

Annexure-I:
Reply to Pre Bid Query

Project Name: "Setting up of Floating Crane Facilities to increase lightening / topping up of cargo and Container at Diamond Harbour / other deep draft locations in the limit of Syama Prasad Mookerjee Port, Kolkata through PPP mode Design, Build, Finance, Operate (DBFO)"

RFQ No.: SMPK/KDS/MARINE/RFQ/175

S/N	Clause No. & Page No.	Clause Description as per RFQ	Query / Clarification Required	SMPK Reply																																				
1.	Appendix-I, Annex-II, Page 45	Divide the amount in the Experience column by once crore and then multiply the result thereof by the applicable factor set out in Table 3.2.6. to arrive at the computation of the prescribed eligibility for each Eligible Project.	No table is given in Article 3.2.6. Kindly Clarify	<ul style="list-style-type: none"> Refer to Annexure -II for additional clause in RFQ 																																				
2.	Clause 3.3.3 (C), page 31	The Capital Cost of the Project should be more than Rs 15.46 Crore	Should the entire project cost of Rs 15.46 Crore be spent during the last 5 financial years preceding the Application Duet Date	<ul style="list-style-type: none"> Refer CI 3.2.4 of RFQ for more details 																																				
3.	Clause No: 1.1.1 Page No: 8	<p>Anchorage Location SMP, Kolkata has total (11) eleven anchorages and various sand head anchorages below Sagar:</p> <ul style="list-style-type: none"> • 03 anchorages at Diamond Harbour • 04 Anchorages at Sagar • 04 Anchorages below Sagar (Fair weather anchorages) and numerous sand head anchorages. 	SMPA needs to specify the name of the anchorage point along with their geographical location (latitude, longitude)	<table border="1"> <thead> <tr> <th>Anchorage</th> <th>Position</th> <th>Locality</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>Lat. 22°11'43" N - Long. 088°08'45" E</td> <td>Diamond Harbour</td> </tr> <tr> <td>B</td> <td>Lat. 22°11'30" N - Long. 088°09'39" E</td> <td>Diamond Harbour</td> </tr> <tr> <td>C</td> <td>Lat. 22°11'18" N - Long. 088°10'16" E</td> <td>Diamond Harbour</td> </tr> <tr> <td>A-1</td> <td>Lat. 21°40'18" N - Long. 88°01'15" E</td> <td>Sagar</td> </tr> <tr> <td>A-2</td> <td>Lat. 21°41'06" N - Long. 88°01'17" E</td> <td>Sagar</td> </tr> <tr> <td>A-3</td> <td>Lat. 21°42'00" N - Long. 88°01'30" E</td> <td>Sagar</td> </tr> <tr> <td>A-4</td> <td>Lat. 21°42'47" N - Long. 88°01'47" E</td> <td>Sagar</td> </tr> <tr> <td>Point – X</td> <td>Lat. 21°33'30" N - Long. 88°06'51" E</td> <td>Below Sagar</td> </tr> <tr> <td>NX - 1</td> <td>Lat. 21°18'15" N - Long. 88°13'45" E</td> <td>Below Sagar</td> </tr> <tr> <td>NX - 2</td> <td>Lat. 21°16'45" N - Long. 88°14'00" E</td> <td>Below Sagar</td> </tr> <tr> <td>NX - 3</td> <td>Lat. 21°15'30" N - Long. 88°14'00" E</td> <td>Below Sagar</td> </tr> </tbody> </table> <p>And other numerous anchorage points at sand head.</p>	Anchorage	Position	Locality	A	Lat. 22°11'43" N - Long. 088°08'45" E	Diamond Harbour	B	Lat. 22°11'30" N - Long. 088°09'39" E	Diamond Harbour	C	Lat. 22°11'18" N - Long. 088°10'16" E	Diamond Harbour	A-1	Lat. 21°40'18" N - Long. 88°01'15" E	Sagar	A-2	Lat. 21°41'06" N - Long. 88°01'17" E	Sagar	A-3	Lat. 21°42'00" N - Long. 88°01'30" E	Sagar	A-4	Lat. 21°42'47" N - Long. 88°01'47" E	Sagar	Point – X	Lat. 21°33'30" N - Long. 88°06'51" E	Below Sagar	NX - 1	Lat. 21°18'15" N - Long. 88°13'45" E	Below Sagar	NX - 2	Lat. 21°16'45" N - Long. 88°14'00" E	Below Sagar	NX - 3	Lat. 21°15'30" N - Long. 88°14'00" E	Below Sagar
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4.	Clause No: 1.1.1 Page No: 7 & 8	In order to augment the capacity of the existing operation, there is need to set up a floating crane facility at Diamond Harbour to transfer of cargo including containers between mother vessel and barges/ daughter vessels etc. In line with the requirements, SMP, KOLKATA has been taking initiatives for "Setting up of Floating Crane Facilities to increase lightening / topping up of cargo and Container at Diamond Harbour / other deep draft locations in the limit of Syama Prasad Mookerjee Port, Kolkata through PPP mode on Design, Build, Finance, Operate (DBFO)", considering various anchorages (details of anchorages as mentioned below) and also allow lighterage/ topping up of cargo	As per the RFQ we understand that KDS includes both NSD and KPD.	<ul style="list-style-type: none"> Understanding is correct 																																				

		operation by gearless vessels wherein handling of Cargo destined for SMP, KOLKATA, (KDS & HDC) may be allowed to handle.		
5.	Clause No: 1.1.2 Page No: 8	The selected Bidder, who is either a company incorporated under the Companies Act, 2013 or undertakes to incorporate as such prior to execution of the concession agreement (the "Concessionaire") shall be responsible for designing, engineering, financing, procurement, manufacture, construction, own, manage, operation and maintenance etc. of the Project under and in accordance with the provisions of a 15 years concession agreement (the "Concession Agreement") to be entered into between the Concessionaire and the Authority in the form provided by the Authority as part of the Bidding Documents pursuant hereto. Under this PPP structure, the asset ownership is with the private sector and the service / facility provision responsibility is also with the Concessionaire. Therefore, at the end of the Concession Period, all the Asset created by the Concessionaire for the Project is taken by the Concessionaire.	Currently the tender specifies the lease period as 15 years. Request SMPA to advise whether the lease period could be extended to another 15 years like other PPP projects.	<ul style="list-style-type: none"> Concession Period is extendable for an additional period of five (05) years subject to terms and condition of subject RFP & DCA.
6.	Clause No: 1.1.1, Page No: 8	In order to accomplish the said augmentation and considering the prevailing policies/guidelines, SMP, KOLKATA, has decided to carry on the Project depending on the feasibility of the Project for PPP mode or other mode, as the case may be.	Request SMPA to specify which are the other modes which may be considered for this project other than PPP	<ul style="list-style-type: none"> Project is proposed to be implement on PPP mode
7.	Clause No: 1.1.3, Page No: 8 & 9	The scope of work will broadly include The Concessionaire shall supply, install and commission the minimum number of equipment/crafts Viz. Floating crane, TUG, Grabs, Launch, Front end Loader, Floating Fenders, Spreader, Generator etc. Any other required equipment/ Machinery/ Instrument (electrical/mechanical both) shall be unconditionally without any extra charge provided by the Concessionaire for the successful Operations/transfer of Container and Cargo from mother vessel to daughter vessel/ dock and transfer up to any deep drafted location within the limit of SMP, KOLKATA, as may be prescribed by the Authority. The dumb barge and the Tug to be preferably a	SMPA to advise the list of equipment with required quantity and capacity as well as the supporting equipment along with their capacity.	<ul style="list-style-type: none"> Refer to TEFR table no. 34 for details of equipment. Bidder must procure all new equipment's for implementing the project except the Launch.

		composite/integrated unit for the ease of operation.		
8.	Clause No: 1.1.4, Page No: 9	Indicative capital cost of the Project (the "Estimated Project Cost") may be revised and specified in the Bidding Documents of the Project by the Authority. The assessment of actual costs, however, will have to be made by the Bidders.	Cost assessment would be different for every bidder(s). On the basis of which criterion SMPA shall conclude the actual project cost	<ul style="list-style-type: none"> Indicative capital cost of the Project (the "Estimated Project Cost") is as mentioned in the TEFR. The assessment of actual costs, however, will have to be made by the Bidders.
9.	Clause No: 1.2.2, Page No: 10	In the Qualification Stage, Applicants would be required to furnish all the information specified in this RFQ. Only those Applicants that are pre-qualified and short-listed by the Authority shall be invited to submit their Bids for the Project. The Authority is likely to provide a comparatively short time span for submission of the Bids for the Project. The Applicants are, therefore, advised to visit the site and familiarise themselves with the Project.	Request SMPA to mention the time span in number of days for ease of working for the bidders.	<ul style="list-style-type: none"> Timeline of RFQ stage is mentioned in Clause 1.3 Schedule of Bidding process, any revision in timeline will be informed via corrigendum. Timeline for activities for RFP will be mentioned in the RFP document.
10.	Clause No: 1.2.7, Page No: 11	As part of the Bidding Documents, the Authority will provide a draft Concession Agreement and feasibility report prepared by the Authority/ its consultants and other information pertaining/ relevant to the Project available with it.	Request SMPA to clarify at what stage the proposed DCA and feasibility report is expected by the bidder(s).	<ul style="list-style-type: none"> TEFR shared at RFQ stage & DCA will be shared at RFP stage to qualified bidders and on receipt of security clearance from Ministry.
11.	Clause No: 1.2.7, Page No: 11	Bids will be invited for the Project on the basis of Royalty per MT of cargo, (the "Royalty") to the Authority for award of the concession. The concession period shall be pre - determined, and will be indicated in the Draft Concession Agreement forming part of the Bidding Documents. Project shall be awarded to the Bidder offering the Highest Aggregate Royalty for the total traffic handled at the Project Facilities and Services (the "Aggregate Royalty") Bids will be on the basis of Royalty per MT of cargo (in case of containerized cargo 01 TEU will be considered as 17.50 MT)	<p>a) In the RFQ the Authority has mentioned: 1 TEU = 17.5 MT</p> <p>Please specify if the PPP operator handles empty containers whether the payment would be as per the tare weight of the container.</p> <p>b) Request SMPA to specify the base/ optimum quantity for computing aggregate Royalty.</p>	<p>a) For both loaded & empty container 1 TEU = 17.5 MT</p> <p>b) Royalty will be calculated based on Royalty per MT of cargo (in case of containerized cargo 01 TEU will be considered as 17.50 MT) For quantity related calculation, Table no. 36 of TEFR may be referred.</p>
12.	Clause No: 2.5, Page No: 20	Site visit and verification of information Applicants are encouraged to submit their respective Applications after visiting the Project site and ascertaining for themselves the site	SMPA to provide permits for site inspection along with the contact details of the concern authority for every anchorage point and assist the bidders with supportive data to	<p>For queries related to site visit of anchorage points and permits bidders are requested to contact</p> <ul style="list-style-type: none"> Name: NC Biswas Designation: Chief Officer Special Duty

		conditions, traffic, location, surroundings, climate, availability of power, water and other utilities for construction, access to site, handling and storage of materials, weather data, applicable laws and regulations, and any other matter considered relevant by them.	perform feasibility study.	<ul style="list-style-type: none"> • Contact no.: 83358 33551 • Email Id: ncbiswas@kolkataporttrust.gov.in • The cost for site visit to be borne by the bidders.
13.	APPENDIX VII, Page No: 70	Undertaking for entering into Operation & Maintenance (O&M) agreement (To be submitted on the letterhead of the Applicant/ lead member of the consortium)	The project is expected to be on DBFO (Design, Built, Finance, Operate) basis. Request SMPA to clarify the purpose of Undertaking for entering into Operation & Maintenance (O&M) agreement	<ul style="list-style-type: none"> • Refer to clause 2.2.3: • This is applicable for applicants who do not have O&M experience.

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14.	Page No: 9	Distance between Anchorage Location It may be noted that generally floating crane handles vessel at Sandheads during fair weather season for a period of six 06 months.	Request SMPA to specify Sandhead names along with their geographical location (latitude, longitude).	<table border="1"> <thead> <tr> <th>Anchorage</th> <th>Position</th> <th>Locality</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>Lat. 22°11'43" N - Long. 088°08'45" E</td> <td>Diamond Harbour</td> </tr> <tr> <td>B</td> <td>Lat. 22°11'30" N - Long. 088°09'39" E</td> <td>Diamond Harbour</td> </tr> <tr> <td>C</td> <td>Lat. 22°11'18" N - Long. 088°10'16" E</td> <td>Diamond Harbour</td> </tr> <tr> <td>A-1</td> <td>Lat. 21°40'18" N - Long. 88°01'15" E</td> <td>Sagar</td> </tr> <tr> <td>A-2</td> <td>Lat. 21°41'06" N - Long. 88°01'17" E</td> <td>Sagar</td> </tr> <tr> <td>A-3</td> <td>Lat. 21°42'00" N - Long. 88°01'30" E</td> <td>Sagar</td> </tr> <tr> <td>A-4</td> <td>Lat. 21°42'47" N - Long. 88°01'47" E</td> <td>Sagar</td> </tr> <tr> <td>Point – X</td> <td>Lat. 21°33'30" N - Long. 88°06'51" E</td> <td>Below Sagar</td> </tr> <tr> <td>NX - 1</td> <td>Lat. 21°18'15" N - Long. 88°13'45" E</td> <td>Below Sagar</td> </tr> <tr> <td>NX - 2</td> <td>Lat. 21°16'45" N - Long. 88°14'00" E</td> <td>Below Sagar</td> </tr> <tr> <td>NX - 3</td> <td>Lat. 21°15'30" N - Long. 88°14'00" E</td> <td>Below Sagar</td> </tr> </tbody> </table> <p>and other numerous anchorage points at Sandheads.</p>	Anchorage	Position	Locality	A	Lat. 22°11'43" N - Long. 088°08'45" E	Diamond Harbour	B	Lat. 22°11'30" N - Long. 088°09'39" E	Diamond Harbour	C	Lat. 22°11'18" N - Long. 088°10'16" E	Diamond Harbour	A-1	Lat. 21°40'18" N - Long. 88°01'15" E	Sagar	A-2	Lat. 21°41'06" N - Long. 88°01'17" E	Sagar	A-3	Lat. 21°42'00" N - Long. 88°01'30" E	Sagar	A-4	Lat. 21°42'47" N - Long. 88°01'47" E	Sagar	Point – X	Lat. 21°33'30" N - Long. 88°06'51" E	Below Sagar	NX - 1	Lat. 21°18'15" N - Long. 88°13'45" E	Below Sagar	NX - 2	Lat. 21°16'45" N - Long. 88°14'00" E	Below Sagar	NX - 3	Lat. 21°15'30" N - Long. 88°14'00" E	Below Sagar
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15.	Page No: 9	Distance between Anchorage Location It may be noted that generally floating crane handles vessel at Sandheads during fair weather season for a period of six 06 months.	Request SMPA to clarify whether this clause means that the remaining six 06 months of the year the floating crane would be non-operational.	<ul style="list-style-type: none"> At Sagar and Diamond Harbour operations can be held throughout the year and at Sandheads operation can be done only during the fair weather season. However, a floating crane will be operational throughout the year. 																																				
16.	Page: 20	Floating Crane Facility at SMP, Kolkata At present two Floating Crane facilities are available at HDC of SMP, Kolkata and it caters to lighterage operation of homogenous cargoes especially bulk cargo. Barge of max capacity of 3500 MT worked alongside with mother vessels by existing FC operators. This operation is considered to be an established activity as vessels have been discharging cargos into barges from many years in stream with	a) Request SMPA to specify whether the proposed floating crane can be used for lighterage operations for vessels bound for HDC when it is idle and the other two floating crane are already booked.	<p>The present RfQ is for the purposes of catering the requirement of KDS which shall have priority at all times. However Haldia bound vessels may be handled subject to conditions mentioned below:</p> <ul style="list-style-type: none"> There is no vessel for KDS for lighterage operation by floating crane All floating cranes of Haldia are engaged or not available / serviceable Port Authority at KDS will take the final call depending upon the operational requirements. 																																				

		barges coming to port of KDS & HDC for offloading.	b) Request SMPA to clarify if the vessels can leave from the anchorage point after completion of the lighterage operations instead of coming to port.	<ul style="list-style-type: none"> • Yes, Subject to applicable restrictions and without compromising the obligations under the DCA.
17.	Page No: 38	Table 34: Equipment Specification & Feature	Request SMPA to clarify whether the concessionaire can set the crane on self-propelled barge instead of dumb barge towed by a Tug.	<ul style="list-style-type: none"> • The minimum criteria of the equipment shall be as per TEFR and any improvement thereof shall be approved specifically by the independent engineer.
18.	Page No: 39	Table 35: Estimate Project Cost	<p>The cost of the equipment has not been calculated considering the inflation arrived due to Russia and Ukraine war situation.</p> <p>Request SMPA to specify the price considering the post war situation and the volatility in foreign exchange.</p>	<ul style="list-style-type: none"> • The estimated project cost and cost of equipment's is arrived at on the basis of extant available criteria. Contingency of 1% is considered while calculating estimated cost of project. • However, the bidder is advised to makes its own assessment and bid accordingly
19.	Page No: 41	<p>Setting up & implementation, Schedule & Concession Period</p> <p>The project is small in nature and simple i.e. on the award of the Project, the Concessionaire has to purchase the Crane and dumb barge along with other supporting equipment as already mentioned in the Estimated Project Cost. The Concessionaire will bring its own design as per the minimum specification and technology required, as specified in this TEFR. However, the Concessionaire may bring better specification & technology in the Project.</p>	<p>It is mentioned that the concessionaire has to provide 01 floating crane, 01 dumb barge and "supporting equipment". We understand that the equipment to be procured by the concessionaire are 01 floating crane, 01 dumb barge, 01 tug, 02 grabs, 01 launch, 01 front end loader, 03 floating fenders, 02 spreaders and one 1.5 MVA generator.</p> <p>Please confirm if there are any other requirements of equipment other than above in the mentioned list.</p>	<ul style="list-style-type: none"> • The Equipment mention in the TEFR is bare minimum to operate this project. • Bidder may make independent assessment / study to add any further equipment for smooth operation of the Project
20.	Page No: 49	Revenue Calculation	Request SMPA to clarify whether the revenue for each container (20ft/40ft) need to be calculated as Rs.191.68 *17.5 MT	<ul style="list-style-type: none"> • The Concessionaire shall fix the Tariff based on market conditions and on such other conditions, if any, as may be notified and made applicable by a competent authority, under the provisions of the MPA Act 2021.

				<ul style="list-style-type: none"> Charges of handling of containers above 20 ft upto 40 ft shall be 1.5 times and above 40ft shall be two times of the rate For Over Dimensional containers the rate will be 1.25 times
21.	-	Note: Request SMPA to share relevant data pertaining to cargo / vessel handling.		<ul style="list-style-type: none"> As per TEFR
22.	General Queries		<p>Please let me know follow details:</p> <ul style="list-style-type: none"> Lifting capacity, Grab/bucket capacity, Material you want to unload with the grab, Unloading capacity---do you unload on shore or in a hopper with conveyor belt Capacity on maximum outreach Boom length Max tail radius crane Size ship/barge/pontoon Dredging depth Can you please make a small drawing/sketch of the situation with dimensions. Power by diesel engine or Electric engine If I have a sketch I can see what you need 	<ul style="list-style-type: none"> Please refer to TEFR for technical specifications

Appendix-II: Additional Clause under Clause 3.2 Technical Capacity for purpose of evaluation

Cl: 3.2.7	<p>Subject to the provision of clause 3.2.7, an Applicant's experience shall be measured and stated in terms of a score (the "Experience Score"). The Experience Score for an Eligible Project in a given category would be the eligible payments and / or receipts specified in Clause 2.2.2 (A), divided by one crore and then multiplied by the applicable factor in Table 3.2.6 below. In case the Applicant has experience across different categories, the score for each category would be computed as above and then aggregated to arrive at its Experience Score.</p> <p>Table 3.2.6: Factors for Experience across categories:</p> <table border="1" data-bbox="268 555 730 801"><thead><tr><th>Categories</th><th>Factor</th></tr></thead><tbody><tr><td>Category 1</td><td>1.25</td></tr><tr><td>Category 2</td><td>1.00</td></tr><tr><td>Category 3</td><td>0.75</td></tr><tr><td>Category 4</td><td>0.50</td></tr></tbody></table>	Categories	Factor	Category 1	1.25	Category 2	1.00	Category 3	0.75	Category 4	0.50
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Cl: 3.2.8	<p>The Experience Score determined in accordance with Clause 3.2.6 in respect of an Eligible Project situated in a developed country which is a member of OECD shall be further multiplied by a factor of 0.5 (zero point five) and the product thereof shall be the Experience Score for such Eligible Project.</p>										

Appendix- III Amended Clause

S/N	Clause No. & Page No.	Clause Description as per RFQ	Clause to be read as
1.	1.2.7, page 11	Project shall be awarded to the Bidder offering the Highest Aggregate Royalty for the total traffic handled at the Project Facilities and services (the "Aggregate Royalty")	Project shall be awarded to the Bidder offering the Highest Royalty for the total traffic handled at the Project Facilities and services (the "Royalty")
2.	Cl 2.13.2, point no. (xiii), page 25	A demand draft of Rs 11,800 (Rupees Eleven Thousand and Eight Hundred) to authority towards the cost of the RFQ document	Demand Draft of Rs 11,800 (Rupees Eleven Thousand and Eight Hundred) has to be physically deposited at the office of DMD, Marine Department <u>in favour of Syama Prasad Mookerjee Port, Kolkata, payable at Kolkata</u> at 15, strand Road, Kolkata – 700 001 Contact details of officer: <ul style="list-style-type: none"> • Name: NC Biswas • Designation: Chief Officer Special Duty • Contact no.: 83358 33551 • Email Id: ncbiswas@kolkataporttrust.gov.in
3.	Cl 5.1, Pre-Application Conference; page 35	A Pre-Application conference of the interested parties shall be convened at the designated date, time and place. Only those persons who have purchased the RFQ document shall be allowed to participate in the Pre-Application conference. Applicants who have downloaded the RFQ document from the Authority's website (https://smpportkolkata.shipping.gov.in/) should submit a Demand Draft of Rs 11,800 (Rupees Eleven Thousand and Eight Hundred) including 18% of GST towards the cost of document, through their representative attending the conference. A maximum of three representatives of each Applicant shall be allowed to participate on production of authority letter from the Applicant	Applicants who have downloaded the RFQ document from the Authority website should submit a Demand Draft of Rs 11,800 (Rupees Eleven Thousand and Eight Hundred) has to be physically deposited at the office of DMD, Marine Department <u>in favour of Syama Prasad Mookerjee Port, Kolkata, payable at Kolkata</u> at 15, strand Road, Kolkata – 700 001 by vendors/ contractors along with the bid in a separate envelope. Contact details of officer: <ul style="list-style-type: none"> • Name: NC Biswas • Designation: Chief Officer Special Duty • Contact no.: 83358 33551 • Email Id: ncbiswas@kolkataporttrust.gov.in
4.	Appendix-I, Annex-II Clause 3.2.1, page number; 3	\$\$ For conversion of US Dollars to Rupees, the rate of conversion shall be [the prevalent dollar rate as of the NIT date to be incorporated] to a US Dollar. In case of any other currency, the same shall first be converted to US Dollars as on the date 60 (sixty) days prior to the Application Due Date, and the amount so derived in US Dollars shall be converted into Rupees at the aforesaid rate. The conversion rate of such currencies shall be the daily representative exchange rates published by the International Monetary Fund for the relevant date.	\$\$ For conversion of US Dollars to Rupees, the rate of conversion shall be <u>[79.9738 (Rupees Seventy Nine point (decimal) nine seven three eight)]</u> to a US Dollar. In case of any other currency, the same shall first be converted to US Dollars as on the date 60 (sixty) days prior to the Application Due Date, and the amount so derived in US Dollars shall be converted into Rupees at the aforesaid rate. The conversion rate of such currencies shall be the daily representative exchange rates published by the International Monetary Fund for the relevant date
5.	1.2.4, page 10	In terms of the RFP, a Bidder will be required to deposit, along with its Bid, a bid security equivalent to about 1% (one per cent) of the Estimated Project Cost] (the "Bid Security") i.e. Rs. 77,26,000/- (Rupees Seventy Seven Lakhs and Twenty Six Thousand only), refundable no later than 60 (sixty) days from the Bid Due Date, except in the case of the selected Bidder whose Bid Security shall be retained till it has provided a Performance Security under the Concession Agreement. The Bidders will have an option to provide Bid Security in the form of a demand draft or a bank guarantee acceptable to the Authority and in such event, the validity period of the demand draft or bank guarantee, as the case may	In terms of the RFP, a Bidder will be required to deposit, along with its Bid, a bid security equivalent to about 1% (one per cent) of the Estimated Project Cost] (the "Bid Security") i.e. Rs. 77,26,000/- (Rupees Seventy Seven Lakhs and Twenty Six Thousand only), refundable no later than 60 (sixty) days from the Bid Due Date, except in the case of the selected Bidder whose Bid Security shall be retained till it has provided a Performance Security under the Concession Agreement. The Bidders will have an option to provide Bid Security in the form of a demand draft <u>in favour of Syama Prasad Mookerjee Port, Kolkata, payable at Kolkata</u> or a bank

		<p>be, shall not be less than 180 (one hundred and eighty) days from the Bid Due Date, inclusive of a claim period of 60 (sixty) days, and may be extended as may be mutually agreed between the Authority and the Bidder from time to time. The Bids shall be summarily rejected if it is not accompanied Bid Security.</p>	<p>guarantee acceptable to the Authority and in such event, the validity period of the demand draft or bank guarantee, as the case may be, shall not be less than 180 (one hundred and eighty) days from the Bid Due Date, inclusive of a claim period of 60 (sixty) days, and may be extended as may be mutually agreed between the Authority and the Bidder from time to time. The Bids shall be summarily rejected if it is not accompanied Bid Security.</p>
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