<p>The 183 acre of land is acquired and registered on the name of IWAI, the district administration is creating R&R facility for PAFs, and accordingly, the project affected families are being shifted.</p> <p>The land area for the Sahibganj MMT is adjacent to the land parcel being acquired for MMLP. The separate tender document for the MMLP is currently under preparation.</p>						
9	General	Water Supply	Authority shall provide water supply till the Terminal, please confirm	Yes, kindly refer to Article 7.5 of the Sahibganj MMT DCA which states: “The Concessing 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.”						

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10	Genera	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 Jharkhand Vidyut Vitaran Nigam Limited. The tariff applicable as per the code 6002, category HT33 KVA of JVNL.
11	General	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, pls 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 maintained by IWAI. 3. Barges can be directly berthed without any tug support.
12	General	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?	The Concessionaire may handle any type of cargo provided the requisite permits are available with the Concessionaire for handling of such cargoes. IWAI may assist the concessionaire in obtaining applicable permits as per Article 12.2.1 of DCA.
13	General	Studies and Reports	For proper assessment of the project and costing, please share following data: <ol style="list-style-type: none"> 1. Soil investigation reports 2. Berth & Apron Design Basis report for understanding load bearing 	Kindly refer to the DPR and Master Plan of the Sahibganj MMT Project for the details. Further details shall be subsequently shared with the successful bidder

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			3. Geotechnical investigation reports for berth area, yard area 4. Electricity tariff chart 5. Water charges 6. Copy of Environmental Clearance	
14	General	Project Layout	It is understood from the documents that the yard layout 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	DCA, Pg 109 Annexure 2 Terminal ASSETS	The Terminal Assets handed over	Authority is requested to confirm that the terminal assets shall be handed over to concessionaire 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. Authority is also requested to confirm, whether the terminal assets listed shall be made available as part of Conditions Precedent of the Concession Authority	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. Please refer to reply at s.no.14
16	General	Railway Connectivity	The Railway Connectivity till Terminal should be a Condition Precedent on the Authority and to be provided on CoD of the Terminal	Proposed rail connectivity is 2.4 km from Sakrigali railway station. Since multiple authorities are involved in this process, railway connectivity cannot be made a Conditions Precedent.

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				No change in tender conditions
17	General	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.
18	General	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
19	General	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.
20	General	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 Concessioneing 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
21	General	Royalty escalation – base year to be considered	Royalty would be escalated upto 6 th year and thereafter will be applicable from 7 th year or the quoted royalty will be applicable from 7 th 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 DCA, and this escalated royalty shall thereafter be applicable from the 7 th year onwards.