

Minutes of pre-bid meeting held on 03-08-2011 regarding the Tender for capital dredging, widening of narrow canal, bank protection and removal of obstructions along with relocating utilities, etc., in Edappallikotta - Kollam stretch of NW-3

Venue: Regional Office of IWAI, KOCHI

Present:

IWAI

Bidders

Sh. N. Sivaraman, Director

Sh. George Mathew, M/s. APM Marines, KOCHI.

Sh. Mathew George, Asst. Hy. Surveyor

Sh. George Thomas, M/s. APM Marines, KOCHI

Sh. V. Murugesan, Asst, Director

Sh. R. R. Ranjane, M/s DBM Geotechnics

Sh. John Mathew, Junior Actts. Officer

& Constructions Pvt., Ltd., MUMBAI

The Pre-Bid Meeting was commenced at 11:30 Hrs on 03-08-2011 and attended by the representatives of M/s DBM Geotechnics & Constructions Pvt., Ltd., MUMBAI (Represented by Sh. Rajendra R. Ranjane) & M/s APM Marines, KOCHI (Represented by Sh. George Mathew / Sh. George Thomas). The list of the participants is enclosed as Annexure – A.

The site visit was considered by Sh. R. R. Ranjane of M/s DBM Geotechnical & Constructions Pvt. Ltd., on 02-08-2011, wherein IWAI arranged the Waterway mobility. The vessel for the Waterway mobility was made available till 17:30 Hrs on 03-08-2011. Sh. George Mathew of APM Marines intimated that the stretch of NW 3 in this area is known to him due to his earlier work of IWAI in this location. {Dismantling of Bridge near Kovilthottam} and also intimated to visit this area once again after the Pre-Bid Meeting.

Director, IWAI, Kochi explained the details of present tender during the meeting that the tendered work is a combination of Dredging, Bank protection, Relocation of jetties / culverts / utilities / miscellaneous works. The dredging work involves removal of hard patches from the waterway. The tenderer may have to specify the procedure being adopted for the removal of the hard patch.

The queries and the clarifications considered during the Pre-Bid meeting are as under:-

Sl. No.	Queries	Clarifications
1.	<p>The representative of M/s DBM Geotechnical & Constructions Pvt. Ltd., MUMBAI expressed the view that the present work is having lot of risk factor leading to the idling of the infrastructure. He has expressed his opinion that idle time is to be accounted for and compensation for the idle time is payable.</p> <p>The representative of M/s APM Marine, KOCHI also strongly expressed the same view.</p>	<p>It has been clarified that the idle time charges are not payable as per the clause 5.5 in page 85. Also stated to refer para 1.3 in page 88 and para 5 (iv) in page 218 that idle time charges are not payable. Payment of idle time charge not agreed upon.</p>
2.	<p>The representative of M/s DBM Geotechnical & Constructions Pvt. Ltd., MUMBAI expressed the view that the specified time for completing the work before December 2012 in page 23 may not be sufficient. Accordingly requested for considering the period for competing the work as 24 months.</p> <p>The representative of M/s APM Marine, KOCHI also strongly expressed the same view.</p>	<p>It was intimated that the time factor for competing the subject work before December 2012 has been considered based on the commitments/assurance given to various public forum.</p> <p>Further, it was clarified that the completion of work within the allocated time frame is possible with the added / appropriate infrastructure duly considering the simultaneous dredging / widening at different locations in the stretch.</p>
3.	<p>The representative of M/s DBM Geotechnical & Constructions Pvt. Ltd., MUMBAI expressed the view that the disposal area for dumping the dredged spoil is to be identified by IWAI. Further he has expressed that this is the common practice in all the Port related dredging work.</p> <p>The representative of M/s APM Marine, KOCHI also expressed that the identification of dumping site to be shown by IWAI.</p>	<p>It was clarified that the disposal of dredged spoil has been extensively discussed in para 4.2 and 4.3 in page 83 & 84 and also it was clarified that the dumping site identification will be the contractor's responsibility. It was also intimated to refer para 7.5 & 7.6 of page. 224 on this aspect.</p> <p>Notwithstanding the above, IWAI is providing the possible support with an evolved mechanism involving Panchayat and Revenue authorities. This is only a support system whereas the dumping of the dredged spoil is squarely the responsibility of the tenderer only.</p>
4.	<p>The representative of M/s DBM Geotechnical & Constructions Pvt. Ltd., MUMBAI has queried about the partial work quotation.</p>	<p>It was clarified that the partial work quotation / allocation may not suffice the requirement of providing a safe navigable channel in the stretch as placed in the Name of work. Partial work quotation is not agreed up on. Refer the para 4.2.1 in page 17.</p>

5.	The representative of M/s DBM Geotechnical & Constructions Pvt. Ltd., MUMBAI asked the clarifications on the aspect of Service Tax.	It has been clarified that the capital dredging (subject work) is not within the purview of Service Tax (as informed by JAO & as confirmed by CAO IWAI, Noida telephonically).
6.	The representative of M/s APM Marine, Kochi requested for considering the interest free mobilization advance to an extent of 20% of the value of contract.	It has been clarified that the mobilization advance will be limited to 10% of the contract value against the Bank Guarantee with an interest of 15% p.a. as per the clause 8.1 in page 226. Hence no change is agreed to.
7.	The representative of M/s APM Marine, Kochi requested for eviction of encroachment, if observed.	It was clarified that the eviction of encroachment in the acquired land by IWAI, if any, will be considered through the local Revenue/District Administration and will be the responsibility of IWAI.
8.	<p>The queries received from M/s. Marine Infrastructure Pvt. Ltd., Mumbai (by mail) are considered herewith.</p> <p>Section:1 <u>Kannitta kadavu (Edapallikotta Junction)</u></p> <ol style="list-style-type: none"> 1. Disposal area. 2. Protection wall: <ol style="list-style-type: none"> a) Specification & Design. b) To be built after or before dredging. 3. Authority to dismantle old houses, Up-root trees, electric poles etc. 	<ol style="list-style-type: none"> 1. Regarding the disposal of dredged spoil, it has been extensively discussed in clause no. 4.2 and 4.3 in page 83 & 84 and accordingly it is to clarify that the dumping site identification will be the contractor's responsibility. It may also be referred to para 7.5 & 7.6 of page. 224 on this aspect. 2 <ol style="list-style-type: none"> a) Regarding the specification and design of protection, it may be referred to Annexure - 2 at page no.241 & 242 and the drawing at page no.254. b) According to the site requirements, it can be built before or after the dredging. <p>IWAI have already acquired all the houses, trees etc., by paying suitable compensation and hence it can be removed by the contractor. Regarding the electric poles, it will be removed / shifted away by IWAI through the KSEB on deposits basis. It may also be referred to clause no.6.10 of page – 222, in this regard</p>

<p>4. Relaying of FW pipe, electric pole and wiring should be responsibility of concerned department and be of completed before dredging work Commenced.</p> <p>Section :2 <u>Opposite side of KMML</u></p> <ol style="list-style-type: none"> 1. Disposal of dredged material. 2. Ownership of dredge material 3. Removal of culvert (sakav) jetty 4. To be built before or after dredging <p>Section: 3 <u>South of KMML</u></p> <ol style="list-style-type: none"> 1. Authority to demolish civil building & disposal of materials. 2. Bridge (Pedestrian Bridge) to be demolished by concerned authorities to facilitating dredging work. 3. Demolition & re-construction of pump house at suitable location. 	<p>As per the clause no.6.10 of page – 222, IWAI will provide all the assistance for the removal of pipeline, electric post etc., and the contractor is expected to do the liaison with concerned dept. for early relaying / relocation.</p> <ol style="list-style-type: none"> 1. As per the stipulated clause no. 4.2 and 4.3 in page 83 & 84, the identification of dumping sites will be the contractor's responsibility. 2. IWAI is the Owner of the dredged material. 3. For details please refer to the clause no.6.9 of page – 222. 4. Please refer to the clause no.6.9 & 6.12 of page – 222 and the Jetty needs to be constructed adjacent / close to the existing jetty in consultation with the local Panchayath. <ol style="list-style-type: none"> 1. IWAI has already acquired all the houses by paying suitable compensation and hence it can be removed by the contractor. The disposal may be considered as per the site condition in consultation with the Engineer in Charge. 2. In case of new culvert, it may be constructed away from the widening limit in consultation with the local Panchayath. In case of existing Causeway along with the development of the public road at close Chavara terminal, it is to state that the same is being taken up by IWAI through CPWD. 3. As per the clause no.6.10 of page – 222, IWAI will provide all the assistance for the removal of pump house and the contractor is expected to do the liaison with concerned dept. for early removal / relocation.
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<p>Section :4 <u>North of Chavara bridge</u></p> <ol style="list-style-type: none"> 1. Dredged material to be disposed of using barges or what. 2. Removal & replacement of utility building / materials. <p>Section: 5 <u>North & South of Chavara Bridge</u></p> <ol style="list-style-type: none"> 1. Disposal of dredge material by barges only. 2. Liaison with fishing boat in the area by a Govt. / Police. <p>As an above, due to local issue if dredging work is stopped, then</p> <ol style="list-style-type: none"> (a) Time of completion of dredging work cannot be guaranteed. (b) Finical loss i.e., idle dredging equipment charges should be compensated / paid. 	<ol style="list-style-type: none"> 1. Already explained above. 2. Already explained above. <ol style="list-style-type: none"> 1. Already explained above. In case need be, the same can executed through barges at the risk and cost of the contractor. 2. It may please be referred to clause no.5 (xiii) at page-219. IWAI will provide all necessary assistance for solving the issues through local dept., in this regard. <ol style="list-style-type: none"> a) If the dredging is stopped due to local issues, equal time period will be considered as compensation for the actual delay / time last. The completion period and the contract time is the essence of the contract. b) No idle time charges are payable as per the clause 5.5 in page 85. Also refer to para 1.3 in page 88 and para 5(iv) in page 218 that idle time charges are not payable. Payment of idle time charge not agreed upon.
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