

**CONSULTANCY SERVICES FOR PREPARATION OF DETAILED PROJECT REPORT (DPR)
FOR CONSTRUCTION OF IWT TERMINAL AT DHULIAN IN THE STATE OF WEST BENGAL**

Tender No. IWAI/IBP/R-D/2018-19

RESPONSE TO PRE-SUBMISSION QUERIES OF THE BIDDERS

Date of Pre-Bid Meeting: 28th February 2019 at 1500 hrs

S. No.	Section No., Clause No., Sub Clause No. and Page No. of Tender Document	Tender clause description	Query / Suggestion / Clarification Sought	Response
(1)	(2)	(3)	(4)	(5)
1.	SECTION –VI: TERMS OF REFERENCE (ToR) Clause No 5.3 (i); Page No 58-59	Hydrographic Survey	Bank to bank across section can be taken at 250m interval and flow channel survey (water line to water line) at 25m /50m interval at terminal / upstream & downstream locations respectively.	Request not accepted. Further, the following “Note” is hereby added after Clause 5.3 (i) & (ii), ToR, Section VI of the tender document: “Note (refer para (i) & (ii) above): <i>Hydrographic Survey will obviously be carried out in the width of the river between the two waterlines while the Topographic survey will be carried out in the dry portion. Both Hydrographic & Topographic Survey together will provide water depth and levels of the specified areas along the river, 1 km upstream & 1 km downstream area up to the high water line in the river and the entire terminal area.”</i>
2.	SECTION –VI: TERMS OF REFERENCE	Traffic Assessment	Whether Bangladesh visit also required to assess the O-D traffic flows across the border?	The referred clause has been outlined for the details required to complete the traffic study. It is the capability of the Consultant to gather the

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(1)	(2)	(3)	(4)	(5)						
	(ToR) Clause No 5.1 (i); Page No 56			required information through their logistics network and accordingly, furnish the details as required in the study. Visiting or not visiting Bangladesh is for the Consultant to decide and it is not a necessary requirement.						
3.	SECTION –VI: TERMS OF REFERENCE (ToR) Clause No 8.3 (i); Page No 69	Payment Terms	<p>Since many field investigations like hydrographic survey, topographic survey, GT investigation, Traffic study are involved in cross-country border area, payment terms may be revised as under:</p> <ul style="list-style-type: none"> • First payment i.e. payment after approval of inception report may be increased to 40% Rest 60% Payment may be distributed in each subsequent milestone (@20% each). <p align="center">OR</p>	<p>Please refer to response of the query at S. No. 17 below. Further, the Table given in Clause 8.3, ToR, Section VI of the tender document is hereby modified to be read as follows:</p> <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Reports to be delivered (Key Deliverable)</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>After approval of Inception Report</td> <td>10%</td> </tr> </tbody> </table>	Sl. No.	Reports to be delivered (Key Deliverable)	Payment	1.	After approval of Inception Report	10%
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(1)	(2)	(3)	(4)	(5)		
			<ul style="list-style-type: none"> • Mobilisation advance along with LOA:25% • Approval of Inception Report : 15% • Approval of Draft DPR:20% • Approval of Draft Final DPR 20% • Approval of Final DPR: 20% 	2.	<i>After approval of Terminal Planning & Survey Assessment Report</i>	15%
				3.	<i>After approval of Draft Detailed Project Report</i>	25%
				4.	<i>After approval of Draft Final Detailed Project Report and Stakeholder Conference & Presentation</i>	25%
				5.	<i>After approval of Final Detailed Project Report</i>	25%

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(1)	(2)	(3)	(4)	(5)
4.	SECTION – VII: CONDITIONS OF CONTRACT Clause No 4: Page No 83	Obligation and Responsibility / Inputs by IWAI	As the site is within the proximity of International Border area, all the data will be under secrecy. In view of this, secondary data like water level, current and discharge data, topo sheet and satellite Images (if required)	After award of work, the Consultant shall collect all the data that is available on public domain or in their own data bank. However, IWAI will also assist in procuring the additional data from various organizations through request letter from the Consultant as and when required.
5.	SECTION –VI: TERMS OF REFERENCE (ToR) Clause No 7 (1) Page No 66	Manpower requirement & Eligibility Criteria Team Leader-	Preferred qualification may be Masters in Structural design / Ports & Harbour / Water Resources / Dock Engineering / Construction Management	Request not accepted. Provision(s) of the tender document shall prevail.
6.	SECTION –VI: TERMS OF REFERENCE (ToR) Clause	Manpower Requirement & Eligibility Criteria Planning infrastructure Specialist	Preferred qualification – Post graduate Diploma in Project management / Masters in Construction Management	Minimum Eligibility mentioned in S. No. 2 of the Table, Clause 7.0, ToR, Section VI of the tender document is hereby modified to be read as follows:

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(1)	(2)	(3)	(4)	(5)
	No 7 (2); Page No 67			<p><i>“B. Tech / B.E. in Civil Engineering, Preferred Qualification – Post Graduate Diploma in Project Management / Masters in Construction Management</i></p> <p><i>Minimum 15 years of total experience out of which at least 10 years of relevant experience in Port & Harbour / IWT Terminal Planning, Port & Harbour / IWT Infrastructure Planning and development of physical activities for operations.”</i></p>
7.	SECTION –VI: TERMS OF REFERENCE (ToR) Notes under (a)	Time schedule and key deliverables	No of presentations / visits required at Kolkata / Farakka / Dhaka may please be furnished (Or) actual travel cost plus man-month cost & overhead cost may be reimbursed by IWAI if trip	S. No. (a) given in Note, Clause 6.0, ToR, Section VI of the tender document is hereby modified to be read as follows: <i>“The Consultant will have to conduct three to five presentations at the head office of IWAI and</i>

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(1)	(2)	(3)	(4)	(5)
	Clause No6 Page No 66		required is more than one for the key personnel required.	<i>Kolkata or Farakka as & when required by the Employer / EIC at his own cost."</i>
8.	Section – II (ITB) Clause No - 10.1.4 Part – IV sub-clause - b(i) page no-20	Team leader must be in house / permanent staff or full time employee of the consulting organization	It is requested that Full time consultant may also be consider for the team leader.	Request not accepted. Provision(s) of the tender document shall prevail.
9.	Section –II (ITB) Clause No - 10.1.4 Part – IV sub-clause - b(i) page no-21	No key personnel involved should have attend the age of 65 (Sixty five) years at the time of the submitting the bid.	As recently agreed for a similar tender of consultancy services for preparation of DPR for construction of a navigation lock system at Shahazadpur on River Bhagirathi on River Bhagirathi on NW-1, the age of the key consultant for this project should also be at least 70 years . Hope the same will be applicable here also.	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
10.	Section –III (Bid Data Sheet) item no -7 at Page no - 30	Estimated cost of work is mentioned as INR 84 lakhs Excluding GST	Considering the detailed scope of each component of this Project (mainly the Traffic Assessment , SWOTH analysis, EIA, SIA, Economic & Financial analysis and also examining the feasibility of execution on PPP mode beside the EPC) besides the usual survey, Investigation, collection of required data and information for engineering designing and finally preparation of DPR as covered under section-III at clause no-5, it is felt that the estimated cost of RS. 84 lakh is on far lower side for comprehensive study for ensuring quality consultancy services and engineering solution. Hence, It is requested to increase the estimated	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
			<p>cost considerably . OTHER WISE the following may be considered:- I. Scope of Traffic assessment should be excluded and IWAI should provide the traffic data based on which the design of the terminal be developed. II. Similarly developing of structure for execution in PPP mode is excluded from the scope</p>	
11.	Section –III (Bid Data Sheet) item no - 7 at Page no - 31	Consultancy period is six (6) months from the date of issuance of LOA	As explained above, considering the detailed scope of work for a number of components of this project and nature of data collection, analysis etc. the period of consultancy also need to be increased to at least to 9 (nine)	The first line of the first paragraph in Clause 6.0, ToR, Section VI of the tender document is hereby modified to be read as follows: <i>“The total duration for preparation of the DPR shall be 8 months from the date of issuance of Letter of Acceptance (LOA), including 15 days’</i>

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(1)	(2)	(3)	(4)	(5)
			months from the date of the issuance of the LOA.	<i>time taken by the Employer in providing the requisite documents or in conveying its comments on the Reports at each stage of the Key Deliverable.”</i>
12.	Section –IV (terms of Reference) clause no- 3.7 at Page no-55	It is mentioned that JTC is expected to conduct the studies and submit its report in next one or two months. After, the receipt of the JTC Report and approval of IWAI, same to be made available to the consultant.	It is not clear whether the JTC report to be submitted to all the consultant prior to be binding or only the successful bidder. It is felt necessary that the JTC report should be shared to all the consultant (bidder) for access to information for submitting and competitive. Bid	The JTC Report will be provided to the successful Bidder only.
13.	Section- IV (TOR) clause no- 5.3.a page - 58	It is mentioned that hydrographic survey of identified terminal areas including the alternative to be conducted for bank to bank cross section survey.	It is not clear whether bank to bank cross section hydrographic survey need to be conducted during flood season or lean or both the seasons. In case the survey is required for both	The Consultant is required to conduct high flood line to high flood line Hydrographic survey irrespective of the season prevailing during the course of the assignment.

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(1)	(2)	(3)	(4)	(5)
			seasons, the period allowed for the study for six month is inadequate. Hence same need to be increased. Further, the interval of the cross section and sounding also not mentioned / clarified.	May please refer Clause 5.3 (i) (d), ToR, Section VI of the Tender document with regard to the interval of cross section.
14.	Section-IV (terms of Reference) clause no-5.15 (iii) at page no-63	The consultant shall assist the employer in replying any pre-bid queries or technical issue during the process of tendering for execution in EPC mode.	It is requested that this should be excluded for this consignment. In case of any necessity the consultant may provide the assistance on payment basis and accordingly same is clarified & included.	Request not accepted. Provision(s) of the tender document shall prevail.
15.	Section-IV (Terms of Reference) Clause no-5.14 (iii) at page no-	Consultant is to develop the alternative approach for executing the project on PPP mode.	Developing the structure for execution of the project on PPP mode is itself a separate study which requires time and PPP expert with relevant information & data. Hence, this may please be	The referred clause is self explanatory in this regard and accordingly, no additional cost and time shall be provided to the Consultant.

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(1)	(2)	(3)	(4)	(5)
	64		excluded from this consignment Otherwise Additional cost & time may be agreed to	
16.	Section-IV (Terms of Reference) Clause no-5.15 (iii) at page no-64	After the submission of the draft DPR, the consultant shall prepare the list of the stake holders and conduct meeting along with IWAI & Govt. of West Bengal at Noida / Kolkata/ Farakka/Dhaka for seeking the views of the stake holders and incorporate same in the DPR.	IWAI should conduct the stakeholders meetings at the identified locations at its cost and responsibility. However, the consultant may assist in the preparation of the list on the stake holders and attend the meetings at its cost for giving presentation on the project for obtaining their view for revising the DPR.	Request not accepted. Provision(s) of the tender document shall prevail. Further, Clause 5.15, ToR, Section VI of the tender document is hereby modified to be read as follows: <i>“After submission of draft DPR, the Consultant shall list all the possible stakeholders and conduct stakeholder meeting along with IWAI & the Government of West Bengal at Kolkata or Farakka. The Consultant shall seek views of local stakeholders, incorporate views of stakeholders and make suitable modifications in discussions with IWAI in the draft final DPR.</i>

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				<i>The cost for arranging the venue and other allied activities for undertaking the presentation shall be borne by the Consultant.”</i>								
17.	Section-IV (Terms of Reference) Clause no-6 (iii) at page no-64,65,66	Time Schedule and Key deliverables within a period of six months is too short. Hence same need to be revised.	i) The revised time schedule should be as follow:- ii) Inception Report within 1 months (Exclusion of all the suggested items not feasible within two months) iii) Submission of Traffic, Reconnaissance, Hydrographic & Topographic Survey of both the identify alternative Terminal sites, the Consultant shall undertake SWOT analysis in terms of clause 5.3 (iii) within 4 months. iv) Submission of first draft DPR within months	a. Please refer to response of the query at S. No. 11 above. b. The Table given in Clause 6.0, ToR, Section VI of the tender document is hereby modified to be read as follows: <table border="1" data-bbox="1473 1066 2045 1385"> <thead> <tr> <th>Sl. No.</th> <th>Reports to be delivered (Key Deliverables)</th> <th>No. of Copies</th> <th>Time Schedule from date of issuance of LOA</th> </tr> </thead> <tbody> <tr> <td>(i)</td> <td>Inception Report – This</td> <td align="center">3</td> <td><i>Within 1 month of</i></td> </tr> </tbody> </table>	Sl. No.	Reports to be delivered (Key Deliverables)	No. of Copies	Time Schedule from date of issuance of LOA	(i)	Inception Report – This	3	<i>Within 1 month of</i>
Sl. No.	Reports to be delivered (Key Deliverables)	No. of Copies	Time Schedule from date of issuance of LOA									
(i)	Inception Report – This	3	<i>Within 1 month of</i>									

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(1)	(2)	(3)	(4)	(5)		
			v) Submission of final draft DPR within 8 months vi) Submission of final DPR within 9 months of LOA	<table border="1"> <tr> <td><i>Report shall be submitted after field visit by the team of the Consultant and will inter-alia include the important observations, preliminary data collected, agencies contacted and detailed methodology, the Consultant intends to use to fulfil the entire Scope of work</i></td> <td><i>issuance of LOA</i></td> </tr> </table>	<i>Report shall be submitted after field visit by the team of the Consultant and will inter-alia include the important observations, preliminary data collected, agencies contacted and detailed methodology, the Consultant intends to use to fulfil the entire Scope of work</i>	<i>issuance of LOA</i>
<i>Report shall be submitted after field visit by the team of the Consultant and will inter-alia include the important observations, preliminary data collected, agencies contacted and detailed methodology, the Consultant intends to use to fulfil the entire Scope of work</i>	<i>issuance of LOA</i>					

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(1)	(2)	(3)	(4)	(5)			
					<i>defined in this Section VI: ToR.</i>		
				(ii)	Terminal Planning & Survey Assessment Report - After undertaking Traffic, Reconnaissance, Hydrographic & Topographic Survey of both the identified alternative Terminal sites, the Consultant shall undertake	3	<i>Within 3 months of issuance of LOA</i>

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(1)	(2)	(3)	(4)	(5)		
				<p><i>SWOT Analysis in terms of clause 5.3 (iii) above and accordingly submit a Survey Report including all the data collected through surveys undertaken based on which Employer will select the final location for development of the Terminal for which further detailing under</i></p>		

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(1)	(2)	(3)	(4)	(5)			
					<i>this DPR Study will be done for final output and submissions.</i>		
				(iii) Draft Detailed Project Report covering the aspects of Geo-technical Investigation, Preliminary Engineering Designs, Environment Impact Assessment, Social Impact Assessment,	3	Within 5 months of issuance of LOA	

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(1)	(2)	(3)	(4)	(5)			
					<i>Cost Estimates, Economic & Financial Analysis, Socio Economic Assessment, Organization Structure and Time Schedule for Project execution, complete in all respect as detailed above in this Section VI: ToR</i>		
				<i>(iv)</i>	<i>Draft Final Detailed Project</i>	<i>3</i>	<i>Within 7 months of</i>

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(1)	(2)	(3)	(4)	(5)	
				<i>covering the aspects of Geo-technical Investigation, Preliminary Engineering Designs, Environment Impact Assessment, Social Impact Assessment, Cost Estimates, Economic & Financial Analysis, Socio Economic Assessment, Organization</i>	<i>issuance of LOA</i>

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(1)	(2)	(3)	(4)	(5)		
				<p><i>Structure, Time Schedule for Project execution, Tender Document(s) on EPC mode for the Terminal development, Alternative Approach for executing the Project on Public Private Partnership (PPP) mode, Miscellaneous, Stakeholder Conference and</i></p>		

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(1)	(2)	(3)	(4)	(5)			
				(v) Final Detailed Project Report covering the aspects of Geo-technical Investigation, Preliminary Engineering Designs, Environment Impact Assessment,	3	Within 8 months of issuance of LOA	

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(1)	(2)	(3)	(4)	(5)		
				<i>Social Impact Assessment, Cost Estimates, Economic & Financial Analysis, Socio Economic Assessment, Organization Structure, Time Schedule for Project execution, Tender Document(s) on EPC mode for the Terminal development, Alternative</i>		

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				<table border="1"> <tr> <td><i>Approach for executing the Project on Public Private Partnership (PPP) mode and Miscellaneous, complete in all respect as detailed above in this Section VI: ToR</i></td> <td></td> <td></td> </tr> </table>	<i>Approach for executing the Project on Public Private Partnership (PPP) mode and Miscellaneous, complete in all respect as detailed above in this Section VI: ToR</i>		
<i>Approach for executing the Project on Public Private Partnership (PPP) mode and Miscellaneous, complete in all respect as detailed above in this Section VI: ToR</i>							
18.	Section-IV (Terms of Reference) Clause no-6 (iii) at page no-	The report shall be signed by the team leader and key consultants for the relevant chapter. Further, only team leader can make correspondence with IWAI.	While, we agree for complying the requirement of signing by team leader and key consultants for final reports, we have the reservation and accordingly request that the project	Request not accepted. Provision(s) of the tender document shall prevail.			

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(1)	(2)	(3)	(4)	(5)
	66		manager as appointed and intimated may be allowed to make correspondence.	
19.	Section-IV (Terms of Reference) Clause no-8.3 (iii) at page no-69	The payment schedule in four stages is to be released as below:- I) After approval of inception report- 20% II) After approval of draft DPR 25 % III) After approval of draft DPR and stake holders meeting & presentation 25% IV) After approval of Final DPR – 25%	Approval of Report at each stage of payment may disturb the cash flow and accordingly, it is requested for modification as below:- I) On submission of inception report & Approval -25% II) On submission traffic assessment & site selection 25 % III) On submission & approval of draft DPR – 20% IV) On submission & Approval of draft DPR 20 % V) On submission & Approval of draft	Please refer to the response of the query at S. No. 3 & 11 above.

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			DPR & stakeholders Meeting – 20% VI) Final DPR & approval – 10%	
20.	Under detailed scope of work for the assignment 5.1 (i) Traffic Assessment at pg. 56	Undertake assessment of existing cargo movement through all modes of transport (i.e. road, railway & waterways) in and around the catchment area of Dhulian relating to domestic cargo movement as well as Indo- Bangladesh export / import cargo movement	Whether IWAI can specify the project influence zone area / catchment area for the proposed Dhulian IWT terminal that should be considered for Traffic Assessment.	The divertible cargo will depend on various factors and all such factors are to be taken into account based on past experience and expertise of the Consultant. Hence, it is not possible to define and restrict the project influence area at this stage. It is for the Consultant to assess the project influence area / catchment area based on facts on the ground and expertise of the Consultant.
21.	NIT, Clause 2. B), Point (iv) page 7 of 103	Bid submission Last Date- 15.03.2019 up to 1500hrs.	It is requested to kindly provide an extension of about 2 weeks for bid submission	The last date of bid submission and opening are hereby modified to be read as follows: “Bid Submission Last Date & Time: 26.03.2019 at 1500 hrs Bid Opening Last Date & Time: 27.03.2019

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				<i>at 1530 hrs”</i> Please refer to Corrigendum – 1 in this regard.
22.	Section – II: Instruction to Bidders (ITB) clause 3: Bidder Eligibility Criteria Para 3.6, page 11 of 103	The similar works experience of parents company / subsidiary / sister company of the Bidder shall not be considered.	We understand that subsidiary of as international company can use group credentials. Kindly conform and clarify	This understanding is not correct. Clause 3.6, ITB, Section II of the tender document is self explanatory and unambiguous in this regard.
23.	Section – II Instruction to Bidders (ITB) clause 6.9: Bids by joint venture/	Bids by Joint venture/ consortium is not allowed.	Bids by Joint venture/ consortium should be allowed.	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
	Consortium page 15 to 103			
24.	Section – II Instruction to Bidders (ITB) clause 6.9: Part IV Point (a), Sub {Point (i) Page 20to 103	Team Leader must be in house/ permanent staff or full time consulting organizations	In order to provide best technically capable resource for the project we request the client to modify this as “Team Leader must be in house/ permanent staff or full time consulting organizations Kindly consider.	Request not accepted. Provision(s) of the tender document shall prevail.
25.	Form 4f:Declaration by Bidders Point 6, Page 43 of 103	I/ We agree to disqualify us from this tender and black list for tendering in IWAI projects in future, if it Comes to the notice of IWAI that the documents / submissions made by me/ us are not genuine.	Request to define the criteria of conformity genuineness. This declaration implies to Bid and DPR both, kindly confirm.	Genuineness in this context means the authenticity of the document submitted by the Bidder. The true and correct copy of the document should not be altered in any way. Moreover, this declaration is valid for the scope of work of this tender.
26.	Section- VI:	Undertake statistical analysis and	Considered the tight schedule of	Request not accepted. Provision(s) of the tender

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(1)	(2)	(3)	(4)	(5)
	Terms of Reference clause 5.1: Traffic Assessment, Point (iii), Page 57 of 103	analyse the historical trends based on past data (at least over the last 10 years)	project, it is requested that the historical data of last 10 years to be collected and provided by IWAI.	document shall prevail.
27.	Section- VI: Terms of Reference clause 5.1: Traffic Assessment, Note, page 58 of 103	The required data shall be complied from primary and secondary sources (state level statistics, inquiries with trade & commerce, enquiries at ghats and enquiries with transporters etc.) and information to substantiate such enquiries shall be included in the inception Report;	Considered the exclusivity and type of data / information collected during traffic assessment, a separate report shall be submitted after inception report.	Please refer to the response of the query at S. No. 17 above.
28.	Section- VI: Terms of	Apart from this, the discharge of the river during different seasons and	Considered the tight scheduled of project, it is requested that the	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
	Reference clause 5.3: Hydrographic & Topographic survey, Point Hydrographic Survey sub Point (F), Page 59 of 103	different years for the past ten years shall also be collected from CWC / Water Resource Department of West Bengal / other concerned Agencies.	historical data of last 10 years to be collected and provided by IWAI	
29.	Section- VI: Terms of Reference clause 5.3: Hydrographic & Topographic survey, Point Hydrographic	Also, undertake topographic survey of its connectivity with road railway (if feasible).	The project also involves survey & investigation for road and railway connectivity and finalization of their alignment. Kindly confirm.	May please refer clause 5.5 (vii), ToR, Section VI of the tender document which is self explanatory in this regard.

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(1)	(2)	(3)	(4)	(5)
	Survey sub Point (A), Page 59 of 10			
30.	Section- VI: Terms of Reference clause 5.3: Hydrographic & Topographic survey, Point (iii) SWOT Analysis of the Alternative Terminal Sites Page 59 of 103	The analysis should be presented in the Inception Report	A separate report (after inception report) shall be submitted covering the following scope of work for the assignment as per TOR: 5.1 Traffic Assessment 5.2 Location Assessment of the Terminal 5.3 Hydrographic & Topographic survey This report will be 2 nd deliverable titled as “Terminal Location - Planning and Selection”	Please refer to the response of the query at S. No. 17 above.
31.	Section- VI: Terms of	Collection & Analysis of water level data from CWC / Water Resources	Considered the tight schedule of project, it is requested that the	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
	Reference clause 5.5: Preliminary Engineering Design, Point (i), Page 60 of 103	Department of West Bengal / other concerned Agencies	historical data of last 10 years to be collected and provided by IWAI.	
32.	Section- VI: Terms of Reference clause 5.5: Preliminary Engineering Design, Point (iii), Page 60 of 103	Examine the adequacy of the existing road linkages between the Terminal and nearest road (to accommodate 15 tonne trucks), propose improvements required, to facility smooth two way flow of trucks and trailers from/ to the Terminal and hinterland.	The projects also involves design and analysis for proposed road network. Kindly confirm.	May please refer clause 5.5 (vii), ToR, Section VI of the tender document which is self explanatory in this regard.

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(1)	(2)	(3)	(4)	(5)
33.	Section- VI: Terms of Reference clause 5.5 Preliminary Engineering Design, Point (iii), Page 61 of 103	Cargo handling equipment required at the terminal including preliminary drawings, operation manual of the manufactures BOQ and Technical specifications etc.	DPR shall comprise of preliminary assessment of type, quantity and numbers of cargo handling equipment's required at the terminal including BOQ and tentative cost. Technical Specification and preliminary drawing shall be part of Tender Document. Operation manual of the manufacture shall be complied during project execution stage. Kindly confirm in the above.	Proposed paragraph defines the broad requirement of the Equipment. However, for better understanding, it is clarified that Equipment type, their handling capacities and brief maintenance / replacement cost are required to be supplemented in the DPR for final selection of the Equipment. Further, operating manual of the Manufacturers can be deferred at this stage.
34.	Section- VI: Terms of Reference clause 5.6 Environment	(i) Only rapid EIA/ EMP study is envisaged for which one season data shall be sufficient. (ii) If environment clearance is required, the DPR will have a	As per the section 5.6 in page no 62 of 103, it is mentioned In point (i) about Rapid EIA and in (ii) about separate EIA. Please elaborate the difference of Rapid EIA and Separate EIA and its	Clause 5.6, ToR, Section VI of the tender document is hereby modified to be read as follows: <i>"(ii) The Consultant shall assess & bring out in sufficient details along with supporting</i>

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(1)	(2)	(3)	(4)	(5)
	Impact Assessment (EIA) Point (ii), Page 62 of 103	separate chapter on it with detail action plan and procedure for getting a separate EIA / EMP / SIA study to be taken up by IWAI	studies	<i>documents, the need of obtaining environmental clearances for construction of the Terminal based on prevailing rules and regulations of Central & State Governments. If environmental clearance is required, the DPR will have a separate chapter on it with detailed action plan and procedure for getting a EIA / EMP / SIA study to be taken up by IWAI at a later stage”</i>
35.	Section- VI: Terms of Reference clause 5.6 Environment Impact Assessment (EIA) Page 62		Whether the CRZ Clearance and other clearance (if any) is the part of DPR of IWAI will take up the clearance separately	Since Dhulian does not fall under tidal / coastal zone, CRZ clearance is not required. However, the Consultant shall ensure the same during the course of the assignment as per CRZ Notifications 2011 and its subsequent amendments issued from time to time.

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(1)	(2)	(3)	(4)	(5)
	of 103			
36.	Section- VI: Terms of Reference clause 5.13: Preparation of Tender Document (S) for execution of works on EPC mode 63 of 103	(i) The Consultant Shall prepare tender document(s) on EPC mode for invitation of bids which will inter-alia included all necessary detailed technical Specifications, BoQ and Special Conditions of Contract of Execution of all the works. (ii) The Consultant shall assist the Employer in replying any pre-bid queries or technical issue raised during the process of tendering for executing the work in EPC mode from time to time.	It is understood that the scope of work also include preparation of tender documents for EPC mode and all pre-bid activities in addition to DPR studies. Kindly Confirm.	The referred clause is self explanatory in this regard.
37.	Section- VI: Terms of	(i) After submission of draft DPR, the Consultant shall list all the	The assessment of stakeholders located Dhaka, coordination and arrangement	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
	Reference clause 5.15: Miscellaneous page 63 of 103	possible stakeholders and conduct stakeholder meeting along with IWAI & the Government of West Bengal at Kolkata/ Farakka / Dhaka. (ii) The cost for arranging the necessary local logistic at Kolkata/ Farakka/Dhaka shall be borne by consultant.	of meeting including logistics cost in Dhaka should be borne by IWAI.	Also, please refer to the response of the query at S. No. 16 above.
38.	Section- VI: Terms of Reference clause 6: Time Schedule and key Deliverables Page 64 of 103	<u>Reports to be Delivered</u> i) Inception Report ii) Draft Detailed Project Report iii) Draft Final DPR iv) Final DPR	<u>Reports to be Delivered</u> i) <u>Inception Report</u> – covering scope of works, consultant’s methodology, resources planning, list of available / required data and documents. Site visit report including preliminary assessment on location, connectivity etc.	Please refer to the response of the query at S. No. 17 above.

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			ii) <u>Terminal Location – Planning and Selection</u> - covering traffic assessment studies, survey report and SWOT analysis for finalization of Terminal location. iii) <u>Draft Detailed Project Report</u> - submitted on the basis of recommendation and suggestion on above submitted report and JTC report. iv) <u>Draft Final DPR</u> - submitted after incorporating comments / suggestion of IWAI and other stakeholders on Draft DPR. Report on Stakeholder conference and presentation, Alternative for approach for executing on project PPP mode.	

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			v) <u>Final DPR-</u> incorporating Final comments vi) <u>Draft Tender Document(s)</u> vii) <u>Final Tender Document(s)-</u> incorporating comments/suggestion of IWAI on draft tender documents.																									
39.	Section- VI: Terms of Reference clause 6: Time Schedule and key Deliverables Page 64 of 103	<p>Reports to be Delivered</p> <table border="1"> <thead> <tr> <th>S. No</th> <th>Report</th> <th>Schedule of submission</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Inception Report</td> <td>Within 2 months of LOA</td> </tr> <tr> <td>2</td> <td>Draft DPR</td> <td>Within 4 months of LOA</td> </tr> <tr> <td>3</td> <td>Draft Final DPR</td> <td>Within 5 months of LOA</td> </tr> <tr> <td>4</td> <td>Final DPR</td> <td>Within 6 months</td> </tr> </tbody> </table>	S. No	Report	Schedule of submission	1	Inception Report	Within 2 months of LOA	2	Draft DPR	Within 4 months of LOA	3	Draft Final DPR	Within 5 months of LOA	4	Final DPR	Within 6 months	<p>Report to be Delivered</p> <table border="1"> <thead> <tr> <th>S. No</th> <th>Report</th> <th>Schedule of Submission</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Inception Report</td> <td>Within 1 months of LOA</td> </tr> <tr> <td>2</td> <td>Terminal Location- Planning and Selection</td> <td>Within 3 months of LOA</td> </tr> </tbody> </table>	S. No	Report	Schedule of Submission	1	Inception Report	Within 1 months of LOA	2	Terminal Location- Planning and Selection	Within 3 months of LOA	Please refer to the response of the query at S. No. 11 & 17 above.
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40.	Section- VI: Terms of Reference clause 6: Time Schedule and	Note: The Consultant will have to conduct presentations at the head office of IWAI and Kolkata/ Farakka/ Dhaka as & when required by the Employer/ EIC at his own cost	In order to submit competitive techno-economical Bid, Consultant request to limit the presentation as below: i) First after submission of Draft DPR at Kolkata / Noida to IWAI.	Request not accepted. Provision(s) of the tender document shall prevail. Also, please refer to the response of the query at S. No. 7 above.																		

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	key Deliverables Page 66 of 103		ii) Second During stakeholder conference. iii) Third during Pre- tender stage to prospective bidders																																					
41.	Section- VI: Terms of Reference clause 7: Manpower requirement & Eligibility Criteria Page 66 of 103	<p>Experience of Key Personnel (s):</p> <table border="1"> <thead> <tr> <th>S No</th> <th>Key Personnel</th> <th>Required Experience</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Team Leader</td> <td>20 years</td> </tr> <tr> <td>2</td> <td>Planning infrastructure Specialist</td> <td>15 years</td> </tr> <tr> <td>3</td> <td>Business & Financial Analyst</td> <td>12 years</td> </tr> <tr> <td>4</td> <td>Civil/structural Engineer</td> <td>12 years</td> </tr> <tr> <td>5</td> <td>Hydrographic</td> <td>12 years</td> </tr> </tbody> </table>	S No	Key Personnel	Required Experience	1	Team Leader	20 years	2	Planning infrastructure Specialist	15 years	3	Business & Financial Analyst	12 years	4	Civil/structural Engineer	12 years	5	Hydrographic	12 years	<p>Experience of Key Personnel (s):</p> <table border="1"> <thead> <tr> <th>S No</th> <th>Key Personnel</th> <th>Required Experience</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Team Leader</td> <td>15 years</td> </tr> <tr> <td>2</td> <td>Planning infrastructure Specialist</td> <td>10 years</td> </tr> <tr> <td>3</td> <td>Business & Financial Analyst</td> <td>10 years</td> </tr> <tr> <td>4</td> <td>Civil/structural Engineer</td> <td>10 years</td> </tr> <tr> <td>5</td> <td>Hydrographic</td> <td>10 years</td> </tr> </tbody> </table>	S No	Key Personnel	Required Experience	1	Team Leader	15 years	2	Planning infrastructure Specialist	10 years	3	Business & Financial Analyst	10 years	4	Civil/structural Engineer	10 years	5	Hydrographic	10 years	Request not accepted. Provision(s) of the tender document shall prevail.
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42.	Section- VI: Terms of Reference clause 8: Payment Terms, Sub clauses Page 69 of 103	Payment Schedule: <table border="1"> <thead> <tr> <th>S No</th> <th>Milestone</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>After approval of Inception Report</td> <td>25 %</td> </tr> <tr> <td>2</td> <td>After approval of Draft DPR</td> <td>25 %</td> </tr> <tr> <td>3</td> <td>After approval of draft FINAL</td> <td>25 %</td> </tr> </tbody> </table>	S No	Milestone	Payment	1	After approval of Inception Report	25 %	2	After approval of Draft DPR	25 %	3	After approval of draft FINAL	25 %	Payment Schedule : <table border="1"> <thead> <tr> <th>S No</th> <th>Milestone</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Team Mobilization Advance (for Survey Works)</td> <td>10%</td> </tr> <tr> <td>2</td> <td>On submission of Terminal location-</td> <td>10%</td> </tr> </tbody> </table>	S No	Milestone	Payment	1	Team Mobilization Advance (for Survey Works)	10%	2	On submission of Terminal location-	10%	Please refer to the response of the query at S. No. 3 & 17 above.									
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(1)	(2)	(3)	(4)			(5)
				Milestone 4 & 5		
			7	On approval of Draft final DPR	5%	
			8	On submission of Final DPR	5%	
			9	On submission of final DPR	10%	
			10	On approval of draft tender Documents	5%	
			11	On submission of Final Tender Documents	5%	
			12	After presentation to Prospection EPC bidders and submission of	5%	

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(1)	(2)	(3)	(4)	(5)
			replies to Pre-bid queries	
43.	General	Timeline of approval	We also request to client maximum timeline for approval of deliverable / milestone by client during project execution stage.	May please refer clause 6, ToR, Section VI of the tender document which is self explanatory in this regard. Also, please refer to the response of the query at S. No. 11 above.
44.	SECTION-I CLAUSE- 10,10.1.4 PART IV ,vi PAGE no :21	(vi) Each CV shall bear original signature of the proposed key personal which shall also be signed by the Authorized signatory. In Addition, the consultant shall also submit qualification & experience certificates. The employer may be seek replacement of any of the CV's found unsuitable/ not meeting the criteria stipulated in the document.	It is requested to kindly Omit the experience certificate of the proposed key personnel. The relevant qualification certificated will be submitted along with the Bid.	Clause 10.1.4 (b) (vi), ITB, Section II of the tender document is hereby modified to be read as follows: <i>“Each CV shall bear original signatures of the proposed Key Personnel which shall also be signed by the Authorised Signatory of the Bidder. In addition, the Consultant shall also submit qualification certificates. The Employer may seek replacement of any of the CV’s found unsuitable / not meeting the criteria stipulated</i>

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				<i>in the document.”</i>																					
45.	SECTION – VI, TOR page - 69, Clause 8.3	<table border="1"> <thead> <tr> <th>SI. No.</th> <th>Reports to be delivered (key Deliverable)</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>After approval of Inception Report</td> <td>25%</td> </tr> <tr> <td>2.</td> <td>After approval of Draft Detailed Project Report</td> <td>25%</td> </tr> <tr> <td>3</td> <td>After approval of Draft Detailed Project Report and stakeholders conference & Presentation</td> <td>25%</td> </tr> </tbody> </table>	SI. No.	Reports to be delivered (key Deliverable)	Payment	1.	After approval of Inception Report	25%	2.	After approval of Draft Detailed Project Report	25%	3	After approval of Draft Detailed Project Report and stakeholders conference & Presentation	25%	<table border="1"> <thead> <tr> <th>SI. No.</th> <th>Reports to be delivered (key Deliverable)</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>On submission of Inception Report Against Bank Guarantee for the payment amount.</td> <td>25%</td> </tr> <tr> <td>2.</td> <td>On submission of Draft detailed Project report against Bank Guarantee for the payment amount.</td> <td>30%</td> </tr> </tbody> </table>	SI. No.	Reports to be delivered (key Deliverable)	Payment	1.	On submission of Inception Report Against Bank Guarantee for the payment amount.	25%	2.	On submission of Draft detailed Project report against Bank Guarantee for the payment amount.	30%	Please refer to the response of the query at S. No. 3 & 17 above.
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46.	SECTION –I NIT, Page-7 clause 2b	Bid submission Last Date is 15.03.2019	It is requested to kindly extend the Bid submission date till 25.03.2019	Please refer to the response of the query at S. No. 21 above.									
47.	SECTION-VI. TOR Page-64, Clause 6	The total duration for preparation of the DPR shall be 6 month from the date of issuance of Letter of acceptance	Examining the Scope of work and the deliverables involved it is requested to kindly increase the time schedule till 9	Please refer to the response of the query at S. No. 11 above.									

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	Time schedule and key deliverables	(LOA), including 15 days' time taken by the Employer in providing the requisite documents or in conveying its comments on the Reports at each stage of Key Deliverable	months including 15 days employer for comment. It is also requested that the time taken by employer for sending the comments should also be taken into account and delay in sending comments beyond 15 days will be given extra to the consultant so as to avoid the liquidated damages.	
48.	6 Pg.64 of 103	Report to be delivered (key Deliverables)	We request the authority to kindly provide 8 months of time for the study as against present 6 months as mentioned in the tender considering the extensive amount scope i.e. traffic assessment , technical survey and investigation, preliminary engineering, financial analysis, EIA, SIA, bid advisory, PPP structuring etc.	Please refer to the response of the query at S. No. 11 & 17 above.

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(1)	(2)	(3)	(4)	(5)
			Kindly modify the deliverables as below:- 1) Inception Report : within 3 months of issuance of LOA 2) Draft Detailed Project report : within 6 months of issuance of LOA 3) Draft final detailed Project Report: within 7 months of issuance of LOA 4) Final Detailed Project report: within 8 months of issuance of LOA	
49.	5.14 Pg.64 of 103	Under the heading “ DETAILED SCOPE OF WORK FOR THE ASSIGNMENT 5.14 Alternative Approach for	We suggest that the authority may include the following in the scope of the work: PPP structuring , assist IWAI in	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
		executing the Project on Public Private Partnership (PPP) mode	obtaining GOI approval, and PPP Bid Documents preparation (RFQ,RFP)	
50.	6.9 Pg.15.of 103	6.9 Bids by Joint venture/ Consortium: Bids by Joint venture / consortium is not allowed	We have read the DPR scope of work and understood that it requires both technical as well as traffic / financial expertise. On technical side it requires Hydrographic & Topographic survey, Geo-technical Investigation, Preliminary Engineering Designs, EIA, SIA, Cost Estimates etc. to be carried out. And in the traffic/ Financial side, the scope of work requires extensive work to evaluate trade, cargo movement,	Request not accepted. Provision(s) of the tender document shall prevail.

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			<p>EXIM traffic between India and Bangladesh and North East India. It also requires Freight analysis, Statistical analysis, potential cargo identification economic activities, OD analysis, etc. along with Financial and economic analysis.</p> <p>We would like to bring it to your notice that no consultant would have both the expertise as part of their operational team. Hence we request you to kindly allow formation of JV/ consortium to take part in the bidding process to increase the participation and competition, and to produce and actionable / exactable DPR.</p>	

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(1)	(2)	(3)	(4)	(5)
51.	7 Pg 66of 103	MANPOWER REQUIREMENT & ELIGIBILITY CRITERIA	We request the to also add the followings to the manpower requirement: 1. PPP Expert - Graduation with MBA – Min 7 years of Experience PPP structuring, PPP documentation, RFQ / RFP management etcS	Request not accepted. Provision(s) of the tender document shall prevail.
52.	2 (b) Pg. 7 of 103	(iV) Bid submission Last date 15.03.209	To submit a robust proposal, we would request the authority to give sufficient time. We would request for giving for 4 weeks for proposal submission, from the date of issuing clarifications.	Please refer to the response of the query at S. No. 21 above.
53.	Section II, 3 (Bidder Eligibility Criteria), Page no 11	Copy of work order/letter of award/ letter of work agreement alone shall not suffice Bidders claim for executing the Similar Works. Submitting completion certificate from the client	TOR drafted in the RFP, is the right mix of assessment of divertible cargo, detailed engineering design, and implementation structure of IWT terminal.	Request not accepted. Provision(s) of the tender document shall prevail.

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		on its letter head along with supporting documents as mentioned in Clause 3.2 above is mandatory to qualify.	Waterway sector in IBP, NW-2 and NW- 16 routes is still in preliminary stage and so are the awarded projects. We would request authority to amend the clause by considering Letter of Award in lieu of Completion Certificate. This would encourage firms with competencies of individual aspects.	
54.	Clause 6.9, page no 15	Bids by joint venture/ consortium is not allowed	The captioned project shall require expertise from varied fields such as Structural Engineering, Marine Engineering, Architecture, Financial Advisory (as also reflected in the Key experts asked). It shall become difficult for an organization to have cross functional expertise required here.	Request not accepted. Provision(s) of the tender document shall prevail.

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			In view of this, we request you to please allow the joint ventures/consortiums to submit bids.	
55.	Section II, 16 (min Qualification Criteria), 16.1.1	The Bidder should have successfully completed “Similar works” in previous 7 years before the last of the bid Submission	Accomplishment of the project is heavily dependent upon traffic and implementation of engineering design. The assignment involves development of a terminal. As per the NBC guidelines, Terminal are central and intermediate location in the movement of passenger and freight. Hence limited in the definition of similar of the IWT terminals shall not be advisable. Project experience from feasibility studies of multi model Logistic hub should also be counted as relevant project experience in view of this, we	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
			request you to please include the project which essentially involves movement of freight and passengers so as to increase the competitiveness in the bid. These can be as follows: Public Buildings / transport terminal such as Airports, Land Ports, Bus Terminus, Freight Terminals, Multi Model Logistic Hub/ Freight Village, Railway Station, Port & Harbour / IWT etc The clause is an hindrance to the firms with relevant experience in Port/IWT sector. Criteria for completion of similar projects should be revisited	
56.	Section II, 16 (min	For the purpose, “Similar works” means Preparation of Detail Project	Our understanding of IWT Sector and regional presence in West Bengal, and	

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	Qualification Criteria), 16.1.1	report /Techno-Economic Feasibility study for development of navigational channel for shipping of development of IWT Terminal.”	NE region suggests that Dhulia terminal can strategically divert the cargo potential of Eastern region towards west Bengal, Bangladesh and NER. The elaborative SOW of Traffic assessment in the TOR, suggests a feasibility project of an IWT terminal in itself. However, this has been discounted from minimum qualification Criteria. We should request the Authority to reconsider the competencies of the firm having relevant experience of the same.	
57.	Section II, 16 (min Qualification	For the purpose, “Similar works” means Preparation of Detail Project report / Techno-Economic Feasibility	As per the industries trend, feasibility and traffic assessment projects are low tickets sized project. However	

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	Criteria), 16.1.1	study for development of navigational channel for shipping of development of IWT Terminal.”	contribution and traffic assessment guides the overall implementation of terminal. Hence, we would requested the authority to make necessary changes in the clause in order to lower the project fee value of “Similar Works”.	
58.	Section IV, 4.2 (Terms of Reference)	The selection of suitable site for developing the terminal should be carried out keeping in account, the JTC report and technical parameters	Land identification is a critical process. Determining land ownership and necessary approval for the same requires Authority intervention. In the case, identification of terminal land and any other adjoining land (wherein temporary logistics arrangement) for the berthing assistance would have to be locked simultaneously.	Request not accepted. Provision(s) of the tender document shall prevail. However, IWAI will assistance in obtaining the necessary land ownership details through request letter from the Consultant as and when required.

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(1)	(2)	(3)	(4)	(5)
			We request Authority approval for the same.	
59.	Section IV (Terms of Reference) 7	Manpower requirement and Eligibility Criteria Traffic Expert- Graduate in Engineering/Economics, Preferred Qualification – Master’s degree in Transport Economics or Engineering or logistics. Minimum 10 years of Total experience in transport, logistics projects and operations, involving river and or maritime transport	The’ Preferred Qualification’ for Traffic expert is suggested as ‘Masters in transport Economics’ and Master in Logistic’. As per the best Knowledge, College/Universities offer Master in Economics. For this assignment, Qualification with ‘Masters in Economics’ or ‘Engineering’ is suggested as the most appropriate degrees. We would request the Authority to change necessary qualification criteria. In view of this assessment of traffic in	Minimum Eligibility mentioned in S. No. 7 of the Table, Clause 7.0, ToR, Section VI of the tender document is hereby modified to be read as follows: <i>“Graduate in Engineering / Economics, Preferred Qualification – Masters in Economics Minimum 10 years of total experience out of which at least 8 years of relevant experience in transport, logistic projects and operations, involving river and or maritime transport.”</i>

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			evolving IWT sector requires extensive primary surveys. Hence, we would request the Authority to reconsider the total experiences of the key personal with 5-6 years.	
60.	Section IV (Terms of Reference) Time Schedule and key Deliverables	The total duration for preparation of the DPR shall be 6 months from the date of issuance of letter of Acceptance(LOA), including 15 days' time taken by the employer in providing the requisite document or in conveying its comments on the reports at each stage of the key Deliverable.	TOR consists of detail assessment of traffic, identification of land, infrastructure arrangement detail for temporary berthing facility at the terminal and inputs for alternative PPP approach apart from SOW of a typical DPR preparation project. In order to effectively implement the project, duration of the assignment should be extended up to 8-9 months.	Please refer to the response of the query at S. No. 11 above.
61.	Page No 67, Clause 7 table	Planning & Infrastructure Specialist: B. Tech / B.E. in Civil Engineering	Planning and Infrastructure Development are essential different	Request not accepted. Provision(s) of the tender document shall prevail.

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	point no 2	Preferred Qualification –Post graduate Diploma in Project management Minimum 15 years of Total experience out of which at least 10 years relevant experience in ports and Harbour / IWT Terminal Planning, Port & Harbour / IWT Infrastructure Planning and development of physical activities for operation.	technical technical fields altogether. We request you to please break the above into two parts as follows: “Urban Planner/Designer: B. Arch Preferred Qualification Graduate with minimum 15 years of total experience out of which at least 10 years relevant experience in public Buildings/ Transport Terminal such as Airports. Lands Ports, Bus terminus, Freight Terminals, Multi Model Logistic Hub/ Freight Village, Railway Station, Port & Harbour / IWT etc Infrastructure Development Specialist: B. Tech/ B.E in Civil Engineering	

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(1)	(2)	(3)	(4)	(5)
			Preferred Qualification Post Graduate with minimum 15 years of total experience out of which at least 10 years relevant experience in Infrastructure planning and development of physical activities for operation for in Public building Transport Terminal such as Airports Lands Ports, Bus terminus, Freight Terminals, Multi Model	
62.	Section IV (Terms of Reference) Time Schedule and key Deliverables	Submission of inception report; Within 2 months of issuance of LOA	As per the TOR, identification of Land, Hydrographic & Topography Survey, Geo technical investigation of selected land along with traffic assessment, needs to be covered before the submission deadlines of inception of land would itself take more then a	Please refer to the response of the query at S. No. 11 & 17 above.

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(1)	(2)	(3)	(4)	(5)
			month.	
63.	Section IV, Terms of Reference (vii) Preliminary Engineering Design of finally Accepted Terminal Site	Apart from all the above, the consultant is also required to furnish temporary arrangement for berthing of vessels, Loading / unloading and stacking of cargo in nearby area so as to start shifting the same to permanent structure as and when it will become operational	We request Authority to elaborate ‘temporary arrangement’ mentioned over here. Further detailing is required in terms of floating / Provisional of leasing, warehousing etc. Adequate guidance is sought from the authority in order to start cargo handling from the facility Logistic hub/ Freight Village, Railway Stations, Port & Harbour / IWT Terminal Planning, Port & Harbour / IWT etc	The referred clause is hereby modified to be read as follows: <i>“Apart from all the above, the Consultant is also required to furnish temporary arrangement for berthing of vessels, Loading / unloading and stacking of cargo in nearby area so as to start cargo movement by IWT mode through Dhulian immediately with the said temporary arrangement which will eventually be shifted to permanent structure as and when it will become operational”</i>
64.	16.1.1 Qualification Criteria, Page 24	The Bidder should have successfully completed “Similar Works” in previous 7 years before the last date of the Bid submission as per the criteria specified below:	You are requested to please consider “Similar Works” in previous 10 years instead of 7 years	Request not accepted. Provision(s) of the tender document shall prevail.

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(1)	(2)	(3)	(4)	(5)
65.	16.1.1 Qualification Criteria, Page 24	a) 3 similar completed services each costing not less than the amount equal to 40% of the estimated cost of this work of the estimated cost of this work, or b) 2 similar completed services each costing not less than the amount equal to 50% of the estimated cost of this work, or c) 1 similar completed service costing not less than the amount equal to 80% of the estimated cost of this work	You are requested to prescribe qualification criteria in respect of estimated capital cost of proposed development works under this contract.	Request not accepted. Provision(s) of the tender document shall prevail.
66.	BID DATA SHEET, a) Last Date & submission of Bid, Page 30	Date: 15.03.2019	You are requested to kindly extend the last date of submission by two weeks at least	Please refer to the response of the query at S. No. 21 above.

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(1)	(2)	(3)	(4)	(5)
67.	BID DATA SHEET, 10.3) Consultancy Period	6 months from the date of issuance of LOA	Considering the magnitude of work, survey, investigations and ESIA, 6 months duration may not be adequate. Request to increase it to 8 months.	Please refer to the response of the query at S. No. 11 above.
68.	General	-	<p>The tender document indicates that Micro & Small Enterprises (MSME) as defined in MSME Procurement Policy issued by Department of MSME or Start-ups recognized by Department of Industrial Policy & Promotion (DIPP) are exempted from submission of Tender Fee and EMD.</p> <p>The Tender Document also states tat Bidder to meet the qualification criteria which is “successfully completed similar work in previous 7 years before</p>	Request not accepted. Provision(s) of the tender document shall prevail.

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			<p>the last date of the Bid Submission”. You also want the Bidder to meet the financial criteria for the last 3 years. Meeting the qualification & financial criteria’s are required for the bidder to getting technically qualified. By this you are disqualifying MSME and Start ups from participating in the bids.</p> <p>For MSME and Startup the technical qualification should be restricted to approach & methodology and qualification & experience of the key experts.</p>	
69.	Clause No 13 on Data Sheet on	JV / Consortium	It mentions that JV/Consortium Is not allowed. We request to modify this clause to consortium due to the	Request not accepted. Provision(s) of the tender document shall prevail.

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	JV/Consortium		<p>following reasons.</p> <ol style="list-style-type: none"> 1. The scope of work entails Traffic Survey, Location Survey, Hydrographic Survey, Engineering Designs, EIA,SIA and Socio Economic Assessment. To undertake all these work it require expertise from different Fronts. 2. Cuts as an organization has done credible work in traffic survey Socio economic assessment which has been widely appreciated by several officials, including IWAI and BIWTA in August,2018 3. Even for deciding the location of Survey, socio-economic and environmental aspect can be overlooked, as it will have 	

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			implications on displacement, market proximity, depth of water etc. Hence permitting consortium will allow to look at all these issues more holistically.	
70.	Clause 6, Section VI	Clause 6 under the scope of work mentions that the duration should be six months	However, to carry out all the assignments mentioned in the scope of work, 6 months would be limited. Therefore, we request you to consider the extension of the duration.	Please refer to the response of the query at S. No. 11 above.
71.	ITB 10.1.4, Section II	ITB 10.1.4, states that the team leader must be the permanent staff of the consulting Organization	Would request you to modify the clause as many of the subjects experts work on consultancy basis.	Request not accepted. Provision(s) of the tender document shall prevail.

Sanjaya
7.3.19