

Tender No: GMM/436/HIRE/TUG/03

Corrigendum-I

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.



श्यामा प्रसाद मुखर्जी पोर्ट, कोलकाता
SYAMA PRASAD MOOKERJEE PORT, KOLKATA

हल्दिया गोदी परिसर

HALDIA DOCK COMPLEX

Tender No: GMM/436/HIRE/TUG/03

CORRIGENDUM-I

CORRECTIONS / ADDITIONS / DELETIONS, ETC

[Total Number of Pages: 3]

NOTE:

1. This “Corrigendum-I” should be read in conjunction with this office above Tender Document.
2. Consequential changes, arising out of this Corrigendum-I, will be deemed to have been effected, even if the same were not incorporated specifically in the Tender Document.
3. One set of this “Corrigendum-I” shall have to be submitted along with the Offer (with each page of it, duly signed and stamped, as token of acceptance).
4. All other terms and conditions of this office above Tender Document will remain unchanged

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SL.No.	Page No.	Reference Clause as per Tender	To be read as
1.	9	Clause 3.2 Test of Responsiveness	Clause 3.2 Test of Responsiveness 3.2.31. The contractor should submit TDS certificate including 26AS to validate the legitimacy of the work completion certificate/s submitted as credential.
2.	39	7.19 Evaluation and comparison of Price bids. 7.19.1. Price Bid evaluation criteria and formula for evaluation: Formula for evaluation of price bid will be as follows: - Total Price = (365 x A) + [{.....} x 365 x Rate of HF-HSD @ IOC Haldia on 27/12/ 2023 i.e. Rs. 93.891 per litre]. Where,	7.19 Evaluation and comparison of Price bids. 7.19.1. Price Bid evaluation criteria and formula for evaluation: Formula for evaluation of price bid will be as follows: - Total Price = (365 x A) + [{.....} x 365 x Rate of HF-HSD @ IOC Haldia on 27/12/ 2023 i.e. <u>Rs. 93.892 per litre</u>]. Where,

Tender No: GMM/436/HIRE/TUG/03

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3.	82	<p>Part-II, Annexure-XVI</p> <p>Un-Priced Bid</p> <p>.....</p> <p>.....</p> <p>Total Price = (365 x A) + [{.....} x 365 × Rate of HF-HSD @ IOC Haldia on 27/12/ 2023 i.e. Rs. 93.891 per litre].</p> <p>Where,</p> <p>.....</p> <p>.....</p>	<p>Part-II, Annexure-XVI</p> <p>Un-Priced Bid</p> <p>.....</p> <p>.....</p> <p>Total Price = (365 x A) + [{.....} x 365 × Rate of HF-HSD @ IOC Haldia on 27/12/ 2023 i.e. <u>Rs. 93.892 per litre</u>].</p> <p>Where,</p> <p>.....</p> <p>.....</p>

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

SL. No.	Page No.	Reference Clause	Clarification Sought / Change Suggested	HDC(SMPK) Response
1.	3	II Schedule of Tender (SOT) E. Estimated Value of Tender 1. INR 43,89,49,000/- plus GST. (Charter hire charge for one tug for 07 years)	<p>We draw your attention to the lower Tender value estimate considering the current market rate for the following reasons:</p> <ul style="list-style-type: none"> Increase in Manpower cost: Indian Marine Industry is currently witnessing a scarcity in the trained and experienced manpower. The surge in economic activities in India post Covid era and the huge shortage of manpower in the International Market due to Ukraine-Russian war. The Indian Marine Manpower catering to this global shortage has led to unavailability of crew to the Indian Maritime Industry and a skyrocketing increase in the salary of officers' category. We would also like to inform you that as per the latest directions from National Maritime Board which fixes minimum basic wages for the seafarers, year on year escalations have been fixed for the crew wages ranging from 5% to 10%. Further, the cost of logistics, insurance premium, provisions, workshop charges etc. have significantly increased during last two years. Further , we need to retain the skilled manpower 	As per Tender.

Tender No: GMM/436/HIRE/TUG/03

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			<p>for STS (specialized operation) which further adds to increase in manpower cost.</p> <ul style="list-style-type: none"> • Current Tug demand & supply scenario: As your good self is aware that the introduction of SOP by Ministry, for Hiring of Tugs by Govt Ports has limited the options available with Indian Tug operators. The requirement of Indian built/ tugs registered on/ before 15th Jan'21 only to participate in these tenders have seen Tugs of all categories and age group have already been engaged in long term contracts and there are hardly any tugs available in the Market. In the current market scenario, a tug of 40TBP@ 90% MCR would have to be met by a bigger capacity tug. Therefore, we are of the opinion that Tender estimate is inadequate and needs revision. <p>In view of above, the estimated value of tender is inadequate and requires upward revision.</p>	

Tender No: GMM/436/HIRE/TUG/03

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			We are of the opinion that this substantially lower budgetary estimate would discourage Bidders from participating in the tender and Port is running risk of retender due to non-participation/ lower participation which would result loss of precious time and effort of the Port. It is therefore requested that Budgetary estimate is to be revised to a higher-level. We request your kind consideration of the above.	
2.	8	<p>3.2 Test For Responsiveness</p> <p>24). vi. Bollard Pull Certificate (Not less than 40 Ton),</p> <p>29). Bidder shall submit during techno-commercial stage Bollard Pull Test Certificate issued by IACS approved Classification society showing that the Bollard Pull of the Tug is 40T or more. However, at the time of deployment successful bidder will have to provide a Bollard Pull Test certificate for a minimum 40 Ton Sustained Bollard Pull at 90% MCR issued by IACS approved Classification society not more than 6 months old.....</p> <p>7.11. BOLLARD PULL</p>	<p>In line with Port Pre bid response for ongoing tender (Tender Ref: GMM/436/HIRE/TUG/609), we understand during the submission of bid, latest BP test certificate (not necessarily six months old) has to be submitted as per clause 3.2.24 & 3.2.39.</p> <p>Please confirm.</p> <p>Attached supporting document for your ready reference.</p>	Yes

Tender No: GMM/436/HIRE/TUG/03

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	37	The steady/sustained Bollard Pull of the Tug at 90% MCR should not be less than 40 Tones at the time of deployment. At the time of deployment of the tug at HDC, a BP certificate should be submitted which is not more than 6 months old.....		
3.	10	3.2 Test For Responsiveness 29. Bidder shall submit during techno-commercial stage Bollard Pull Test Certificate issued by IACS approved Classification society showing that the Bollard Pull of the Tug is 40T or more. However, at the time of deployment successful bidder will have to provide a Bollard Pull Test certificate for a minimum 40 Ton Sustained Bollard Pull at 90% MCR issued by IACS approved Classification society not more than 6 months old. Further, the bidder has to declare the following in Non-Judicial Stamp paper of Rs 50/- along with their offer.....	In case Class is not willing to issue the certificate exactly at 90% MCR and clarify the same in writing then we understand a BP test certificate of Tugboat achieving 40 Ton at lower MCR (i.e. @87% MCR) will be acceptable (This was clarified in ongoing Tender clarifications for hiring of 2 tugs). Please confirm our understanding.	During the techno-commercial stage bollard pull test certificate showing that the Bollard Pull of the Tug is 40T or more @ 90% MCR or at lower MCR is also acceptable. However, at the time of deployment successful bidder will have to provide a Bollard Pull Test certificate for a minimum 40 Ton Sustained Bollard Pull at 90% MCR issued by any IACS approved Classification society not more than 6 months old.
4.	9	3.2 Test For Responsiveness	1). We understand that all applicable documents to be uploaded by the bidder at the time of bid submission and no such self-declaration stating reason for non-submission will make the shortfall bid responsive.	As per Tender.

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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		Note: The tenderer should submit a self-declaration describing as to which document is not submitted and the reason behind the same.	Kindly confirm.	
5.	30	VII. Special Condition of Contract (SCC) 7.2.4 Duties and Taxes 3). SMP, Kolkata is entitled to claim benefit under Service Exports from India Scheme formulated under Foreign Trade Policy, 2015-20 and accordingly, the Contractor would not be entitled to claim any benefit under same scheme against amount realized from services rendered under the contract. In case any other scheme to be notified under subsequent Foreign Trade Policy, if SMP, Kolkata is entitled to claim any benefit, the Contractor would not.....	Please appreciate that if the contractor is entitled to claim any benefit under the Law then the same cannot be denied under this contract and Contractor will continue to claim the same. Accordingly, please amend the clause suitably.	As per Tender
6.	33	VII Special Conditions of Contract (SCC) 7.8 Scope of Work 7.8.1 General: The tug(s) shall primarily be used for assisting vessels inside Haldia Dock Complex..... The Tug may also be used for assisting re-floatation of grounded vessels, towing of dead vessels and assisting disabled vessels,	1) Kindly note that assistance to dead ship, floatation of grounded vessels, participation in pollution containment activities are specialized jobs and may require approval of insurance on case-to-case basis with payment of additional premium. We therefore request following:	As per Tender.

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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	35	<p>assistance in lighterage operations, STS operations at Sagar/Sandheads and for any other work that the vessel is capable of and as assigned by the port anywhere, anytime, within the jurisdiction of the port as per requirement</p> <p>VII Special Conditions of Contract (SCC)</p> <p>7.8 Scope of Work</p> <p>7.8.13 In case the tug is engaged in firefighting and or pollution control as ordered by the Port, the cost of foam / chemicals consumed for the firefighting / pollution control will be reimbursed by the Port as per actual.</p>	<p>(i)The cost of additional premium to be reimbursed by the Port on production of documentary evidence.</p> <p>(ii) Many a times, urgency of the job requires the tug or holidays/ weekends do not allow adequate time to the contractor to obtain approval of insurance in time prior the job is attended. In this backdrop, we request that both the Port and the Owner of assisted vessel shall indemnify the Contractor against all damages, losses of their property, injury, death of their personnel third party liabilities including environment liabilities. Basis this indemnity letter, contractor can go ahead with the job promptly and can complete insurance process at a later stage. This would help to commence the job early and procure insurance at a nominal premium.</p> <p>Also, during the pre-bid meeting for ongoing Tender for hiring of 2 tugs (Tender ref:</p>	

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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			<p>GMM/436/HIRE/TUG/609), while representing this query, Port has informed us to consider our request related to reimbursement of addition premium and providing indemnity letter from ship owner.</p> <p>In regard to above, please confirm your acceptance to the above suggestion.</p>	
7.	33	VII Special Conditions of Contract (SCC) 7.8 Scope of Work	<p>We request that a separate salvage related clause to be included as follows:</p> <p>“All salvage rendered shall be for the Port and Contractor’s equal benefit after deducting all lawful expenses including additional manning and insurance, if any and the hire paid under the agreement for the period of salvage and other repairs or damage and fuel consumed. No salvage shall be undertaken without the explicit orders of the Port and consent of the contractor. The Port shall take all measures to secure payment of salvage and Port shall enter into agreement for salvage”.</p>	As per Tender.

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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8.	37	VII Special Conditions of Contract (SCC) 7.11 Bollard Pull Port may ask for a Bollard Pull test any time during the contract tenure. The BP test should be carried out at HDC. In case the BP test results are satisfactory; the tug will be considered on-hire for conducting such test. All such tests shall be carried out at contractor's cost and witnessed by Classification Society Surveyors, which is a member of IACS.	<p>In line with Port Pre bid response for ongoing tender (Tender Ref: GMM/436/HIRE/TUG/609), where port has agreed to the point, if class provide its inability to perform the Bollard Pull test at Haldia due to inadequate draft, then in such scenario, the bollard pull test to be conducted in nearby Port and the tug should be considered on-hire during such voyage.</p> <p>Please confirm.</p> <p>Attached supporting document for your reference.</p>	A confirmation in this regard may be required from the classification society stating their inability to perform the Bollard Pull Test at Haldia.
9.	40	VII Special Conditions of Contract (SCC) 7.17 Deduction and Penalties 7.17.1..... Further a sum equivalent to 50% of the 'Daily Hire' as per the Agreement will be imposed as penalty for each day or part thereof during the 'DEFICIT PERIOD'. However, Engineer of the contract may waive of the penalty if he is satisfied that the reasons	The Penalty rate under the Tender is too steep as compared to penalty rate applicable in any other Major Port. We hereby reproduce the most common Penalty clause from other Major ports as follows:	As per Tender.

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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		of the default were beyond the control of the Contractor. Non-payment of daily hire rates and levy of penalty shall be calculated on pro-rata basis. GST as applicable would also be imposed on all deductions and penalties on the contractor.	<p>If the Tug is inoperative and / or unavailable and HDC is denied use of the tug, penalty will be levied from the time and date of such in operation/ unavailability after allowing any down time to the credit of the Contractor up to the time and date of break down / in operation as follows, in addition to non-payment of charter hire charges.</p> <p>from the time and date of such non-availability / inoperative –</p> <p>up to 14 days 15% of hire charges per day or part thereof on pro rata basis</p> <p>15 to 21 days. 30% of hire charges per day or part thereof on pro rata basis</p> <p>Beyond 21 days 50% of hire charges per day or part thereof on pro rata basis.</p> <p>Attached the tender extracts from the Major Ports for your ready reference.</p>	
10.	8	3.2 TEST FOR RESPONSIVENESS The tenders are to be submitted online in two parts i.e. Part-I & Part-II.	In line with Port Pre bid response for ongoing tender (Tender Ref: GMM/436/HIRE/TUG/609), Integrity pact to	Yes.

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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	31	24. Complete and signed copy of enclosed “Integrity Pact” in a Non-Judicial Stamp Paper worth Rs.50/-	be submitted at time of bid submission and after award of contract.	
	45	<p>7.4. Signing of the Contract After the issuance of Letter of Acceptance, On placement of work order, the successful bidder will have to make an arrangement for signing a formal agreement and Integrity Pact with Haldia Dock Complex, Syama Prasad Mookerjee Port on a non-judicial stamp paper of Rs. 50/- as per enclosed proforma at the earliest.</p> <p>7.29. INTEGRITY PACT The selected bidder will have to enter into an Integrity Pact with the Port as per format enclosed at Annexure-IV. (On Non Judicial Stamp Paper of Rs. 50/-).....</p>	Please confirm.	
11.	40	<p>7.20 Insurance (b) In the event The contractor shall submit a copy of insurance policy and indemnity bond (on Rs 50/- Non Judicial stamp paper) to HDC, SMPK.</p>	In line with Port Pre bid response for ongoing tender (Tender Ref: GMM/436/HIRE/TUG/609), the indemnity bond to be submitted at time of bid submission. Please confirm.	Yes

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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12.	41	VII Special Conditions of Contract 7.17 Deduction and Penalties 7.17.4 The lay-up period shall commence from the time the tug is not available at the disposal of HDC till it starts for attendance of the next job. For example: In case the tug isn't available for use from 1600 Hours of 01.01.2019 and post repair of the tug it is ready by 1000 hours of 02.01.2019, but it is being called for work at 1400 Hours of 02.01.2019, thus the attendance of tug will be considered from 1400 Hours of 02.01.2019.	<p>Please note that if next operation takes place after some days then as per this clause the Tug will be off hired till such time and contractor cannot afford to be off hired for such duration when the Tug is available for operations.</p> <p>In view of above, we request that once the contractor reports the availability of the Tug to Port the same should be considered on-hire immediately as the tug is available for use.</p> <p>Request you to kindly amend the clause as "For example: In case the tug isn't available for use from 1600 Hours of 01.01.2019 and post repair of the tug it is ready by 1000 hours of 02.01.2019, the attendance of tug will be considered from 1000 Hours of 02.01.2019".</p> <p>(This was accepted by Chennai Port Trust in their tender pre-bid clarification. Attached supporting document for your reference.)</p> <p>Please confirm.</p>	As per Tender.

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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13.	42	<p>VII Special Conditions of Contract</p> <p>7.23 Force Majeure</p> <p>i) In the event of either party being rendered unable by 'force majeure' to perform any obligation required to be performed by them under the contract, the relative obligation of the party affected by such 'force majeure', shall upon notification to the other party, be suspended for the period during which 'force majeure' event lasts. The cost and loss sustained by either party shall be borne by respective parties.</p> <p>ii) The term 'Force Majeure' as employed shall mean acts of God, earthquake, war, revolt, riot, fire, strike (excluding that of Contractor's Suppliers or Subcontractor's Employees) and hurricane.</p> <p>.....</p> <p>.....</p>	<p>(i) Please note that even after the force majeure event is over it may take some time to commence the services (example: If Tug is damaged during the Force Majeure, Some time will be required towards assessing the condition of Tug, repair and maintenance etc). In view of above, please modify the highlighted sentence as follows: "for the period during which the impact of force majeure event lasts".</p> <p>(ii) We also suggest that either party should have the right to terminate the contract if the force majeure event (including impact) persists for more than 3 months.</p> <p>Request you to kindly include a new sub-clause under the Force Majeure clause as under: "Prolongation of Force Majeure: Either Party shall have the right to terminate the Contract in case the Force Majeure event prolongs for a continuous period of 3 months".</p>	As per Tender.

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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14.	35	Joint Trial: During the course of deployment, if the fuel consumption is found to be above the admissible quantity as stated above, the cost towards the excess consumption of fuel will be recovered from the charges payable and cost of fuel will be considered on the basis of the prevailing market rate plus 19.25%. If GST becomes applicable on HSD in future, tax will be levied as per applicable rate. ...	We request you to kindly recover the excess fuel consumption charges on the basis of the prevailing market rate. Kindly delete the extra 19.25%, which will have financial burden on the contractor.	As per Tender.
15.	41	7.21 Payment 7.21.4.The cost of the quantities of HSD remaining on Board(ROB) at the time of On hire & off hire would be reimbursed/adjusted by the port and the contractor respectively. Payment for HSD ROB shall be made on the basis lower of HSD Price prevailing at IOCL, Haldia, as on the dates of on-hire or the cost of procurement of HSD on Board by the contractor as per invoice/challan issued by HSD Supplier. At the time of off-hire of Tug 19.25% departmental charge on HF-HSD cost shall be recovered extra.	At the time of on hire ROB will be reimbursed at the fuel rate available at HDC Or Last bunker Invoice rate for the Tug. Similarly the off hire ROB also be adjusted at the rate available in HDC and additional charge of 19.25% should not be applied. Fuel cost is pass through only and no profit or margin are allowed.	As per Tender.

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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16.	30	VII. Special Condition of Contract (SCC) 7.2.4 Duties and Taxes 5. All bidders are required to submit acknowledgement of their income tax returns filed and copies of their Form 26AS for the 2 financial years immediately preceding the financial year in which tax is required to be deducted at source	We understand that IT return filing for FY2022-23 and FY 2021-22 will be acceptable. Please confirm. This was accepted by Port in the last tender. (Tender No: GMM/436/HIRE/TUG/228) Attached supporting document for ready reference	As per Tender. Documents as per clause 7.2.4(5) for FY 2022-23 and FY 2021-22 will be acceptable.
17.	41	7.21 Payment 7.21.3. a) PF/EPF, ESI Receipt and proof of payment made to the crew/staff for the previous month to be produced for release of payment. Contractor to comply with rules and regulations as applicable.	In line with Port Pre bid response for ongoing tender (Tender Ref: GMM/436/HIRE/TUG/609), please add a sentence in paragraph stating that “Contractor to comply with rules and regulations as applicable” as most of the listed rules and regulation are not applicable for Tug contract which is governed by M.S Act and contractor will held responsible for applicable rules and regulation specific to this contract. Please confirm Attached supporting document for your reference	Please refer Clause 7.21.3.(a) of NIT.
18.	3	II.Schedule of Tender A.Name of Work Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull	Please clarify the meaning of more, is the Port is looking for Hybrid Tugs too!	‘more’ here means a tug of 40 Ton Bollard Pull or more. Hybrid tugs are not considered in this NIT.

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

SL. No.	Page No.	Reference Clause	Clarification Sought / Change Suggested	HDC(SMPK) Response
		(ASD/SRP/VOITH) or more of RSV Type-IV/Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.		
19.	08	3.2 Test of Responsiveness Clause 24 A Technical description of the Tug(s) to be submitted in the format given in Annexure VII and the same to be enclosed in Part-I (Technical and Commercial aspects) of the offer. The bidder will submit following certificates/documents for the offered tug for hire along with the Techno-commercial offer. i. Certificate of Registry, ii. Certificate of class, iii. Indian Coastal Vessel Safety Certificate/Indian River-Sea Vessel Safety Certificate or Cargo Ship Safety Radio Certificate, Cargo Ship Equipment certificate, Cargo Ship Construction Certificate as applicable, iv. Minimum Safe Manning Document, v. GA Plan of tug,	<p>Whereas the Port is allowing the bidders with reconstruction Tugs as per ASTDS Guideline and focused on the same and mentioned as below:</p> <p>30. Ownership: (i) Tenderer shall possess tug of 40 tonne (min.) bollard pull by absolute ownership/ Despondent ownership/ Charter lease/ MoU/MoA. The minimum parameters required of the tug should be as per the tender as mentioned herein below. The bidder shall submit documents in support of the suitability as indicated. If the tenderer is in possession of lease or charter of hire of tugs, then irrevocable lease/charter agreement duly stamped as per Indian Stamp Act 1958 and notarized, should be submitted along with the offer by tenderer.</p>	Please refer para 2 of clause 3.3 of NIT.

Tender No: GMM/436/HIRE/TUG/03

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Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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		vi. Bollard Pull Certificate (Not less than 40 Ton), vii. Shop Test Record of Main Engines.	<p>(ii) Where the bidder does not possess the tug, he should have entered into an agreement with the owner of the tug for purchasing/leasing of the tug which he intends to deploy to SMPK for the duration of the contract, and shall submit valid documents (self-attested) to prove the same.</p> <p>(iii) In case of an under-construction tug, the bidder has to submit the documents related to ownership, Class approved drawings, Construction Schedule and other relevant documents as applicable. Further, a declaration should be submitted that the tug shall meet all the tender specifications and to be built as per ASTDS guidelines.</p> <p>For the Point (iii) Please provide sufficient time frame to supply the Tug as per ASTDS Construction time for such Tugs are 18+ Months and for such time period hiring a Thirty party tug is not possible /Practicable for the Potential</p>	

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

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			Bidders if they have Construction of New Tugs and supply on focus.	
20.	9	Clause-3.3 The tug to be provided should either be a. built in India as per the Approved Standardized Tug Design and Specification (ASTDS) of Ministry of ports, shipping and waterways (Erstwhile Ministry of Shipping) or; b. Indian flagged on or before 15/01/2021..... b.	But for Under construction Tugs as Per ASTDS Model Delivery time must be provided to the Bidders then only Potential Bidders may participate in such Bidders.	Please refer para 2 of clause 3.3.
21.	35	Clause 7.8.11 External firefighting system: Fire Pump for external firefighting with fire monitors, oil dispersant spraying Booms with suitable nozzles, sufficient fire protection system etc. FIFI capacity of at least 500 cum per hour with adequate Foam Tank and Dispersant Tank Should be present.	Since Port is Interested to hire Tug as per ASTDS and such Tugs having standard design with Half Fifi of 600 CuM/Hr and Fifi with AGNI 1 Notation with 1200 CuM/Hr, why port required 500 CuM /hr as such Fire Fighting system doesn't called as FIFI and Not under any not certify as FIFI Tug with FIFI Notation.	As per Tender.
22.	38	Clause 7.12 Guaranteed Availability:		As per Tender.

Tender: Supply, manning, operation and maintenance of one tug of 40 Ton Bollard Pull (ASD/SRP/VOITH) or more of RSV Type-IV/ Indian Coastal vessel for Haldia Dock Complex for a period of Seven years.

SL. No.	Page No.	Reference Clause	Clarification Sought / Change Suggested	HDC(SMPK) Response
		<p>a) The Contractor will have to stand guarantee for the tug's availability for at least 353 days in a year, in fully operational condition. The Contractor shall be allowed layup period of 12 days per year during the currency of the contract for upkeep of the Tug.</p> <p>The allowed layup period of 12 days in a year will be credited at the beginning of each contractual year. The allowed layup period of 12 days will be allowed in a year subject to obtaining approval from the Engineer of the contract. During the allowed layup period, daily hire charges will be paid. No allowed layup period balance at the end of the year will be carried forward and will lapse.</p> <p>b. In case the availability of the vessel falls below.....</p> <p>c. However, a further layup period of another 60 days will be allowed in maximum 04 instalments during the entire tenure of the seven years' period of the contract for dry</p>	<p>Above Point a and c is contracting each other as in (a) free time for lay up period is 12 days in year is not allowed to carry forward but again it is stated that contractor can club the free time lay up period during dry dock (Please clarify this)</p> <p>We understood that total free time for Dry dock and maintenance is provided 12+60 days = 72 days in tenure of the contract i.e, 7 years of time, please clarify this too.</p>	No, please revisit clause 7.12. (c).

Tender No: GMM/436/HIRE/TUG/03

Reply to Pre-Bid Queries

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		<p>docking and survey repair of the Tug for maintaining its Certificate and carrying out smooth operations. Further, contractors will be allowed to club the unused layup period out of the 12 days available in that particular year along with full or part layup period of 60 days for the purpose of dry docking / surveys or other necessary repairs during the tenure of contract subject to prior permission of the Engineer of Contract, HDC. No payment will be made for the layup period of 60 days as mentioned in this clause. If the contractor is able to provide a substitute tug during the period of layup of the original tug as per clause No 7.17.2, payments will be made to him as per the agreement for the services of substitute tug. The period will also not be treated as layup period.</p> <p>d.</p>		
23.	3	<p>II Schedule of Tender (SOT)</p> <p>E. Estimated Value of Tender</p> <p>1. INR 43,89,49,000/- plus GST. (Charter hire charge for one tug for 07 years)</p>	<p>Estimated value of tender: Rs. 43,89,49,000/- plus GST</p> <p>For the Bidders who can supply ASD Tugs as per ASTDS Guidelines, for such tugs the Tender value is very low and not considerable as per Prevailing market condition.</p> <p>Tender value should be revised for the New Tugs Under ASTDS model as practically rate</p>	As Per Tender.

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SL. No.	Page No.	Reference Clause	Clarification Sought / Change Suggested	HDC(SMPK) Response
			difference should be there for the BRAND-NEW Tugs as per ASTDS Guidelines and an 18 YEARS OLD Tug.	