

**KAMARAJAR PORT LIMITED**  
**(A MINIRATNA GOVT OF INDIA UNDERTAKING)**

**MARINE DEPT**

**ADDENDUM/ CORRIGENDUM NOTICE NO: 3**

**Tender No: KPL/MS/PL/2019**

Date: 08.02.2020

**Subject: “Tender For Chartering of two (2) Pilot Launches (En Bloc) For A Period Of Seven (7) Years” -  
- Reg.**

With reference to the queries in respect of above mentioned tender, the Clarifications of KPL are furnished below.

The other conditions of the tender document shall remain unaltered.

Last date of submission of tender 1500 hrs on 26.02.2020

Opening of techno commercial bids 1500 hrs on 27.02.2020

**General Manager (Marine Services)  
For Kamarajar Port Limited**

**KAMARAJAR PORT LIMITED**

**Tender No: KPL/MS/PL/2019**

**Date: 08.02.2020**

**CLARIFICATIONS TO THE BIDDERS**

REPLIES TO PRE-BID QUERIES RAISED BY BIDDERS IN RESPECT OF TENDER FOR THE " **Tender For Chartering of two (2) Pilot Launches (En Bloc) For A Period Of Seven (7) Years**"

<b>Sl. No</b>	<b>Reference</b>	<b>Clarifications Sought/Suggested By Bidders</b>	<b>Clarifications issued By KPL</b>
1	Clarification no.3 Yes. Integrity pact shall be executed in Rs.100/- non-judicial stamp paper. Integrity pact format in Full is as per schedule XI is attached with corrigendum 2	Please note that the attachment (full integrity pact format) is missing and not available on online portal. We request you to kindly provide the same.	The integrity pact is uploaded in the company website the same will be uploaded in e-procurement portal
2	Clarification no. 5 Similar Experience	We reiterate that acceptance of dredging experience for pre-qualification is a Major Deviation from previous KPT Tenders for Pilot and mooring boat.  Major Ports tenders specify similar work	It is clarified that dredger is a ship. The basic experience requirement is navigation and maintenance of craft which is common for all the crafts

		<p>definition which is in line with the scope of work.</p> <p>With respect to have a wider participation, KPT has already diluted similar experience definition as compared to previous Tender for pilot and mooring boats.</p> <p>We reiterate that degrading experience is not relevant as</p> <ul style="list-style-type: none"> <li>• the shape &amp; size of Vessel, type of machinery, type of and competency of the crew required are all very different in Pilot and Mooring boat as compared to Dredgers.</li> <li>• the manoeuvrability requirement in Pilot Boat &amp; Mooring Boat operation is much higher and is vastly different as compared to Dredgers. Hence, Dredging operation experience is not relevant for Port operation for crafts like Pilot boat and Mooring Boat</li> <li>• Dilution of similar experience for such a crucial and demanding Pilot boat and mooring boat is likely to put the Port operations at Risk.</li> </ul> <p>In this regard, we may also draw your attention to similar tenders floated by other Major ports such as neighbouring Chennai Port which had considered the experience of</p>	<p>including dredgers. The contractor's responsibility to ensure that proper certified crew with adequate experience is recruited and posted on board the vessel as per the manning requirement of the tender. The contractor also should ensure that the crews of the crafts are adequately experienced and the recruitment process are done in such a way that competent and knowledgeable crews are posted for working in the required environment.</p> <p>Also It may be noted that the skill required for maneuvering of dredgers are more critical than for the requested crafts.</p> <p>Hence no change and clause remains.</p>
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		<p>operators only in Pilot boats, tugs, Offshore vessels and do not accept criteria of dredging experience. Other Ports such as NMPT, Kolkata Port trust have also not accepted dredging experience for similar Tenders.</p> <p>In view of above, we request you to kindly delete the dredger experience form similar work definition.</p>	
3	Clarification no. 54 Qualification for Joint Venture partners	<p>We have noticed that the prequalification criteria for Joint Venture has been diluted significantly by allowing the Joint venture partner to meet the pre-qualification criteria jointly.</p> <p>In this regard we wish to submit that since each of the JV partners is individually and jointly liable for the performance of the contract, it is of paramount importance that each of the Partners shall have experience and financial standing as if the contract can be individually performed in the absence of the other partners.</p> <p>In order to allow contractors who have atleast some experience, many of the Major Ports such as Paradip, Mumbai Port has stipulated tender conditions wrt JV/consortium participation that each of the JV/consortium partner must meet 26% of the</p> <p>(i) Similar work experience stipulated for</p>	No change and clause remains.

		<p>single Work i.e. 80% of the estimated contract value</p> <p>We strongly opine the above criteria safeguards the Port's interest in case a JV uses the experience of a partner only to qualify in the bid and subsequently the experienced partner leaves the project. This would also not be fair and equitable for other honest/serious bidders those are being evaluated against such consortiums. We request KPT to include the above criteria for evaluation of minimum eligibility of the bidders/ JV/consortium.</p> <p>Further, in line with Paradip and Mumbai Port Tenders, the single work / two works / three works as indicated in the eligibility criteria shall not be spilt which means in case of a single work one JV partner should have executed the single work in full on his own as specified in Tender Call Notice and in case of two works / three works, if JV partners proposed to collectively meet the experience then they should have individually done each of the works in full on their own.</p> <p>Example: if requirement under two similar work is Rs 10 crore each. In that case one partner to have 10 crore similar work and other partner Rs 10 crore. If there are 2 partners and they are having Similar work of 12 crore and 8 crore. Then the same will not</p>	
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		<p>be considered.</p> <p>In view of above, the Tender clause may be modified suitably to avoid any ambiguity during the Tender evaluation. Attached the JV qualification clauses from Paradip and Mumbai Tenders.</p>	
4	<p>Clarification no. 21: Future Taxes</p>	<p>We wish to submit that it will take significant time for finalization of the Tender (i.e. Time period between bid submission date and signing of the agreement date).</p> <p>If there is any change in Tax during the above stated period, the bidder can not factor in the same in their bid as bidders are not allowed to change the bid after Bid submission date.</p> <p>Therefore, we had requested you to replace the sentence ““after signing of the contract” with “after bid submission date” as it is beyond the capacity of the Bidder to predict such changes.</p> <p>This is a standard industry practice followed by Major Ports including Chennai Port.</p> <p>Please amend the clause suitably.</p>	<p>Accepted.</p> <p>Refer corrigendum/Addendum No 3</p>
5	<p>g) The Guarantor has power to issue this guarantee and the</p>	<p>Please note that Banker does not have any power of attorney to issue BG and the highlighted sentence to</p>	<p>Not Accepted</p> <p>No change and clause remains.</p>

	undersigned is duly authorised to execute this Guarantee pursuant to the power granted under .....	be deleted.	
6	<p>Clarification no. 35</p> <p>SCHEDULE – VII; FORM OF BANK GUARANTEE FOR EMD</p> <p>This Guarantee will remain in force up to and including the date twenty eight (28) days after the date of expiration of the Bid validity deadline for as stated in the Instructions to Bidders or as it may be extended by the Employer, notice of which extension(s) to the Bank is hereby waived.</p>	<p>Please note that no Bank will extend the BG validity at the request of Port. Port will request the Contractor/bidder to extend the validity of BG as may be required and then bidder/contractor will send request to Bank. This is the standard industry practice followed by the Banks as per RBI guidelines.</p> <p>In view of above, we had requested you to kindly delete the highlighted sentence. The same was agreed by KPT in previous Tenders for hiring of Tug/boats.</p>	<p>Accepted.</p> <p>Refer corrigendum/Addendum No 3</p>
7	<p>Clarification no. 46</p> <p>ROB at the time of on hire and off hire</p>	<p>It is not clarified how the ROB at the time of on hire and off hire will be adjusted.</p>	<p>ROB will be determined basis on hire/ off hire survey at the time and cost of the contractor. No change and clause remains.</p>

8	<p>Clarification no. 49  Clause 4; SCOPE OF WORK OF CHARTER;  Port will endeavour support in obtaining permission and with no additional cost.</p>	<p>As you are aware that for going into other port may require various permission from authority and may also incur additional cost. At the time of bid we do not know the frequency of such events and thereby it is beyond the capacity of the Bidder to predict such cost.</p> <p>In view of above, the clarification is not acceptable, and we cannot take the cost of such operation on our account.</p> <p>The port will have to reimburse such cost on actual basis.</p>	<p>No change and clause remains.</p>
9	<p>Request for extension in bid submission</p>	<p>Please note that post clarification only the specifications have been finalized and we will start looking for vessel meeting the requirement. This is a time-consuming process and we request you to kindly extend the bid submission date atleast by 12 days from current submission date.</p>	<p>Last date of Bid submission is extended upto 26.02.2020 and opening of the bid on 27.02.2020</p> <p>Refer corrigendum/Addendum No 3</p>
10	<p>Pg 8 Clause 2.11.1 below para 2 under the title of  1)Note:  Date 31.07.2018 to be amended to 31.12.2019.  2)Note:</p>	<p>Date to be as 31.12.2019 in place of 31.07.2018</p>	<p>Typo error of date is corrected to 31.12.2019</p> <p>Refer corrigendum/Addendum No 3</p>



	<ul style="list-style-type: none"> <li>• Similar works means chartering/supplying on hire on wet lease of self propelled crafts/offshore vessels/ships/dredgers/Pilot launch's/mooring boats including its manning, technical operation and maintenance of vessels or manning and operation of crafts/offshore vessels/ships/dredgers/pilot launch's/mooring boats registered under Merchant Shipping Act,</li> </ul>	<p>Our understanding is that the bidder should be in the same line of business for atleast three years during the last seven years</p>	<p>It is clarified that the bidder should have combined similar work experience of atleast three years during the last seven years ending 31.12.2019</p> <p>No change and clause remains..</p>
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	1958 or Inland Vessel Act for at least three years during the last seven years.		
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**KAMARAJAR PORT LIMITED**

**Tender No: KPL/MS/PL/2019**

**Date: 08.02.2020**

**Sub:“Tender For Chartering of two (2) Pilot Launches (En Bloc) For A Period Of Seven (7) Years”**

**ADDENDUM/ CORRIGENDUM NOTICE NO: 3**

In addition to the Addendum /Corrigendum notice No 2 issued, further based on the queries from prospective bidders. Following Addendum /Corrigendum No.3 is issued.

1. Pg 8 Clause 2.11.1 below para 2 under the title of NOTE: First bullet point is replaced as
  - If any firm is having running contract but partial completed period is meeting the above amount of eligibility criteria as on **31.12.2019**, then the firm can also participate in the tender.
  
2. Pg 36 Clause 3.14.1 Goods and Service Tax (GST) is replaced as

**3.14.1 GOODS AND SERVICE TAX (GST)**

The GST shall be quoted separately in Price bid. The GST will be reimbursed by KPL on reflection of the ITC credit in the GST portal. Further the contractor has to strictly comply the provisions of GST act such as timely remittance & filing with GST authorities not withstanding whether Employer has released the payment or not. The Employer will perform such duties in regard to the deduction of such taxes at source as per applicable law. Any new taxes, levies, duties imposed **after bid submission date** shall be reimbursed by the employer on production of documentary evidence.
  
3. Pg 83/84 Schedule VII Form of Bank Guarantee for EMD In page 84 para 2 is replaced as

This Guarantee will remain in force up to and including the date twenty eight (28) days after the date of expiration of the Bid validity deadline for as stated in the Instructions to Bidders.

4. Date extension

Last date of submission of tender 1500 hrs on 26.02.2020

Opening of techno commercial bids 1500 hrs on 27.02.2020

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**NOTE: Please be informed that no more seeking of clarifications further is permitted.**

**General Manager (Marine Services)  
For Kamarajar Port Limited**