With reference to e-tender nos. MSTC/ERO/KOLKATA PORT TRUST/11/KOLKATA/19-20/2745 bearing NIT Nos. KoPT/KDS/TFC/03-2019, following clarification to the queries may be noted.

Clarification of KoPT to the queries / suggestions raised by prospective bidders submitted by emails dated 29.04.2019 after pre-bid meeting in respect of tenders for allotment of KPD Shed nos. 25 & 26

Sl. No.	Query / Suggestion no. vide their email	Query / Suggestion	Clarification by KoPT
1	Sl. 1 of the mail dated 29.04.2019 of **Mr. Amit Samaddar (M/s IRC Ltd.).**	Withdraw the wharfage charges which is not mentioned in the tender notice.	Minimum Expected Cargo Throughput i.e. MECT as mentioned in the addendum-2 would prevail.
2	Sl. 2 of the mail dated 29.04.2019 of **Mr. Amit Samaddar (M/s IRC Ltd.).**	Is it completely custom bonded warehouse?	Yes. It is a warehouse located within the Dock Custom Bounded area.
3	Sl. 3 of the mail dated 29.04.2019 of **Mr. Amit Samaddar (M/s IRC Ltd.).**	Can we store the shifted cargo in the warehouse arrived from outside the port. Further query dated 30.04.2019: We intend to know that if some cargo that has already been dispatched from the port to CFS, can we store the same cargo again in the shed inside the port?	No. The basic purpose of the tenders is to promote EXIM cargo through the port. No. Only the Import container(s) for which KoPT is the custodian can be removed to KPD-II for destuffing and upon destuffing, cargo can be stored in licensed shed on recovery of necessary charges as per KoPT SoR.
4	Sl. 4 of the mail dated 29.04.2019 of **Mr. Amit Samaddar (M/s IRC Ltd.).**	Who will bear the unloading charges from burges?	The question is not relevant in context of the instant tenders.
5	Sl. 5 of the mail dated 29.04.2019 of **Mr. Amit Samaddar (M/s IRC Ltd.).**	Can we use the railway truck?	The railway track behind the shed nos. 25 is non-functioning. The railway siding at KPD-II can be used subject to payment of railway related charges applicable as per KoPT Scale of Rates.
6	Sl. 1 of the mail dated 29.04.2019 of **Mr. Sharad Verma (M/s B. Ghose & Co. Pvt. Ltd.).**	The shed allotted to the successful bidder may be used for cargo as specified in the tender only. These cargoes could be imported by various importers using KDS.	Agreed. However the nature of cargo would be as per clause-2 of Annexure-IV of the tender documents. However, storage of cargo would be confined to EXIM cargo through the port and should not be routed through any other custom bonded area.

7	Sl. 2 of the mail dated 29.04.2019 of **Mr. Sharad Verma (M/s B. Ghose & Co. Pvt. Ltd.).**	Reference discussions regarding containerized cargo – cargo imported or handled by the bidder may be brought to the shed on completion of ACP formalities.	Import container(s) for which KoPT is the custodian can be removed to KPD-II for destuffing and upon destuffing, cargo can be stored in licensed shed on recovery of necessary charges as per KoPT SoR.
8	Sl. 3 of the mail dated 29.04.2019 of **Mr. Sharad Verma (M/s B. Ghose & Co. Pvt. Ltd.).**	If refurbishing / repair of the shed is completed prior to the 6 month period as stipulated in the tender, the successful bidder may start operations on readiness of financial terms which will be preponed on a pro-rata basis from the day work starts.	This is agreed. Clause-2 mentioned in the Addendum-2 may be referred in this regard.
9	Sl. 4 of the mail dated 29.04.2019 of **Mr. Sharad Verma (M/s B. Ghose & Co. Pvt. Ltd.).**	Regarding the question of MGT – while we appreciate port's concern regarding the quantity of cargo, we wish to point out that a substantial investment shall be incurred towards refurbishment and maintenance which in turn will ensure the bidders work towards maximum throughput for maximum return of investment. However, given the current Government scenario, a stipulated MGT would be a detractor.	Minimum Expected Cargo Throughput i.e. MECT as mentioned in the addendum-2 would prevail.

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