

No. SMPK/KDS/CIV/T/2776/1183

Date 24.11.2023

CORRIGENDUM-IV

Name of Work :- EOI for "DEVELOPMENT OF AN EXTENDED PORT GATE FACILITY AT BALAGARH, WEST BENGAL ON DBFOT BASIS THOROUGH PPP MODE."

Tender Notice No.: SMPK/KDS/CIV /EOI/2776/48 Dt. 16.08.2023
Corrigendum-I SMPK/KDS/CIV /EOI/2776/988 Dt. 05.10.2023
Corrigendum-II SMPK/KDS/CIV /EOI/2776/1044 Dt. 17.10.2023
Corrigendum-III SMPK/KDS/CIV /EOI/2776/1052 Dt. 17.11.2023

Please find **Authority's Reply to query of bidder** attached with this **CORRIGENDUM-IV** :


Authority's reply in Response to Bidders' Queries:-

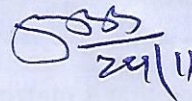
Sr. No	Queries of Bidders	Response of Authority(SMPK)
1.	Please clarify if the Environmental Clearance shall be under the purview of MOEF and /or State PCB	Since the design capacity of 2.7 MMPTA is less than 5 MMTPA Environmental Clearance is under the purview of State PCB, i.e. SEIAA
2.	Environmental Mitigation Cost mentioned in the Total Project Cost in the Prebid meeting is Rs. 15.06 crores. Please clarify, whether this cost is recurring in nature. Also clarify what is this Mitigation Cost.	Environment Mitigation Cost is the capital cost to be incurred during construction and includes costs for development of Greenbelt, Sewage Treatment Plant, Windscreen around the Coal stackyard, Dump Pond etc. 1% of this Capital Cost is estimated recurring cost for Operation and Maintenance per annum under this head
3.	Please clarify whether the Maintenance Dredging will be carried out by SMPK to maintain the guaranteed depth.	The Balagarh island falls on NW-1 which is maintained by IWAI. The river channel leading to Balagarh island which is 80 km upstream of Kolkata is maintained by IWAI being a barge channel. SMPK undertakes maintenance dredging in shallow patches below Kidderpore Dock for movement of large vessels.

4.	Kindly clarify the kind of barges to be used in the project	<table><tr><th>DWT (T)</th><th>Length (m)</th><th>Beam (m)</th><th>Draft (m)</th></tr><tr><td>650 -1000</td><td>60 – 80</td><td>8.20</td><td>2.20</td></tr><tr><td>1000-1500</td><td>80 – 85</td><td>9.50</td><td>2.20</td></tr><tr><td>1500 – 3000</td><td>85 – 95</td><td>15.00</td><td>2.50 ~ 3</td></tr></table> <p>Range of barges considered in DPR given above</p>	DWT (T)	Length (m)	Beam (m)	Draft (m)	650 -1000	60 – 80	8.20	2.20	1000-1500	80 – 85	9.50	2.20	1500 – 3000	85 – 95	15.00	2.50 ~ 3
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5.	As the 02 proposed Berths are contiguous in nature, how does SMPK propose to handle Reefer Vessels.	Initially, one berth dedicated for coal and one berth dedicated for Container have been considered. Continuous berth has been proposed with Mobile harbour cranes to have flexibility in handling either / both container and bulk cargo depending on the actual cargo profile. Handling of reefer container are not envisaged for this terminal																
6.	Please clarify the Cargo Evacuation Plan through Rail and / or Road	Cargo evacuation through road is only considered at present. However, Balagarh island is connected to NW-1, SH-6 and National highway. The nearest rail connectivity is at a distance of 6 KM. Also NH-19 connects Kolkata to Delhi, while NH- 6 connects Kolkata to Surat and Mumbai. NH- 4 connects North Bengal with South Bengal. NH-35 connects Kolkata to Habra and Petrapole (Bongaon).																
7.	Please clarify whether cargo a/c Nepal and / or Bhutan can be handled through this project	KDS is the gateway to eastern India along with Nepal, Bhutan (and Bangladesh). Since Balagarh is an extended gate to KDS, cargo to Nepal and / or Bhutan is envisaged to be handled through this project																
8.	A total handling of 2.7 MMT (Container 1.1 MMT and Coal 1.6 MMT) is projected to be handled per annum. Please clarify the prospective parties of both the cargo types.	Detailed Traffic Report / DPR will be shared at RFQ stage.																
9.	What is the distance between the Coal berth to Coal stackyard and Container berth to Container stackyard.	Coal stackyard and Container stackyard is planned at a distance of 500m and 150m (approx.) respectively from designated berths.																

10.	Apparently, the bridge constructed by CESC which is incomplete, would the same be a common user bridge or exclusively for CESC?	Construction of approaches on either side of the existing bridge of CESC and the road connectivity from SH-6 to the proposed project site will be the responsibility of SMPK.
11.	It is mentioned in the EOI notice that currently there is no motorable road to access the site. One semi-finished and abandoned bridge constructed by CESC is available from the nearest SH 6 (State Highway) which does not provide access to project site. It is unclear from the document about the entity which will be responsible for construction of road connectivity from the mainland to the site and the statutory requirements for the completion of the same.	Construction of approaches on either side of the existing bridge of CESC and the road connectivity from SH-6 to the proposed project site will be the responsibility of SMPK.
12.	It is also mentioned that 3 metres draft is available throughout the navigation channel connecting Kolkata Port to Balagarh, however whether this draft is available throughout the year and the possible navigability of the project site connecting to the Sandheads is not mentioned.	<p>3 m draft is generally available throughout the year from Kolkata to Balagarh. It is to mention that SMPK do not carry out any dredging beyond Kolkata dock system for navigation purpose since it is being used by IWAI and any dredging for navigation of barges are carried out by them only.</p> <p>The stretch of the river channel from Sandheads to KPD is navigable by sea going vessels with average draft of 7.1m</p>
13.	It is unclear from the attached document whether the Concessionaire is allowed to invoice marine charges to the customers	SMPK will be recovering Marine charges on account of vessels which is coming to Kolkata dock system and its area, but marine related charges concerning barges would be recovered by the Concessionaire and the same would be recovered through Revenue Share.
14.	Since coal is being handled in the bulk and dry bulk area, how can reefer containers be handled if it is a continuous berth?	Initially, one berth dedicated for coal and one berth dedicated for Container have been considered. Continuous berth has been proposed with Mobile harbour cranes to have flexibility in handling either / both container and bulk cargo depending on the actual cargo profile. Handling of reefer containers is not envisaged for this terminal.

15.	Since there is no provision for CFS or backup area, in that case, will all cargo be considered basis DPD or DPE for containers? What should a PPP operator do in case of congestion?	There is no provision for CFS in present scope.
16.	When does the actual tendering of the project start, before the road is built or after SMPK builds the road?	SMPK will make earnest effort to start the road connectivity and bridge approach construction at the earliest feasible through a separate contract and agency; However, tendering for PPP part will be taken up simultaneously.


Superintending Engineer (Contract)
 For मुख्य अभियंता / Chief Engineer
Syama Prasad Mookerjee Port, Kolkata


 24/11