

SYAMA PRASAD MOOKERJEE PORT, KOLKATA

KOLKATA DOCK SYSTEM

Notice Inviting e-Tender No. KoPT/KDS/Mech/C/ADV/557 dated 04.08.2020.

Hiring of 2 Nos. Diesel Electric/Diesel Hydraulic Locomotive, each having hauling capacity of 4500 MT and power 1350 HP/1400 HP and above, for a period of 5 years for Kolkata Dock System, Syama Prasad Mookerjee Port, Kolkata vide Notice Inviting e-Tender No. KoPT/KDS/Mech/C/ADV/557 dated 04.08.2020.

ADDENDUM-I

CORRECTIONS / ADDITIONS / DELETIONS / CLAFICATIONS / REMARKS ETC.

Note:

1. The ADDENDUM –I shall be read in conjunction with the Bidding Document (including Notice Inviting Tender).
2. Consequential changes, arising out of this ADDENDUM-I, shall be deemed to have been effected, even if the same were not incorporated specifically in the Bidding Document.
3. All other terms and conditions of the Bidding Document (including Notice Inviting Tender) shall remain unchanged.

ADDENDUM-I

Hiring of 2 Nos. Diesel Electric/Diesel Hydraulic Locomotive, each having hauling capacity of 4500 MT and power 1350 HP/1400 HP and above, for a period of 5 years for Kolkata Dock System, Syama Prasad Mookerjee Port, Kolkata vide Notice Inviting e-Tender No. KoPT/KDS/Mech/C/ADV/557 dated 04.08.2020.

Pre-bid Meeting: 17.08.2020 at 15:00 hrs.

Sl. No.	Clause No./ANNEXE	As specified in the Tender Document	To be amended/added/deleted/read as
1.	Clause No. 3 under SCOPE OF WORK.	The contractor shall deploy Locomotive Driver and Locomotive Driver's Assistant round- the-clock for the 2 locomotives. The contractor shall carry out complete operation by deploying trained manpower for shunting, marshalling, coupling / decoupling, placement, withdrawal and train formation etc. during the entire contract period of 5 years.	<u>To be deleted and read as:</u> Locomotive Drivers and Locomotive Driver's Assistants should have experience in working as Driver/ Driver's Assistant in railway operations. Similarly, Shunting Staff should have experience in working at railway operational yard.
2.	Clause No. 26 under SPECIAL CONDITIONS OF CONTRACT:	Locomotive Driver's Profile: Contractor should submit the profiles of Locomotive Drivers as per Format at ANNEXE-O. The Training Certificates along with the Health Certificates of the Locomotive Drivers to be produced along with the Techno-commercial Bid.	<u>To be amended and read as:</u> Documents to substantiate experiences as Locomotive Driver and Locomotive Driver's Assistant in railway operations should be furnished before posting such personnel at work. Submission of ANNEXE-O is not mandatory.
3.	Clause No. 12 under SCOPE OF WORK:	Availability of Locomotives: Availability of each Loco shall be 90%. Each Loco may be allowed to carry out maintenance for 48 hours per month maximum. Although the contractor is entitled to 48 hrs. shutdown, in totality, as free time during a month for preventive/breakdown maintenance but 48 hrs. shutdown would not be given at a stretch. Unused free time in a month shall not be carried forward to the next month. The average utilization of each Locomotive would be 18 hours per day.	<u>To be added after the clause:</u> Both the locomotives can not be taken for maintenance at a time.

4.	Clause No. 12.(b) and 12.(c). under SPECIAL CONDITIONS OF CONTRACT.	<p>12.(b). In case the offered locomotive is not available for operation for a period of more than 7(seven) days, then a substitute Locomotive with similar/ higher specification (including age of the locomotive) shall be provided as a replacement by the contractor at no extra charge within 30 days from the time and date the offered locomotive is inoperative/ broken down. However, supply of fuel to the replacement locomotive will be restricted only up to the limit permissible for the locomotive originally offered on hire.</p> <p>12.(c). If the contractor fails to deliver the offered/substituted locomotive as per specification given in the tender within next 30 days, in such a case Rs.5,000/- per day per locomotive will be levied on the contractor from the 31st day onward, and if the locomotive is not delivered for operation within further 15 days, the same will be termed as default of the contractor and hence, Security Deposit will be forfeited.</p>	<p><u>To be amended and read as:</u></p> <p>A substitute locomotive shall have to be provided in the event of non-availability of a locomotive beyond 72 hours at a stretch from the time of breakdown of a locomotive. The substituted locomotive shall be of similar or higher specifications but age similar to the contracted locomotive. If the age of the substituted locomotive is more than the age of the contracted locomotive, penalty @ 20% on the quoted daily hire charge shall be deducted from monthly bill. If substitute locomotive can not be provided beyond 72 hours from the time of breakdown of a locomotive, a penalty shall be levied as under for each day of non-supply:</p> <p>(Cost of hiring from outside + departmental overhead @19.25% - contractual rate) plus 20% contractual rate.</p> <p>The current rate for hiring of one WDS-6R type Loco from Eastern Railway is Rs.9860.00 per hour plus GST @ 5% subject to a minimum utilization of 8 hours per day.</p> <p>In case of non-availability of a locomotive intermittently, penalty imposed shall be as per the Clause 12.(a) under SPECIAL CONDITIONS OF CONTRACT.</p>
5.	Clause No. 5 under SPECIAL CONDITIONS OF CONTRACT.	<p><u>Guaranteed Availability:</u> The Contractor shall have to stand guarantee for each of the Locomotive's availability for 90% hours of respective month (Month starts from 00:01 of 1st day and ends at 24:00 hours of last day of calendar month), in fully operational</p>	<p><u>The last sentence of the Clause to be read as:</u></p> <p>.....Scope of Work and in addition to the same, penalty as per Clause 12 here-in-below, shall be applicable.</p>

		condition. In case the availability of the Locomotive falls below the said minimum guaranteed level, no daily hire charge shall be paid for the 'DEFICIT PERIOD' i.e. Non availability of Locomotive for work as per Scope of Work and in addition to the same, penalty as per Clause 13 here-in-below, shall be applicable.	
6.	Clause No. 30 under SPECIAL CONDITIONS OF CONTRACT.	<p>(i). (a). SMP, Kolkata will provide electricity and water to the contractor as may be required on chargeable basis from its available sources. If required, the contractor may have to lay its own electric line from nearest SMP, Kolkata source up to its place of requirement for which SMP, Kolkata will grant way leave license on chargeable basis as per prevailing Rent Schedule.</p> <p>(b) Present rate of electricity charge is Rs 8.97 per unit for commercial consumers. Demand/Fixed Charge is Rs. 24.00 per KVA per month. MVCA Charge: Rs.0.29 per unit. Connection Charge for Single Phase is Rs 500/- per connection and that of for Three Phase is Rs.1000/- per connection. Meter rent for Single Phase is Rs 50/- per meter per month and that of for Three Phase is Rs 75/- per meter per month. GST @18% is evied on the total of charges for electricity consumption.</p> <p>(ii). Drinking water and toilet facility as available would be extended to the contractor free of cost.</p> <p>(iii). The contractor shall have to obtain required RFID Card/Tag by making necessary payment to SMP, Kolkata. However, permits for personnel and vehicles</p>	<p><u>Point (iv) of the clause to be amended and read as:</u></p> <p>Land or building for office space would be provided on chargeable basis as per SOR prevailing from time to time. Necessary shed space for maintenance and fuelling of the locomotives, as available, would be provided free of cost.</p>

		<p>(passenger and goods) for entry inside dock premises, would be given by SMP, Kolkata free of cost against application for required number of heads and vehicles for required number of days during pendency of the contract. Free permit for goods vehicles would be given only for carrying materials required for the locomotives concerned.</p> <p>(iv). Necessary shed space for maintenance and fuelling of the locomotives would be provided free of cost, if available.</p>	
7.	Second paragraph under NOTICE INVITING TENDER	Online global tenders through NIC's CPP Portal for e-Procurement (GePNIC) Mode are invited by Syama Prasad Mookerjee Port, Kolkata, from GST registered domestic contractors for executing the work.	<p><u>Deletion:</u></p> <p>The word "global" should be treated as deleted.</p>

Queries and Clarifications

Hiring of 2 Nos. Diesel Electric/Diesel Hydraulic Locomotive, each having hauling capacity of 4500 MT and power 1350 HP/1400 HP and above, for a period of 5 years for Kolkata Dock System, Syama Prasad Mookerjee Port, Kolkata vide Notice Inviting e-Tender No. KoPT/KDS/Mech/C/ADV/557 dated 04.08.2020.

Pre-bid Meeting: 17.08.2020 at 15:00 hrs.

A. M/s. RITES Limited			
Sl. No.	Relevant tender clause as per bidding document	Queries/Observations/Suggestions/Requests for clarification	Clarifications / Comments of SMP, Kolkata.
1.	<p>Clause No. I. (II). under TERMS AND CONDITIONS OF TENDER.</p> <p>(II). Pre-qualification Criteria of the Tenderer for consideration of technical evaluation: The Tenderers shall satisfy the following:-</p> <p>(i). Technical capacity: Must have successfully completed similar works during last 7 (seven) years ending 31.07.2020 should be either of the following:-</p> <p>(a). Three similar completed works, each costing not less than Rs.2,20,48,000/- i.e., 40% of the estimated cost of one year.</p> <p style="text-align: center;">or</p> <p>(b). Two similar completed works, each costing not less than Rs.2,75,60,000/- i.e., 50% of the estimated cost of one year.</p> <p style="text-align: center;">or</p> <p>(c). One similar completed work costing not less than Rs.4,40,96,000/- i.e., 80% of the estimated cost of one year.</p> <p>Here, “similar work” means successful execution of the direct contract for supply, operation and</p>	<p>In the previous tender of KOPT NIT No. KoPT/Tfc/RM/T-19/Loco dated 01.10.2018, eligibility criteria was framed based on full value of the contract.</p> <p>Present Tender, it considered based on Annual Value.</p> <p>Please clarify the issue with details guidelines and authority as per which the changes from total value of contract to annual value of contract has been considered for fixing eligibility criteria to avoid any disputes/litigations on the matter in future.</p> <p>Any dispute/litigation during execution stage of the contract may invite great inconvenience/trouble to the contractor.</p>	Tender conditions prevail.

<p>maintenance of Diesel Electric/ Diesel Hydraulic Locomotive, turbo charged, DC-DC / AC-AC/ AC-DC transmission owned/leased by the firm. The firm should have minimum 2 years experience in the field of locomotive hiring to any Thermal Power Utilities/Public Sectors/Government Sectors or any other industries.</p> <p>Note-I: : In case any composite work order is submitted as credential, the exact executed work value corresponding to the specified nature of job/similar job, would be considered for evaluation and the same needs to be clearly mentioned and shall be supported with documentary evidences, else, the credential shall not be considered.</p> <p>Note-II: Completed Work: Completed work means the executed/completed portion of work order, even if the work has not been completed in totality, subject to furnishing proof of the executed value of work in the form of certified copies of Running Account Bills or Certificate from the organization where the bidder worked to the effect that the work to this extent has been completed by the bidder satisfactorily.</p> <p>Note-III: Experience as sub-contractor shall not be considered.</p> <p><u>Financial capacity:</u> Average annual financial turnover of the Tenderer himself during the last three years ending 31.03.2020 viz. 2017-18, 2018-19 and 2019-20 should be at least Rs.1,65,36,000/- i.e, 30% of the estimated cost of one year.</p> <p>(III). Claims for fulfilling the above criteria viz. Technical and Financial Capacities must be supported with documents i.e., Work Order(s), Work Completion Certificate(s) from Client(s), Audited Balance Sheets</p>		
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	<p>including Audit Reports and Profit and Loss Accounts for the last 3 years viz. 2017-18, 2018-19 and 2019-20. <i>In the event of non-submission of Audited Balance Sheet for the financial year ending 31.03.2020, the turnover for that financial year has to be submitted in lieu, duly certified by Chartered Accountant mentioning UDIN.</i></p> <p>(IV). The age of both the locomotives should not be more than 10 (ten) years as on the last date of submission of the tender.</p>		
2.	Technical Information of Locomotives-ANNEXE-N	Nothing has been elaborated about Technical Specification of Locomotive, specially about Annexure-N. What is the significance of Annexure-N? What is the weightage of Annexure-N? If the bidder does not comply fully all parameters of Annexure-N, what will be the consequence? If the bidder does not fill it up?	Tender conditions prevail.
3.	<p>Clause No. 3 under SCOPE OF WORK:</p> <p>The contractor shall deploy Locomotive Driver and Locomotive Driver's Assistant round-the-clock for the 2 locomotives. The contractor shall carry out complete operation by deploying trained manpower for shunting, marshalling, coupling/decoupling, placement, withdrawal and train formation etc. during the entire contract period of 5 years.</p>	Scope of work need to be clarified details. Technical Qualification of staff needs to be mentioned. What is the minimum requirement of training criteria? Who is competent to impart training and issue certificate? Otherwise, there is risk factor of deployment of unskilled labour for the job by contractor. Qualification and experience has direct impact on cost.	Sl. No.1 of ADDENDUM-I may be referred to.
4.	<p>Clause No. 26 under SPECIAL CONDITIONS OF CONTRACT:</p> <p><u>Locomotive Driver's Profile:</u> Contractor should submit the profiles of Locomotive Drivers as per Format at ANNEXE-O. The Training Certificates along with the Health Certificates of the Locomotive Drivers to be produced along with the Techno-commercial Bid.</p>	If the bidder does not fill up Annexure-O, whether his offer will be accepted or not? What is its significance/weightage for evaluation of Tender?	Sl. No.2 of ADDENDUM-I may be referred to.
5.	Check points for ensuring safety of train Operation.	Operation of Train in KOPT system involves with a lot of safety aspects of train operation.	Tender conditions prevail. Bidder must visit the site and get himself acquainted

		How do you ensure safe operation of train including deployment of staff for operation of train?	with the site conditions. It would be the responsibility of the contractor to ensure safety of train operation.
6.	<p>Clause No. 6 under SCOPE OF WORK:</p> <p><u>Re-railment:</u> The re-railment of locomotive is the responsibility of the contractor. However, on request of the contractor, the same may be done by KDS on chargeable basis. The charge for would be the actual cost plus 19.25% overhead on actual cost. The re-railment charge would be deducted from the monthly running bill of the contractor.</p>	If the derailment takes place as a consequence of derailment of wagon? Derailment due to submerged truck, obstructed truck, uncleared truck?	Tender conditions prevail. The Clause would be governed by Clause No.7 of SPECIAL CONDITIONS OF CONTRACT and Clause No.14 of SCOPE OF WORK.
7.	<p>Clause No. 9 under SCOPE OF WORK:</p> <p><u>Calibration:</u> Calibration of Locomotive fuel tank's gauge by Legal Metrology, Govt. of West Bengal or any competent agency as approved by SMP, Kolkata once in a year, to be arranged by the contractor at their own cost and arrangement. Valid calibration certificate to be displayed on Locomotive and copies to be submitted to the concerned official of Traffic Department, KDS.</p>	Does Legal Metrology, Govt. of West Bengal do this calibration? Who is other agency?	Tender conditions prevail.
8.	<p>Clause No. 12 under SCOPE OF WORK:</p> <p><u>Availability of Locomotives:</u> Availability of each Loco shall be 90%. Each Loco may be allowed to carry out maintenance for 48 hours per month maximum. Although the contractor is entitled to 48 hrs. shutdown, in totality, as free time during a month for preventive/breakdown maintenance but 48 hrs. shutdown would not be given at a stretch. Unused free time in a month shall not be carried forward to the next month. The average utilization of each Locomotive would be 18 hours per day.</p>	10% of one month is 72 hrs, but permissible Hr is 48. In that case, what is the meaning of 90% availability?	Sl. No.3 of ADDENDUM-I may be referred to.
9.	<p>Clause No. 14 under SCOPE OF WORK:</p> <p>In case of any damage of railway line due to any accident /mal-operation of locomotives thereby leading to rectification/replacement of the railway lines, the</p>	How do you assess? How do you fix up responsibility? Unilateral DECISION by KoPT?	Already clarified against Sl. No. 6 here-in-above.

	cost arising out of such rectification/replacement would be deducted from the running bill of the contractor at actual plus 19.25% overhead basis.		
10.	<p>Clause No. 20 under SPECIAL CONDITIONS OF CONTRACT.</p> <p><u>Mobilization Period:</u> One month from the date of Issuance of Order Letter.</p>	<p>If contractor fails to start within one month?</p> <p>It is observed that in case contractor fails to mobilise the assets within the mobilization period i.e. one month, a small amount of levy will be charged as LD. This small amount of LD is insignificant which means that the mobilization period of one month may be taken lightly by the bidders. It is a point to be noted that if the contractor failed to mobilise the assets within the mobilization period, in such case, SP Mookerjee Port authorities has to incur huge expenditure for managing the services, which leads to huge loss of Govt. money. So the mobilization period should be made stronger so that the contractor is bound to supply the assets within the stipulated period, i.e. one month.</p>	<p>Tender conditions prevail. The LD Clause shall remain unchanged.</p> <p>A substitute locomotive shall have to be provided in the event of non-availability of a locomotive beyond 72 hours at a stretch from the time of breakdown of a locomotive. The substituted locomotive shall be of similar or higher specifications but age similar to the contracted locomotive. If the age of the substituted locomotive is more than the age of the contracted locomotive, penalty @ 20% on the quoted daily hire charge shall be deducted from monthly bill. If substitute locomotive can not be provided beyond 72 hours from the time of breakdown of a locomotive, a penalty shall be levied as under for each day of non-supply:</p> <p>(Cost of hiring from outside + departmental overhead @19.25% - contractual rate) plus 20% contractual rate.</p> <p>The current rate for hiring of one WDS-6R type Loco from Eastern Railway is Rs.9860.00 per hour plus GST @ 5% subject to a minimum utilization of 8 hours per day.</p> <p>In case of non-availability of a locomotive intermittently, penalty imposed shall be as per the Clause 12.(a) under SPECIAL CONDITIONS OF</p>

			CONTRACT.
11.	BILL OF QUANTITIES.	Advertised Tender value is Rs 27.56 Cr. It is not clarified anywhere whether it is only hire charge or both hire charge and fuel cost. Need to be clarified	Tender conditions prevail. It is for the hire charge. Fuel would be supplied by KoPT.
12.	Clause No. 30 under SPECIAL CONDITIONS OF CONTRACT.	Whether KoPT will provide Office Accommodation and Residential Accommodation or not? It is significant for costing. Need to be clarified.	Sl. No.6 of ADDENDUM-I may be referred to.
13.	<p>Clause No. 36(i) under SPECIAL CONDITIONS OF CONTRACT.</p> <p>(i). Arbitrators: Failing amicable settlement, the dispute or differences or claims as the case may be, shall be finally settled by binding arbitration under the Arbitration and Conciliation Act, 1996 including all amendments thereof. The arbitration shall be by a panel of three Arbitrators, one to be appointed by each party and the third to be appointed by the two arbitrators appointed by the parties. A party requiring arbitration shall appoint an Arbitrator in writing, inform the other party about such appointment and call upon the other party to appoint its Arbitrator and inform the party initiating such arbitration within 60 days. If the other party fails to appoint its Arbitrator, the party appointing Arbitrator shall take steps in accordance with Arbitration and Conciliation Act, 1996, including any amendment thereof.</p>	It is to be updated.	Tender conditions prevail.
14.	<p>Clause No. 21 under TERMS AND CONDITIONS OF TENDER.</p> <p><u>Evaluation criteria:</u> The following is considered for the purpose of evaluation:</p> <p>Total evaluated cost = Summation of amounts against Sl. No.1 and 2 of Bill of Quantities (BoQ).</p>	<p>Please clarify about calculation of Fuel Cost considering 18 Hrs per day.</p> <p>But, the loco will work 24x7 round the clock.</p> <p>Why not 24/23/22....Hrs?</p> <p>With the discriminated hrs from 24 hrs to 18 hrs, some bidder will be benefited.</p>	Tender conditions prevail.

	<p>Here, summation of amounts against Sl. No.1 = Summation of daily hire charges excluding GST in Indian Rupees Currency for 2 locomotives with necessary manpower which is to be quoted by the bidder.</p> <p>Summation of amounts against Sl. No.2 = $2(B \times C \times D)$ where,</p> <p>B = HSD consumption per locomotive per hour in litres which is to be quoted by the bidder.</p> <p>C = Number of hours run per locomotive per day which would not have to be quoted by the bidder as KDS has considered its value to be 18 (eighteen) hours in a day of 3 shifts for the purpose of evaluation.</p> <p>D = Rate of HSD per litre in Rupees which would not have to be quoted by the bidder as KDS would indicate its value (on the date of hoisting of the tender), at the time of hoisting.</p> <p>Lowest tenderer (L-1) would be determined based on the lowest total evaluated cost as stated above.</p> <p>[As it is an online bidding, against Sl. No. 2 of BOQ, the bidders will quote in Rupees considering the above mentioned formula $2(B \times C \times D)$. As there is no separate provision for quoting the fuel consumption per locomotive per hour, the same would be obtained from the quoted rates against Sl. No. 2 of BOQ, as C and D are already fixed.]</p>	<p>This is to be modified to 24 Hrs as the locomotive is required for 24x7 and present clause causes benefits some bidders.</p>	
15.	<p>Clause No. 30 under SPECIAL CONDITIONS OF CONTRACT.</p>	<p>How do you ensure that the bidder has capability to conduct maintenance in case of Major Failure? Maintenance facilities at Site by Client. It is to be elaborated what will be provided.</p>	<p>Tender conditions prevail. It would be the responsibility of the contractor.</p>
16.	<p>Price escalation.</p>	<p>It is a contract of five years. It is observed that there is no provision of annual escalation</p>	<p>Tender conditions prevail. There shall be no price escalation.</p>

		clause/price variation clause to take care of effect of inflation during execution of the contract.	
B. M/s. IRC Natural Resources Pvt. Ltd.			
17.	--	<p>We have a 10 years contract with your Haldia Dock Complex for supply, installation & commissioning, operation & maintenance of different cargo handling equipment at Berth no. 14 (erstwhile Berth no. 13). The equipment includes 2 nos. 100 tonnes capacity Mobile Harbour Cranes having diesel electric, turbo charged, AC-DC power transmission systems. The Prime Movers are approx.1200/1500 HP turbo-charged diesel engines. The capital cost of the Mobile Harbour Cranes is approx. Rs. 50 Crores. In the last over 3.1/2 years of operation we have handled more than 11.7 million tonnes of bulk cargo maintaining the contractual parameters of availability and Minimum Level of Production. Our operation is manned by highly skilled technicians under the supervision of well qualified and experienced engineering professionals.</p> <p>We feel the above experience equips us adequately to meet your requirement as specified in the tender. We generally meet your Technical Capacity requirement stipulated in Clause 1(II)(i)(c) - page 7 of the tender, except for using Diesel Electric/Diesel Hydraulic power for Locomotive application. Instead we use similar turbo-charged diesel engines for Mobile Harbour Crane operation.</p> <p>We, therefore, request you to kindly amend the above Technical Capacity clause suitably to include Turbo Charged Diesel Electric Mobile Harbour Cranes also in the definition of</p>	Already clarified against Sl. No. 1 here-in-above.

		"similar work" to enable us to participate in the tender.	
18.	Last date of submission of tender : 09.09.2020 by 14.00 hrs.	Since all the input requires for submitting the tender along with all techno –commercial & financial documents is involved co-ordination with various agencies, functioning of which is very severely impaired due to Covid-19 related lockdown restriction, We request extending the date of late date submission to Nov-2020.	Tender conditions prevail.
19.	Point 1. under INSTRUCTIONS TO TENDERERS.	Since it is an electronic tender and all document have to be uploaded online, in-case of any difficulty whom should we contact for IT related issue.	Tender conditions prevail. In-case of any difficulty, Helpdesk of CPP Portal may be contacted.
20.	<p>Clause 1. (III) under TERMS AND CONDITIONS OF TENDER.</p> <p>Claims for fulfilling the above criteria viz. Technical and Financial Capacities must be supported with documents i.e., Work Order(s), Work Completion Certificate(s) from Client(s), Audited Balance Sheets including Audit Reports and Profit and Loss Accounts for the last 3 years viz. 2017-18, 2018-19 and 2019-20. <i>In the event of non-submission of Audited Balance Sheet for the financial year ending 31.03.2020, the turnover for that financial year has to be submitted in lieu, duly certified by Chartered Accountant mentioning UDIN.</i></p>	Income Tax return for FY 2019-20 will be submitted later due to lockdown situation: Shall we submit ITR for FY 2016-17, 2017-18, 2018-19? Kindly Clarify.	Tender conditions prevail.
21.	<p>Clause No. 21 under TERMS AND CONDITIONS OF TENDER:</p> <p>The tenderer shall confirm that the GST amount charged in Invoice is declared in its returns and payment of taxes is also made.</p>	Is it necessary to submit separate letter in this regards or accepting this tender document would be good enough? Kindly clarify.	Tender conditions prevail.
22.	<p>Clause No. 20 under SPECIAL CONDITIONS OF CONTRACT.</p> <p>Mobilization Period: One month from the date of</p>	We request you to increase the mobilization period from one month to four months from the date of issuance letter.	Tender conditions prevail.

	Issuance of Order Letter.		
C. M/s. Indian Port Rail & Ropeway Corporation Ltd.			
23.	--	<p>Indian Port Rail & Ropeway Corporation Ltd. is a joint venture company of eleven major ports including KoPT and RVNL. The company was established in 2015 to take up railway related projects required by ports all over India. As per Memorandum of Association of IPRCL, para III(2), one of the mandates given to IPRCL is to create, construct, procure railway infrastructure at Major Ports and other designated areas including land, building, locomotives and maintenance facilities.</p> <p>Keeping in view the mandate, IPRCL earlier requested all the ports including KoPT to communicate their requirements of diesel locos in advance so that necessary arrangements for providing locos can be made. A budgetary proposal regarding loco lease of WDG 3A type Diesel Locomotive for shunting operation at Haldia Dock Complex was also given vide this office letter no dated 31.12.2020. As per reference above, KoPT has floated tender for hiring of 2 DE locos of 1350/1400 HP for a period of 5 years. As per para no 1(I)(i) of Terms and conditions of the tender, the tender must have successfully completed three similar works of 40% of the estimated cost of one year or 2 similar works of 50% of the estimated cost of one year or 1 similar work of 80% of the estimated cost of one year during last 7 (seven) years ending 31.07.2020.</p> <p>As mentioned earlier IPRCL is newly formed company intending to venture in this field and does not have experience in this field and therefore do not meet eligibility conditions</p>	Tender conditions prevail.

		<p>above. Therefore, it is requested to give work of Supply, Operation and maintenance of one 1350/1400 HP capacity diesel Electric Locomotive to IPRCL on trial basis. This will help IPRCL earn experience and credentials in this field gradually.</p> <p>Awaiting your response in this regard.</p>	
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