

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

S No.	Article No.	Clause description	Query	Response
1	Tech Pre Bid Presentation	Proposed rail connectivity: i. 5.1 km from Jeonathpur station ii. DPR prepared by M/s EPIL & M/s Aarvee, and approved by DFCCIL Connectivity with EDFC corridor through 7 km rail line	Authority to develop railway connectivity to Jeonathpur Railway Station and EDFC, Accordingly it should be an obligation on part of the Concessioneing Authority to provide the Railway connectivity on or before COD to the concessionaire	Since multiple authorities are involved in this process, it cannot be made an obligation for the Concessioneing Authority to provide railway connectivity on or before COD to the Concessionaire. No change in tender conditions.
2	DCA, Pg 76 RMRC obligation OMT Varanasi	(vi) Concessionaire fails to achieve Recommended Minimum Riverine Cargo as per Article 7.1.13 at least in any 2 (two) years between the 10th (tenth) and 15th (fifteenth) anniversary of COD;	We request the authority that Non fulfillment of RMRC for 2 years between 10 th and 15 th Years from COD should not be considered as an event of default and grounds for termination – Accordingly, we request the Authority to delete the clause	No change in tender conditions.
3	DCA, Pg 263 Land availability – OMT Varanasi	The multi-cargo Inland Water Transport (IWT) terminal is proposed in an area of about 81 acres (32 Ha). The land belongs to both govt and private parties and is under acquisition for the project. In the entire 32.0 ha, there are no houses or built structures.	Kindly confirm whether entire project site of 32 Ha (81 Acres) shall be handed over to authority as part of assets handover; kindly provide details of land handed over as part of condition precedent	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

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				is expected to be completed by July 2024.
4	General	Permits for Handling cargos	It is presumed that permits and clearances to handle coal and other cargos are obtained/to be obtained by the authority and it is part of the condition precedent of the authority – please confirm	<p>Cargo related clearances and permits are to be obtained by Concessionaire, if any.</p> <p>IWAI may assist the concessionaire in obtaining applicable permits as per Article 12.2.1 of DCA.</p>
5	General	Passenger Jetty Operations	<p>Kindly prove detailed scope of work with respect to the passenger pontoon jetty such as following:</p> <ul style="list-style-type: none"> • What are Investments to be made by the concessionaire • What are Services/facilitites to be provided by the concessionaire • Any permits and clearances for handling passengers • Commercial terms applicable for handling passengers such as 1) applicable royalty and 2) Tariff guidelines to be charged by the concessionaire to the users 	<ol style="list-style-type: none"> 1. Passenger Pontoon Jetty has already been constructed by the Concessioning Authority. 2. Concessionaire shall be responsible for operation, management and maintenance of passenger pontoon jetty. 3. Concessionaire is required to obtain necessary statutory permits, if any. IWAI may assist the concessionaire in obtaining applicable permits. 4. Royalty payable shall be INR per metric ton of cargo handled at the terminal, irrespective of type of cargo. There is no separate royalty payable for handling passengers at the pontoon jetty.

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				5. Charges to be collected by the Concessionaire based on extant regulations of the State Government or other Competent Authority.
6	Pg 40, DCA OMT Varanasi	7.1.2 b) Concessionaire share provide pilotage and towage services at the waterfront on the Project Site	<p>If the pilotage and towage services are provided by the concessionaire, please confirm whether the applicable tariff as laid in Annexure XII schedule I shall be applicable to Varanasi terminal.</p> <p>If these charges are collected by the authority it is presumed that these services shall be provided by the authority and the charges shall be collected by the authority directly from Barge owners</p>	<p>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.</p> <p>Concessionaire shall collect these charges on behalf of the Concessions Authority and shall remit the same to the Concessions Authority as per Article 8.1.3 of the DCA, which states, "The Concessionaire shall collect all cesses and charges, if any, levied on the users as notified by a competent authority, and as may be requested by the Concessions Authority, on behalf of the Concessions Authority and remit the same to the Concessions Authority"</p>
7	Pg 281, DCA OMT Varanasi	Channel Width	<p>As per the TEFRR : the channel width in the straight leg of the channel for 3,000 DWT vessel is 45m.</p> <p>Kindly confirm the exact approach channel width at channel provided</p>	<p>Providing and maintaining fairway of 2.5 m/ 2.2 m/ 3 m depth and 25 m to 45 m width along NW-1 is the responsibility of Concessions Authority.</p>

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8	Pg 279, DCA OMT Varanasi	Vessel Type : Design vessel size proposed at Varanasi terminal: Vessel Size (DWT) - 3,000 LOA (m) – 95 Beam (m) - 15.00 Loaded Draft (m) - 2.5 However, IWAI is getting the model vessel designed and details are yet to be made available.	With no vessel design currently permitted for plying 2.2m LAD – What are the options available to concessionaire to achieve the required RMRC thresholds	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.