

SYAMA PRASAD MOOKERJEE PORT,KOLKATA

Formerly KOLKATA PORT TRUST

HALDIA DOCK COMPLEX

RFQ/Tender No. GM (Engg.)/T/10/2022-2023

FOR

**Mechanization of Berth No. 05 (Erstwhile Berth No. 4B) on Design, Build, Finance, Operate,
Transfer (“DBFOT”) basis at Haldia Dock Complex**

CORRIGENDUM-1

CORRECTIONS / ADDITIONS / DELETIONS, ETC.

[Total Number of Pages : 2]

NOTE :

1. This “Corrigendum-1” should be read in conjunction with RFQ Document (including Notice Inviting e-Tender).
2. Consequential changes, arising out of this Corrigendum-1, will be deemed to have been effected, even if the same were not incorporated specifically in the RFQ Document.
3. All other terms and conditions of the RFQ Document (including Notice Inviting e-Tender) will remain unchanged.

CORRIGENDUM-1
RFQ/Tender No. GM (Engg.)/T/10/2022-2023

Sl.no	Page No.& Clause No.	As specified in the RFQ Document	To be deleted & read as / Remarks
1.	Page No.38 Clause 3.2.1(ii)	3.2 Technical Capacity for purposes of evaluation Under 3.2.1 (ii) core sector would be deemed to include power, telecom, ports, airports, railways, metro rail, industrial parks/ estates, logistic parks, pipelines, irrigation, water supply, sewerage and real estate development ⁵	3.2.1 (ii) core sector would be deemed to include power, telecom, ports, airports, railways, metro rail, industrial parks/ estates, logistic parks, pipelines, irrigation, water supply, sewerage , Highway and real estate development ⁵
2.	Page no - 9	5) Last date of submission of RFQ Applications-Upto 15:00 Hrs on 15.11.2022.	As requested by prospective bidders, the RFQ submission date shall be extended by 3 weeks' time from the date of uploading of Queries of Pre-application conference. Please refer Addendum – I (Last date of submission of RFQ Applications-Upto 15:00 Hrs on 30.11.2022.) Please refer Addendum – II (Last date of submission of RFQ Applications-Upto 15:00 Hrs on 15.12.2022.) Please refer Addendum – III (Last date of submission of RFQ Applications-Upto 15:00 Hrs on 29.12.2022.) Please refer Addendum – IV (Last date of submission of RFQ Applications-Upto 15:00 Hrs on 30.01.2023.)

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HALDIA DOCK COMPLEX

RFQ/Tender No. GM (Engg.)/T/10/2022-2023

RFQ-Pre bid replies of Mechanization of Berth No. 5 on Design, Build, Finance, Operate, Transfer (“DBFOT”) basis” at Haldia Dock Complex for a concession period of Thirty (30) years

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
1.	Clause no 1.1.1 (RFQ)	Cargo Evacuation (Page no-13)	The RFQ mentioned about cargo evacuation by rail through rapid wagon loading system through silo but doesn't mention evacuation of cargo by road. Road evacuation of cargo is necessary for nearby industries which will handle cargo at the proposed project and may not be commercially feasible to be serviced by railway. We request Authority to allow concessionaire for evacuation of cargo by road. This will lead to optimum utilization of yard space.	As per TEFR 80% and 20% of the total cargo could be evacuated by rail and road respectively.
2.	Clause no 1.1.1 (RFQ)	Particulars Details/Description along with	The assigned capacity @ 1000 TPH for each of the 2 nos. of Mobile Harbour Crane is overrated.	The capacity of 2 X 1000 TPH MHC is arrived keeping in view the minimum ship output of 25000

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
		broad specifications (Page no-14)	Considering an evacuation of cargo @ 20000 Tons per day, rated capacity of 750 TPH for each of the MHC is justified. The requisite capacities of all the backup equipment should also be reduced accordingly in tandem	TPD considering an optimal capacity of berth of 5MTPA.
3.	Clause no 1.1.1 (RFQ)	Particulars Details/Description along with broad specifications (Page no-14)	In the released document (TEFR), it has not been specified whether the Mobile Harbour Cranes will be Rail mounted or Tyre mounted.	Based on the berth structural configuration, Tyre mounted MHCs with suitable pads is proposed by HDC. However, the Concessionaire have option to provide the rail mounted Gantry Crane after ensuring the structural stability / configuration of the jetty by own cost.
4.	Clause no 1.1.1 (RFQ)	Particulars Details/Description along with broad specifications (Page no-14)	In the released document (TEFR), it has been mentioned that 80% of the cargo will be evacuated by Rail and 20% of the cargo will be evacuated by Road. However, the details of Truck Loading system has not been proposed in the tender, although truck loading area has been earmarked in the relevant drawing.	Truck loading system is not proposed as part of the project specification. However, truck loading station may be provided by the PPP operator within the allocated area, in case if the same is feasible and enough number of trucks are handled by using payloaders on per day basis.
5.	Clause no 1.1.1 (RFQ)	Particulars Details/Description along with broad specifications	The referred table specifies broad specification of the equipment to be deployed by the concessionaire.	The Concessionaire should deploy the equipment so as to meet the specified performance standard without changing the

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
		(Page no-14)	We request Authority to allow flexibility to the Concessionaire for selection equipment and it's deployment based on the project capacity as well as specified performance standard. Nevertheless, with the said flexibility also, Concessionaire will be bound by the obligations of creating defined Project Capacity and meeting specified performance standards.	composition/capacity specified in the TEFR.
6.	Clause no 1.1.1 (RFQ)	Particulars Details/Description along with broad specifications (Page no-14)	In the event MHCs and mobile hoppers are operated through electric power whether the electricity will be provided by the Port Authorities? If yes, then what will be the sourcing point of Power. It is suggested that it should be in close proximity to the jetty.	The concessionaire shall take 33 kV power supply from Master Control Sub-station on payment basis. However, the concessionaire need to make own arrangement such as cables, switch gears from both sides including meters. If spare panel is available in Master Control, the concessionaire need to make necessary payment to HDC for supply of the same.
7.	Clause no 1.1.1 (RFQ)	Project cost breakup (Page no-15)	The issued RFQ document only provide the scope of work, equipment list, capacity and project cost but doesn't provide the breakup of the project cost.	Please refer Chapter-9 of the TEFR for the same.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
			We request authority to provide the detailed breakup of the estimated project cost.	
8.	Clause no 1.1.3 (RFQ)	1. INTRODUCTION under 1.1.3 (v) Page no-15	It is mentioned that compliance with environmental laws including obtaining and keeping in force throughout the concession period all required statutory clearances, is the responsibility of the concessionaire. But it should be the responsibility of the port, please clarify?	Berth no.5 is an existing operating berth and therefore no separate environmental clearance is required for this project. Any other statutory clearance for the project shall be obtained by the concessionaire through concessioning authority. The cost for obtaining such clearances shall be borne by the Concessionaire.
9.	Clause 3.2.1(ii) (RFQ)	3. CRITERIA FOR EVALUATION Under 3.2 Technical Capacity for purposes of evaluation 3.2.1 (ii) Page No-38	As per Standardised Bidding Documents issued by Department of Economic Affairs, PPP Cell, Infrastructure Division, Model RFQ, Chapter 3 criteria of evaluation: Cl. 3.2.1. (ii & (ii), Note 21, Page 23 states : "In case the RFQ is not for a highway project, substitute the highway sector by the relevant sector in sub-clause (i) and include highways and bridges in sub-clause (ii)" Earlier, for Mechanisation of Berth No. 2 tender, core sector included highway projects.	Highways sector is included as part of the core sector. Refer the Corrigendum1.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
			Request, roads, highways and bridges be included in sub-clause (ii) of Cl.3.2.1 of the RFQ.	
10.	Clause 3.2.6 (RFQ)	Table 3.2.6: Factors for Experience across categories (as per Berth no-2 RFQ) Page No-39	Clause 3.2.6: Factors for experience across Category 1, Category 2, Category 3 and Category 4 are to be 1.25, 1.00, 0.75 and 0.50 respectively has not been included in the RFQ. Berth No. 2 project had a similar provision. Request the same to be included.	The factors for experience categories is not considered in the RFQ of Mechanization of Berth no.2. Hence, RFQ condition prevails.
11.	Clause 3.2.3 (RFQ)	3.2.3: (d) Page No-39	The entity claiming experience shall, during the last five financial years have i) paid for development of projects and / or ii) collected/appropriated revenue from users. Total Project Cost may kindly be considered irrespective of amount paid for developing the projects during last Seven financial years instead of Five financial year. Kindly confirm	Not agreed to. The provisions of RFQ shall prevail. As per clause no.3.2.3 (c), model RFQ document, the capital cost of the project should be more than 20% of the estimated cost i.e. Rs.68.72 Cr.
12.	General (RFQ)	extend the RFQ submission date	Request you to kindly extend the RFQ submission date for at least 4 week time from the original submission date.	As requested by prospective bidders, the RFQ submission date shall be extended by 3 weeks' time from the date of uploading of

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
				Queries of Pre-application conference. Please refer Addendum -I,II,III and IV.
13.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 8.DEVELOPMENTAL PLAN (Page no-7)	In the released document (TEFR), it has been mentioned that the project has to be completed in 2 stages. Stage 1 will be for a duration of 12 months wherein the revamping of the existing jetty has to be carried out as well as procurement of MHCs and replacements of fenders and bollards. Stage 2 will be for a duration of 18 months, when the procurement of other backup equipment and infrastructure developments has to be carried out. During stage 1, when the operation will be carried out in semi mechanized method whether other equipment like dumpers / payloaders/ dozers etc to be provide by PPP operator and if so whether the existing tariff for semi mechanized operation will be allowed to be realized by the PPP operator. Further whether the quoted Royalty will be	(i) Equipment like MHC/Dumpers / Payloaders/ Dozers/Excavators etc have to be provided by the PPP operator for carrying out semi-mechanized operation for first 12 months as well as in Stage -II for handling export cargo and for loading of trucks for road-bound Import cargo. (ii) The total construction period of 30 months which is to be carried in 2 stages. Stage-I is 12 months (Semi-Mechanization) and Stage-II is 30 months (including Stage-I and Full Mechanization). The semi mechanized handling shall be discontinued for handling of Import Dry Bulk cargo after commencement of operation of the full mechanization of stage-II. loading of dry bulk export cargo

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
			required to be paid by the PPP operator to the Port.	may be continued in conventional method by using equipment like MHC/Dumpers / Payloaders/ Dozers/Excavators etc after commencement of operation of the full mechanization of stage-II. Regarding applicable tariff for the semi mechanized operation, provisions of Article - 8 of Concession Agreement may be referred to The existing tariff of SMPK for semi mechanized operation at HDC shall not be applicable. (iii)The payment of royalty shall commence from the month in which Concessionaire commences to provide service by using any Project Facilities and Services and shall be irrespective of COD. Regarding the rate of royalty and other governing conditions of Payment of Royalty, the

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
				provisions of Article - 9.2 of Concession Agreement may be referred to.
14.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 8.DEVELOPMENTAL PLAN (Page no-7)	In the RFQ the required completion time of the Project has not been Specified. However, in the TEFR for the instant project it has been mentioned that the project has to be completed in 2 stages. Stage 1 will be of maximum 12 months duration when the renovation of the existing jetty surface has to be carried out and procurement of MHCs and replacement of Fenders and Bollards to be completed. The duration of Stage 2 will be 18 months when the procurement of other backup equipment and infrastructural development in the yard has to be carried out. Thus the total completion time for the project is 30 months. The above scheduling of project completion period may please be confirmed. Further if the 1st stage is completed early then whether for 2nd stage additional time (beyond 18 months) will be allowed so that the total allowable times will be 30 months?	Please refer Sl.no.13 (ii) Yes, Scheduling of 30 months for completion of entire project facilities is confirmed, even if the Stage-I is completed before 12 months.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
15.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 8.DEVELOPMENTAL PLAN (Page no-7)	Entire project construction (Stage – I & II) is 12+30 = 42 months. Please clarify. Can Stage II construction be started simultaneously with Stage I? Please provide the site handover sequence with details.	(i) The total construction period is 30 months which is to be carried in 2 stages. Stage-I is 0-12 months (Semi-Mechanization) and Stage-II is 0-30 months, thus Full Mechanization to be done within 30 months. (ii) Yes, Stage-I and Stage-II shall be started simultaneously. However, Construction of stage-I shall be completed within 12 months and stage-II shall be completed within 30 months. (iii) The Site will handover as per the requirement of concessionaire for executing/ Operating Stage – I & II.
16.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 8.DEVELOPMENTAL PLAN (Page no-7)	After completion of stage 1, during semi mechanised operation what will be the allowed tariff and whether PPP operator will be required to pay Royalty at the quoted rate?	The Concessionaire would be allowed to charge Tariff during entire concession period (both during Stage-I and Stage-II of the operation) as per Article-8 of the Concession Agreement.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
				The payment of royalty shall commence from the month in which Concessionaire commences to provide any Project Facilities & Services and shall be applicable irrespective of COD. Also please see the reply given under Sl no 13 above in this respect.
17.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 8.DEVELOPMENTAL PLAN (Page no-7)	If construction is allowed to be carried out in 2 stages as per TEFR then after completion of stage 1 the operation will be required to be commence in semi mechanised methods through deployment of MHCs on the jetty and paylodgers, dumpers, bulldozers for horizontal movement and yard operations. Whether the required equipment for horizontal movement and yard operations will be required to be provided by PPP operators?	Yes, the required equipment for horizontal movement (Sequence of operation) and yard operations is to be provided by Concessionaire.
18.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 9. SUMMARY OF MAJOR FACILITIES A 2.2: (Page no-8)	Any dedicated location identified for the disposal of waste material from stockyard development?	Port shall identify suitable space within the battery limit of project for stacking of waste materials, to be accumulated during stackyard development (Construction Stage).Please refer TEFR (Page no-72)

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
19.	(TEFR)	Berthing Facility: Length of the Berth No. 05 is 255 m which includes allocation of 75 m from Berth No. 06. In addition, 25m length from Berth no.6 will be available as common mooring area for both berths (berth no 5 and 6). (Page No. 8)	Please advise the possibility of adjacent berth operator's objection against encroachment of space by the PPP operator of Berth No. 05. Also berthing feasibility of two Panamax vessels on berth 5 & 6.	Berthing facility of the vessel at Berth no.5 is clearly demarcated and the same shall be used during concession period. However, Panamax vessel will be berthed at berth no.5 by the port. There is no feasibility of berthing two Panamax vessel at a time at berth no -5 & berth no-6.
20.	Clause no 9 (TEFR)	EXECUTIVE SUMMARY Under 9. SUMMARY OF MAJOR FACILITIES (A2.7) (Page no-9)	Two existing Railway tracks have been earmarked for this project. Currently one is used for the Loading Line and the other is the Escape Line. However, it is presumed that the escape line can also be utilized for accommodating second rake simultaneously. In that event, whether construction of third railway line (in between the existing two lines) will be mandatorily required by the PPP operator.	As per the layout drawing no H-RLY-99B (Annexure) two existing tracks have been earmarked in this project. The operator (Concessionaire) shall carry out for addition/ alteration if required of existing line (single line) to accommodate the full rake and also make it straight line in the starting of the line, to provide In-Motion weigh bridge with weightometer. However, supply and installation of Rapid wagon loading system in such way that in-built weightment device with weightometer.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
21.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 9. SUMMARY OF MAJOR FACILITIES: (Page no-9)	Please clarify the reason for not considering Admin office / field office, Operational Building, Pump house, Parking, Landscaping / Green Landscaping / Greenery for this project. Power tapping location for substation and Power available for utilization for Berth No.5 Rated capacity of HMC is considered @1000 TPH, practically max 800 TPH is achievable for 100T capacity crane.	• The cost of these elements have been considered in civil cost estimate. • The concessionaire shall draw power from Master Control substation for the proposed berth by paying charges. However, MHC/Gantry crane and other power-driven equipment associated to the project will be operated by the concessionaire through power supply which will be taken from operator substation. • The capacity of each MHC/ Gantry Crane—is considered as 1000 TPH.
22.	Page No. 12 Clause No. 13 (TEFR)	CONCLUSION 3. It is expected that, PPP operator is liable to pay an upfront payment of INR42.53 Cr to the Port Authority in lieu of hardstand of 31 acres,	Please advise at what stage the shortlisted PPP operator is expected to pay this amount to the port authority.	PPP operator to pay the upfront payment, which is as part of the Conditions Precedent, at the time of handover of the hardstand land by the Authority.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
		existing in the backup area.		
23.	Clause no 8 (TEFR)	EXECUTIVE SUMMARY Under 13. CONCLUSION: (Page no-12)	Upfront payment for Rs. 42.53 crore to Port Authority in lieu of hardstand 31 acres backup area is not feasible considering the revenue and project cost. Kindly reconsider on this.	The Authority has developed the Hardstand and the cost for the same is included as part of the Total Project cost. The above Hardstand is part of the project area. The concessionaire shall have to pay the written down value of about 1,25,000.00 sq.m Hardstand to be transferred to the Concessionaire, as applicable on the last date of financial year immediately preceding to the date of handover. The present value of the hardstand is Rs.42.53 Cr.
24.	Chapter 2 (TEFR)	PROJECT SITE ENVIRONMENT under Table 2-2: Salient Features of the Berth No. 5 at HDC (Page no-41)	EC is not available. EC is a mandatory environment compliance certificate, in case of Non-compliance of environment law due to this HDC shall be responsible for the same. Please confirm.	This is an existing operating berth and therefore no Environmental clearance is not required for this project. Any other statutory clearance for the project shall be obtained by the concessionaire. Further, Consent to Operate for all the berths is valid upto February 2023 and the same will be applied for further extension as per norms by the Authority.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
25.	Chapter 2 (TEFR) Chapter 3 (TEFR)	PROJECT SITE ENVIRONMENT under 2.5 BATHYMETRY (Page no-46) 3.2.6.2 Draft at berth (Page no-65)	Dredging to achieve 12.2m depth has been envisaged by HDC, Please confirm on this? And by when we can get it? It is mentioned that berth will be handed to the operator with minimum depth of 9.0 m, Please confirm on this.	The capital and maintenance dredging of shipping channel shall be carried out by the Port authority. Vessels arrival shall be governed by river draft. However, the berth shall be handed over to the PPP operator with adequate depth of minimum 9m for berthing of a Panamax vessel.
26.	Chapter 2 (TEFR)	PROJECT SITE ENVIRONMENT under 2.6 GEO TECHNICAL INVESTIGATION (Page no-48)	Please share the Geotechnical Investigation report	The geo-technical inspection report for Berth no.5 and back up area was prepared in the year 1998. The copy will be shared during RFP stage.
27.	Clause No. 2.7.1(TEFR)	Inland Waterway Ganga-Bhagirathi-Hooghly River system from Allahabad to Haldia comes under the National Waterway No. 1. The total length of the NW 1 waterway is about 1620 km and is in operation from	Please advise whether PPP operator is allowed to handle coastal/IWAI vessels in this berth.	PPP operator is allowed to handle any vessel meeting the project requirement of type of Cargo mentioned in the TEFR.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
		27th Oct, 1986 after the formation of the IWAI. The water way has 18 floating terminals and 2 Fixed RCC terminals along the course. Some of the major stakeholders is moving the cargo on this waterway include Hindustan Lever Ltd., Ambuja Cements, Tirupati Vancom Ltd., Lafarge Cement, P K S Ltd. Saf. Fermion besides Public sector companies like HFCL, IOCL, Haldia Petrochemicals, FCI, ONGC, Hindustan Paper Corporation etc. so, the Haldia is well connected to NW-1 therefore has potential to attract cargo from Inland Waterways. (Page No. 50)		

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
28.	Chapter 3 (TEFR)	Lock Gates (Page no-62)	It is informed that automation of lock gate is under process. Plz share the status and completion date.	The automation of the lock gate has been completed in the year 2020-21 and working satisfactory.
29.	Chapter 3 (TEFR)	3.3.1 Backyard Facilities Pertaining to Berth No. 5 (Page no-70)	An underground storage tank is shown in the backup area. Please share the details and confirm on the removal of this tank	The underground space as shown in back up area, has already been filled. However, further filling, if required, shall have to be done by the concessionaire construction stage at his own arrangement and cost.
30.	Clause No. 4.4 (TEFR)	IDENTIFICATION OF MAJOR CARGOES Further, based on the discussion with HDC officials, it was understood that both berth no. 05 & 10 would be primarily handling dry bulk cargoes in the future and all other cargo categories such as break-bulk cargoes will be shifted to Berth no. 06 & 07 in near future as well as at berth no. 11 & 12 once container	Please advise whether PPP operator will be allowed to handle break bulk cargo in future.	Handling of Break-bulk and Liquid cargo is not part of the project scope. However, any type of Dry bulk cargo can be handled such as Coal, Iron Ore, Manganese ore and other dry bulk cargo.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
		berths are relocated to proposed outer container terminal. (Page No. 80)		
31.	Chapter 5 (TEFR)	5.2.9.1 Berth Length (Page no-135)	Additional 100m from berth no 6 will be allocated to berth no 5 which will not be shared with Berth No.6 in case of vessel arriving at both the berth and will always be considered as a part of berth 5 only.	Total Length proposed for Berth no-5 is 255m (Berth no.5 - 181m + 74 m from berth no.6). However, a space of maximum 25 meter inside the 255-meter length of the Berth No-5 may be used as a common mooring space for mooring vessels of both Berth No-5 and Berth No-6
32.	Clause No. 5.2.9.3(TEFR)	Berth Pocket The responsibility of dredging the spillage cargo from the jetty face will be the responsibility of the PPP operator. (Page No. 136)	Please advise any specific equipment needs to be installed for required dredging and affirmatively whether the cost of such equipment has been included in the project.	The dredging of shipping channel would be carried out by the Port authority. The Concessionaire is expected to take all required measures to avoid any spillage from the jetty face into the dock basin. However, in case such spillage occurs and it require dredging, the equipments to be deployed for the purpose may be selected by the Concessioner and deployed with approval of the Concessioning Authority without any cost to Port.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
				No cost of deployment of such equipment has been included in the estimated project cost.
33.	Clause no 5.2.10.1 & 5.2.10.2 (TEFR)	5.2.10.1 Bollard & 5.2.10.2 Fenders Page no-137	Since the Berth as well as jetty is 25 years old and vessel are regularly handled here it is suggested that existing bollard as well as fenders may be continued to be utilized and same will be replaced by PPP operator as and when required.	As per the TEFR, all the berth furniture shall be replaced by PPP operator prior to commencement of Stage-1 operations. RFQ conditions prevail.
34.	Chapter 5 (TEFR)	5.2.10.2 Fenders (Page no-137)	What is the berthing energy or berthing load capacity of the berth? Required for the fender size calculation.	The berth energy / berthing loading capacity of the berth is 32 Ton.
35.	Clause no 5.6 (TEFR)	5.6 EVACUATION OF CARGO (Page no-151)	In the event of the arrival of Iron Ore and other export dry bulk cargo, where and how the rakes will be unloaded?	The location of the iron ore stackyard is planned closer to the rail yard, so that, manual operations of the rail borne export cargo can be effectively handled through semi mechanised manner. Further, the cargo throughput consideration for export cargo is very less i.e 0.5 MTPA only. Hence, the same can be effectively handled through semi mechanised manner.
36.	Clause no 5.6 (5.6.2) (TEFR)	5.6 EVACUATION OF CARGO Under	As far as evacuation of cargo by road is concerned, there is no specific reference in the released document regarding the modus operandi for the	In case additional land is required for the storage, the PPP Operator may request the Authority for the same as per the provisions of the

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
		5.6.2 Truck Loading Station (TLS) (Page no-152)	cargo evacuation. There has to be designated roads for movement of various equipment. If such roads are constructed within the stackyard, then there will loss of Storage space which will be detrimental for cargo storage. Since the entire storage area will be catering to multiple customers and multiple varieties of cargo will be stored, there will be severe operational constraints at the time of evacuation of cargo from the stockyard by road.	Concession Agreement. Subject to availability such the Concessioneing Authority may consider allotment of additional land to the Concessionaire as per provisions of the Concession Agreement on chargeable basis.
37.	Clause no 7.9 (TEFR)	Table 7-9: General Specifications of Wagon Loading Station (Page no-191)	Each of the two existing railway tracks is of 1000 Mtrs length which can accommodate max 60 boxes. Currently 58/60 boxes per rake which is in vogue, will soon be upgraded and increased to 70 / 75 boxes per rake, wherein the free time will be 3 to 3 and a half hours. Keeping the forthcoming scenario in mind, is there any provision for increasing the track length?	Two existing tracks are available in which first existing line is around 750 m and same shall be extended on both the end connect with 2 nd Line by the concessionaire own cost, for accommodating max 59 boxes (one full rake). Second line is of 1570m length which can used for escape line.
38.	Clause no 5.6.1 & Table 7.9 (TEFR)	5.6.1 Wagon Loading Station (WLS) (Page no-151) & Table 7-9: General Specifications	Whether OHE Line will be provided by port for movement of electric powered locos	Currently, HDC does not have the OHE. However, the concessionaire is free to develop the OHE line if required at his own cost, for movement of Electric power locomotive. However, the OHE plan

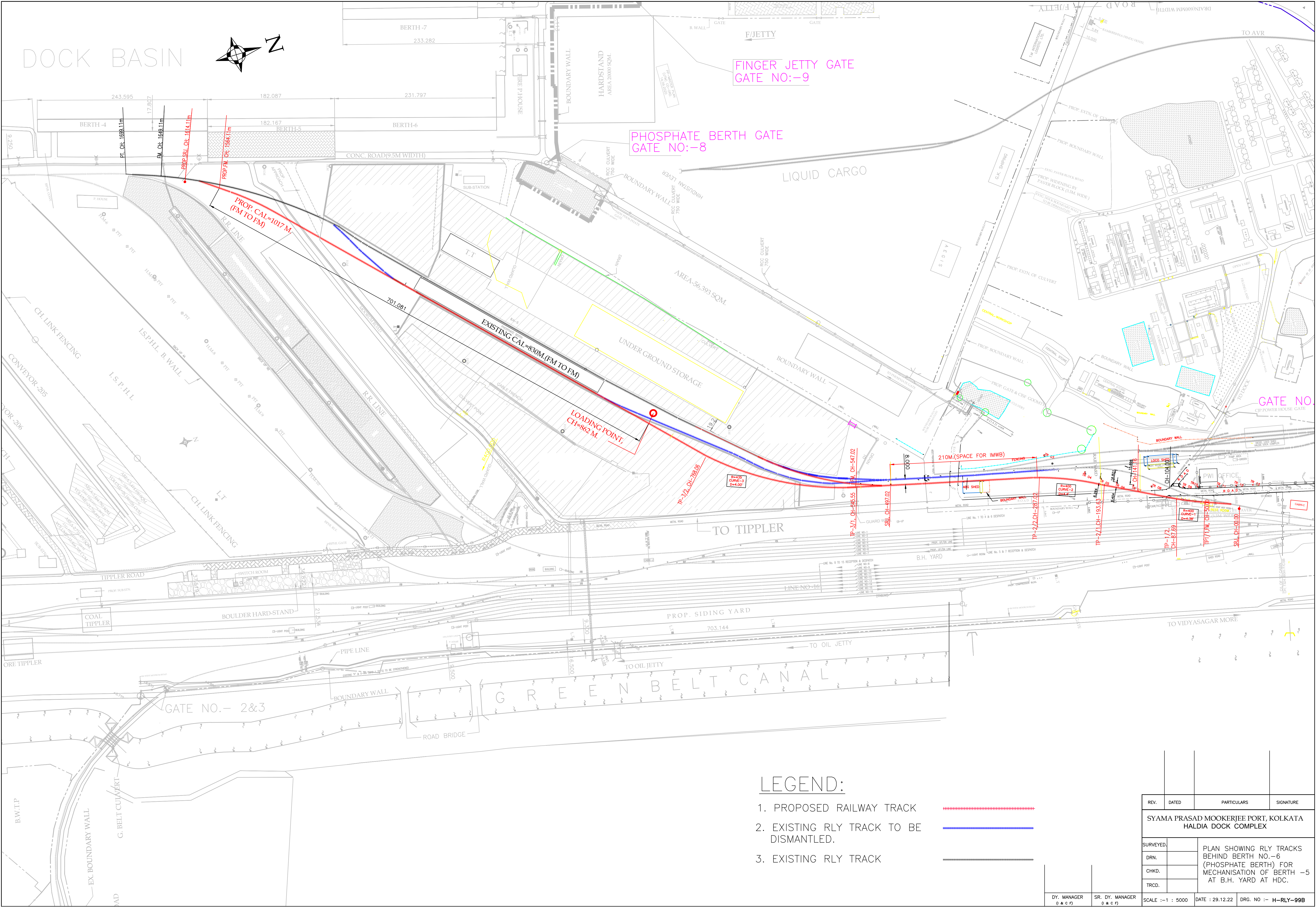
Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
		of Wagon Loading Station (Page no-191)		and designs to be duly approved by HDC before implementation. Meanwhile, it is proposed for using diesel locomotive by the Concessionaire, at his own cost.
39.	Clause no 7.9 (TEFR)	BUILDINGS AND OTHER ASSOCIATED FACILITIES (Page no-202)	It has not been specified in the released document (TEFR) whether the Wagon Loading System will be mandatorily a Rapid Loading System or not. Further the requirement of In Motion Weigh Bridge can be dispensed with from the mechanized system if the wagon loading system is integrated with FOIS software (which is approved by Indian Railways as a standard weighment protocol).	Yes, Wagon Loading System to be mandatorily a Rapid Loading System. However, Rapid Loading System is proposed as part of the project specification along with In Motion Weigh Bridge to be set up by the concessionaire at his own cost and arrangement.
40.	Clause no 10.11 (TEFR)	10.6 FINANCIAL ANALYSIS Under Table 10.11 Summary for Key Financial Parameters (Page no-235)	While calculating the annual revenue requirement, the expenditure towards payment of royalty by the PPP operator has not been considered. Considering the Royalty payment of Rs. 75 per metric ton (in line with Berth no 2), the requirement of tariff will be minimum Rs. $(266+75) = \text{Rs.}341.00$ per metric ton. In the financial analysis the projected pre tax IRR has been shown as 30.86 % which is	The Project Pre-Tax IRR computed does not take into account the Royalty payment to the Authority.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
			exaggerated as Royalty payment has not been considered.	
41.	Chapter-13 Clause No. e) Mechanization aspects (TEFR)	CONCLUSION e) Mechanization aspects: All major equipment's shall be power driven. (Page No. 246)	Please advise whether PPP operator will be allowed to use hybrid equipment.	Hybrid equipment (MHC) shall be allowed upto commissioning of fully mechanized work (Stage-II). However, after commissioning of fully mechanized plant, operation of MHC through electrical power. Further as mentioned earlier dumpers and pay loaders may have to be allowed for truck loading and export handling after completion of Stage-II phase also.
42.	General	Project Location & Layout Plan	Generally, RFQ Document contains the Project Location and Layout Plan for the preliminary understanding of the Project. However, the same is not provided in the issued RFQ. Hence, we request the Authority to provide the Project Location and Layout Plan with clear demarcation for backup yard, rail and road connectivity.	Please refer the TEFR for Project Location and Layout Plan.
43.	General	General Points	Multi Commodity Terminal: We refer that the proposed terminal is allowed to handle all types of dry bulk cargo. However, we suggest that Authority should also allow the handling of liquid bulk and break-	Requested to refer TEFR for the project for all the project location, lay out plan, dry bulk cargo, current traffic, dwell time, land for stack yard, discharge rate, maximum storage height, flow

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
			bulk cargo commodities also at the option of the Concessionaire. Current traffic and dwell time: In order to have a better understanding of the traffic potential of the project, we request the Authority to provide the berth wise, commodity wise cargo traffic handled at Haldia Dock Complex for FY2016-17 and FY21-22. We also request Authority to share the commodity wise dwell time of dry bulk cargo handled at Haldia Dock Complex Land for stack yard: RFQ does not provide details of the land allocated for stack yard of the project as well as the stack yard capacity. Please provide area of the stack yard. It is suggested that the stack yard capacity should be in-line with the terminal capacity. Discharge rate: We request Authority to provide the expected gross berth output. This	diagram, total back up area, power & water source, fire-fighting system, DFDS and demolish work etc. Handling of Break-bulk cargo and liquid cargo is not part of the project scope. However, all types of Dry bulk cargo to be handled such as Coal, Iron Ore, Manganese ore and other dry bulk cargo. TEFR may be referred to for other details.

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
			will help us in determining the specification of the equipment required for the project. Maximum Storage Height: Please provide the Maximum Storage height for yard stacking. Flow Diagram: Please share the Flow Diagram of proposed Mechanization of Berth no 5. Total Backup Area: Please specify about total Backup area for this mechanization scope. Please clarify the requirement of manual handling (if any) with additional area details marking on drawing. Power & water source & Battery limits: Please inform about the power source, voltage levels and nearest water source. DFDS and FFS:	

Sl.no	Clause Reference	Particulars	Queries / Observation	Response of HDC, SMP, KOLKATA
			Please provide details in case if any existing FFS system installed and it's condition. Demolish works: Please provide the details in case if any existing infrastructures/ buildings are to be demolished.	



LEGEND:

- 1. PROPOSED RAILWAY TRACK
- 2. EXISTING RLY TRACK TO BE DISMANTLED.
- 3. EXISTING RLY TRACK

REV.	DATED	PARTICULARS	SIGNATURE
SYAMA PRASAD MOOKERJEE PORT, KOLKATA HALDIA DOCK COMPLEX			
SURVEYED.		PLAN SHOWING RLY TRACKS BEHIND BERTH NO.-6 (PHOSPHATE BERTH) FOR MECHANISATION OF BERTH -5 AT B.H. YARD AT HDC.	
DRN.			
CHKD.			
TRCD.			
DY. MANAGER (I & C F)		SR. DY. MANAGER (I & C F)	SCALE :-1 : 5000
			DATE : 29.12.22
			DRG. NO :- H-RLY-99B