

KANDLA PORT TRUST
ENGINEERING DEPARTMENT

Sub: UPGRADATION, MAINTENANCE AND OPERATION OF EXISTING BARGE JETTY AT TUNA, KANLDA PORT, ON BOT BASIS UNDER PPP MODE – AMENDMENT TO RESPONSE TO THE QUERIES OF RFQ PRE-APPLICATION CONFRENEC HELD ON 15.12.2015 AT 1600 HRS. AT BOARD ROOM, A.O. BUILDING, GANDHIDHAM.

AMENDMENT NO.4A TO THE RFQ INVITED VIDE 07/CE/TBJ

THE RESPONSE TO THE QUERIES FOR THE SUBJECT PROJECT HOSTED ON KPT WEBSITE ON 18.12.2015 ARE AMENDED AS BELOW:

Sr. No.	Query No. /Page No.	Existing Query and Reply	Amended/Modified Reply SUPERCEDING the earlier replies
1.	Query No.2, Page No.1	<p>Query: We will have general permission to handle any type of cargo and any type of vessels without any restrictions of arrival draft and LOA of vessel, nature of cargo, whether vessel is Geared or Gearless, whether use ship cranes or floating cranes, whether port berths are occupied or lying idle.</p> <p>Earlier Reply: This facility is for lighterage operations & for vessels which cannot otherwise enter the Kandla Channel.</p>	<p>Reply: The Concessionaire can handle any type of cargo (other than liquid/container cargo) without any restriction of LoA of vessel, type of vessel or whether port berths are occupied or lying idle.</p>
2.	Query No.4, Page No.1	<p>Query: We don't agree for wasting Rs. 20 Crores in construction of Bridge to operate floating jetties at other side of the existing terminal by crossing Bridge over the creek nor we will agree to hire back up area behind proposed water front for anchoring floating jetties. We request to permit use of 240 meter water front between existing jetty no.3 and existing office building. This vacant water front is enough to unload ten barges simultaneously after proper dredging while we need only 240 meters length for anchoring 3 floating jetties for unloading three barges.</p>	<p>Reply: The same has now been considered in the structuring of the project. The additional Water front of 260m & Backup area (16.1 hac. Approx) has been shifted from east side of existing jetty to the west side towards existing office building.</p>

		<p>Earlier Reply: The same will be considered in the project concept and water front of length 260m westwards of existing jetty will be provided for barge handling using floating jetties.</p>	
3.	Query No.5, Page No.1	<p>Query: We propose to hire entire back area available up to office building within fencing wall only at the SOR rate of Tuna barge jetty. The new rates proposed for Veera may not be applicable to this project as land of Veera was for construction of Oil storage tanks. Despite heavy demand for storage tanks port failed to complete this veera project as no taker available. Tariff was fixed by land committee for veera but yet not notified nor till now concluded any contract for hiring veera land for storage so far.</p> <p>The same committee fixed rental charges of kandla port area at Rs. 110-00 per sq. mt per annum which also not so far taken by any investor. Unless rental charges are reasonable this project is not viable. We propose hire charges be fixed same as Tuna tekra project.</p> <p>Earlier Reply: This issue shall be addressed at the appropriate stage of bidding since currently this issue does not carry relevance while submitting the Application for qualification (RFQ).</p>	<p>Reply: The Rate of license fee for the Land & Water front to be allotted to the concessionaire for the project facility now has been considered as Rs.84.03/Sq.M/Annum subject to the approval of the TAMP to the same.</p>
4.	Query No.9, Page No.2	<p>Query: Please confirm Terminal will be having general permission to handle all business we procure exceeding full capacity of the terminal.</p> <p>Earlier Reply: This facility is for lighterage operations & for vessels which cannot otherwise enter the Kandla Channel.</p>	<p>Reply: Yes confirmed, except liquid / container cargo.</p>
5.	Query No.14, Page No.2	<p>Query: Kindly advise rental charges of the marshy land and as well as water front of existing three barge jetties and additional 260 meters water front. kindly confirm whether port will consider for additional water front beyond 260 meters in future if required towards office building side only.</p>	<p>Reply: The Rate of license fee for the Land & Water front to be allotted to the concessionaire for the project facility now has been considered as Rs.84.03/Sq.M/Annum subject to the approval of the TAMP to the same.</p>

		<p>Earlier Reply: This issue shall be addressed at the appropriate stage of bidding. However, the concerns of the prospective bidders shall be considered while preparation of TAMP proposal and bidding documents i.e. RFP and DCA.</p>	
6.	Query No.20, Page No.3	<p>Query: Verbal Query raised during the Pre-application conference regarding Upfront amount to be collected from the successful bidder against the assets to be handed over to the BOT operator.</p> <p>Earlier Reply: This issue shall be addressed at the appropriate stage of bidding. However, the concerns of the prospective bidders shall be considered while preparation of TAMP proposal and bidding documents i.e. RFP and DCA.</p>	<p>Reply: The Upfront amount to be recovered from the concessionaire against handing over of the existing assets i.e. Rs.5.82 Cr. (WDV) has now been removed from the Capital cost and adjusted as the annual license fee @ Rs.35.73 lakhs/Annum with escalation of 5% per annum .</p>

Note: All other replies to the queries for the RFQ of the subject project hosted on 18.12.2015 remain unaltered until and unless specified by the authority.

Further to the above, the schedule of Bidding process under Article 1.3 of RFQ document is amended as below:-

Event Description	Date as per RFQ issued	Amended Date
Sale of RFQ Document	03.12.2015 to 29.12.2015	03.12.2015 to 04.02.2016
Application Due Date	29.12.2015 up to 1100 hrs.	05.02.2016 up to 1100 hrs.

Sd/-

**CHIEF ENGINEER
KANDLA PORT TRUST**