



অসম চৰকাৰ
অসম আভ্যন্তৰীণ জল পৰিবহন উন্নয়ন সমিতি
Government of Assam

Assam Inland Water Transport Development Society

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No.AIWTDS-132/2018(Part-I)/364

dated:24.02.2019

Corrigendum-II

In reference to the tender notification no. AIWTDS/132/2018/ 334 dated 9.01.2019 for E-procurement of "10 nos. 50 Pax Vessel with capacity of 25 motor cycles" and "10 nos. 100 Pax Vessel with capacity of 50 nos. motor cycles", certain amendments enclosed as Annexure-A, have been incorporated in the bid document. Bidders are requested to take the note of these amendments prior to the submission of bid.

The last date for submission of bid has also been extended to 14.03.2019 till 14:00HRS (IST).The date & time of bid opening through e-procurement portal of govt. of Assam viz. www.assamtenders.gov.in is fixed on 14.03.2019 at 16:30HRS(IST)

Enclosed: Annexure-A

(Rahul Ch Das, ACS)

Director (i/c), IWT & ASPD (i/c), AIWTD Society,

No. AIWTDS-132/2018(Part-I)/364-A

dated: 24.02.2019

Copy to:

- i) OSD to SPD, AIWTD Society for kind appraisal of the State Project Director
- ii) The Director, IWT Assam for publishing the Corrigendum-II in the website of DIWT www.iwt-directorate.assam.gov.in
- iii) e-procurement portal of Govt. of Assam viz. www.assamtenders.gov.in

Director (i/c), IWT & ASPD (i/c), AIWTD Society,

Annexure A for Corrigendum No. II

ICB No.: AIWTDS/132/2018/334

Date:09.01.2019

Procurement of:

Package I: 10 nos. Passenger Ferry with Passenger Capacity of 50 nos. and Motor Cycle Capacity of 25 nos. of 1 Lot for Service on the Brahmaputra River

and

Package II: 10 nos. Passenger Ferry with Passenger Capacity of 100 nos. and Motor Cycle Capacity of 50 nos. of 1 Lot for Service on Brahmaputra River

Clause Reference	Existing	Modified
ITB 11.2	<p>The Bidder shall submit the following additional documents in its bid:</p> <p>(i) Manufacturer's authorization: as required in the prescribed format.</p> <p>(ii) Drawings and Design: Conceptual/Proven design of the passenger ferries for which (50/100 seaters) the bidder is submitting its bid as mentioned in this bid document considering the characteristics of the river systems in Brahmaputra, Assam, India</p> <p>The following drawings should be submitted along with the Technical Proposal</p> <p>a. GA drawings and line diagram b. Preliminary stability calculation c. System drawings (Line diagram) d. Electrical load calculation e. Classification Approval certificate of MIEs, GB, Gen sets etc f. Power and Endurance Calculations g. Details of proven design of the similar type of vessel previously built.</p> <p>In case of proven design not there, shipyard to give undertaking regarding conducting of model test before the commencement of production</p>	<p>The Bidder shall submit the following additional documents in its bid:</p> <p>(i) Manufacturer's authorizations required in the prescribed format;</p> <p>(ii) A list of all essential equipment suppliers, including contact details;</p> <p>(iii) Specifications, catalogues, brochures, leaflets and other similar documents for all essential machinery, equipment and outfit items;</p> <p>(iv) General Arrangement plans showing the proposed layout of the vessel(s) below decks, on the main, and other decks;</p> <p>(v) Details of estimated tonnages, including lightweight, deadweight, payload, net and gross tonnages;</p> <p>(vi) Details and specifications of main propulsion and auxiliary machinery including power calculations taking into account the characteristics of the vessels at maximum displacement;</p> <p>(vii) Estimates of hourly fuel consumption of all diesel propulsion machinery, taking into account the vessel characteristics at maximum displacement when running at Maximum Continuous Rating</p>

	<p>(iii) Description of Approach, Methodology and Work Plan - a description of the approach, methodology and work plan for performing the assignment, including a detailed description of the proposed methodology and staffing for training.</p> <p>(iv) Shipyard with ISO certificate or similar type internationally approved standard certificate</p>	<p>(MCR); at 85% of MCR; and at 50% of MCR;</p> <p>(viii) Detail of the shipyard or place where the vessels shall be constructed along with the facilities and equipment therein. Details of proven design of the similar type of vessels previously built. In the case that proven design(s) are unavailable, the supplier shall provide an undertaking to conduct model testing before the commencement of production</p> <p>(ix) A description of approach, methodology and work plan for performing the assignment.</p> <p>(x) Preliminary stability calculations including stability against high beam wind combined with passenger crowding to one side</p> <p>(xi) Type approval certificate of main engine, gear box and diesel generator from any IACS member class society, as applicable under class rules</p>
ITB 14.8 (a) (iii);(b)(ii) and (c)(v)	Final destination (Project Site):Guwahati, Assam, India	<i>Final destination (Project Site): Safely afloat and moored in a clean and orderly condition, ready for service at Guwahati, Assam, India.</i>
ITB 16.4	Period of time the Goods are expected to be functioning (for the purpose of spare parts):Five (5) years after completion of two (2) year standard Warranty Period	<i>Period of time the Goods are expected to be functioning (for the purpose of spare parts) shall be five years. Average annual usage shall be 4000 hours.</i>
ITB 19.9	If the Bidder performs any of the actions prescribed in subparagraphs ITB19.9 (a) or (b) of this provision, the Borrower will declare the Bidder ineligible to be awarded contracts by the Purchaser for a period of N.A. years.	Not applicable.
ITB 22.1	Replace ITB 22.1 with the following: —22.1. Bids, both technical and financial parts, must be uploaded online no later than 25 th February, 2019 and 14.00 hrs IST (refer Corrigendum No. I).	Replace ITB 22.1 with the following: —22.1. Bids, both technical and financial parts, must be uploaded online no later than 14 th March, 2019 and 14.00 hrs IST. Physical, Email, Telex, Cable or Facsimile bids will be rejected.

	Physical, Email, Telex, Cable or Facsimile bids will be rejected.	
ITB 25	Date: 25 th , February 2019 Time: 16.30 HRS (IST) (refer Corrigendum No. I).	<p>The date of opening shall be changed as follows:</p> <p><i>Date: 14th March 2019</i> <i>Time: 16.30 HRS (IST).</i></p> <p>All other wording remains unchanged.</p>
ITB 34.5	<p>The adjustments shall be determined using the following criteria, from amongst those set out in Section III, Evaluation and Qualification Criteria:</p> <p>(a) Deviation in Delivery schedule: No. (b) Deviation in payment schedule: No (c) the cost of major replacement components, mandatory spare parts, and service: No (d) the availability in the Purchaser's Country of spare parts and after sales services for the equipment offered in the bid: Yes. If the bidder quotes separately for setting up of the above services, then this cost will be added for the evaluation purpose. In case the spares and after-sale services are not available then such a bid will be summarily rejected. (e) the projected operating and maintenance costs during the life of the equipment: No (f) the performance and productivity of the equipment offered; No (g) The Cost of Annual Maintenance Services for three year beyond warranty period. Yes. If the bidder quotes separately for providing the above services, then this cost will be added for the evaluation purpose.</p>	<p>The adjustments shall be determined using the following criteria, from amongst those set out in Section III, Evaluation and Qualification Criteria:</p> <p>(a) Deviation in Delivery schedule: No. (b) Deviation in payment schedule: No (c) the cost of major replacement components, mandatory spare parts, and service: No (d) the availability in the Purchaser's Country of spare parts and after sales services for the equipment offered in the bid: Yes. If the bidder quotes separately for setting up of the above services, then this cost will be added for the evaluation purpose. In case the spares and after-sale services are not available then such a bid will be summarily rejected. (e) the projected operating and maintenance costs during the life of the equipment: No (f) the performance and productivity of the equipment offered; No (g) The Cost of After Sales Services. No.</p>
Section III. Evaluation and Qualification Criteria		
TECHNICAL PART	For Package I – 10 nos. Passenger Ferry with Passenger Capacity of 50	For Package I – 10 nos. Passenger Ferry with Passenger Capacity of 50

<p>1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)</p>	<p>nos. and Motor Cycle Capacity of 25 nos. of 1 Lot for Service on the Brahmaputra River</p> <p>A. If the Bidder is a manufacturer: (i) Financial Capability The Bidder shall furnish documentary evidence that it meets the following financial requirement(s): 1. The Tendering Firm or the lead partner of the JV-Bid should have an average annual turnover of not less than INR 500 Million for the preceding 3 financial years (in all cases from shipbuilding works). Audited copies of Balance Sheets showing turnover, Profit & Loss account of the firm for the preceding financial 3 years (2017-18, 2016-17, 2015-16) should be submitted along with the tender document. 2. The Tendering Firm or the lead partner of the JV should provide a Solvency Certificate(s) from Any Nationalized or Scheduled commercial Bank in India or issued by a reputed foreign Bank and routed through a correspondent Bank (Nationalized or Scheduled commercial Bank in India) for an aggregate sum of not less than INR 250 million.</p>	<p>nos. and Motor Cycle Capacity of 25 nos. of 1 Lot for Service on the Brahmaputra River</p> <p>A. If the Bidder is a manufacturer: (i) Financial Capability The Bidder shall furnish documentary evidence that it meets the following financial requirement(s): 1. The Bidder should have an average annual turnover of not less than INR 250 Million for the preceding 3 financial years (in all cases from ship building, ship designing and ship repairing works). Audited copies of Balance Sheets showing turnover, Profit & Loss account of the firm for the preceding financial 3 years (2017-18, 2016-17, 2015-16) should be submitted along with the tender document. 2. The Bidder should provide a Solvency Certificate(s) from Any Nationalized or Scheduled commercial Bank in India or issued by a reputed foreign Bank and routed through a correspondent Bank (Nationalized or Scheduled commercial Bank in India) for an aggregate sum of not less than INR 125 million.</p>
<p>TECHNICAL PART 1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)</p>	<p>(ii) Experience and Technical Capability</p> <p>The Bidder shall furnish documentary evidence to demonstrate that it meets the following experience requirement(s): a. The tenderer shall preferably be a single entity, but a JV (Joint Venture) Bid would be permitted provided it is limited to 3 parties where the 1st Party is an established</p>	<p>(ii) Experience and Technical Capability</p> <p>The Bidder shall furnish documentary evidence to demonstrate that it meets the following experience requirement(s): a. The single entity bidder or the Lead Member of JV (Joint Venture) is an established vessel manufacturer having all the necessary technical experience and having their own manufacturing facility of vessels/ships for past 7 years or more. The</p>

	<p>vessel manufacturer having all the necessary technical experience and having their own manufacturing facility of vessels/ships for past 7 years or more. The Tendering Firm or the lead partner of the JV should be competent and have the experience in manufacturing vessels.</p> <p>b. Completed “similar works” in the last 7 years in which bids are invited fulfilling either of the following criteria:</p> <p>Has successfully manufactured at least 10 nos. of vessels similar to the seating capacity of minimum 40 passengers</p>	<p>Bidder or the lead member of the JV should be competent and have the experience in manufacturing vessels.</p> <p>b. Manufactured below mentioned goods in the last 7 years fulfilling the following criteria:</p> <p>Has successfully manufactured and delivered at least 3 no. of inland passenger vessel of seating capacity of minimum 40passengers</p> <p>AND</p> <p>Has successfully manufactured and delivered at least 5no. propelled vessels under an IACS full member class society of length 20 meter and more</p>
<p>TECHNICAL PART 1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)</p>	<p>(iv) Past Supplies</p> <p>The Bidders must furnish details of supplies made by him in the last five years in proforma attached in Section IV</p>	<p>(iv) Past Supplies</p> <p>The Bidders must furnish details of supplies made by him in the last seven years in proforma attached in Section IV</p>
<p>TECHNICAL PART 1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)</p>	<p>B. If Bidder is not manufacturer: If a Bidder is not a manufacturer, but is offering the Goods on behalf of the Manufacturer under Manufacturer's Authorization Form (Section IV, Bidding Forms), the Manufacturer shall demonstrate the above qualifications (i), (ii), (iii) and the Bidder shall demonstrate that it has successfully completed at least 10 contracts of similar goods in the past 7 years.</p>	<p>B. If Bidder is not manufacturer: If a Bidder is not a manufacturer, but is offering the Goods on behalf of the Manufacturer under Manufacturer's Authorization Form (Section IV, Bidding Forms), the Manufacturer shall demonstrate the above qualifications (i), (ii), (iii) and the Bidder shall demonstrate that it has successfully completed at least 2contracts of below mentioned goods in the past 7 years.</p> <p>Supplied below mentioned goods in the last 7 years in which bids are invited</p>

		<p>fulfilling of the following criteria:</p> <p>Has successfully supplied at least 3 no. of inland passenger vessel of seating capacity of minimum 40passengers</p> <p>AND</p> <p>At successfully supplied at least 5 no. propelled vessel under an IACS full member class society for a minimum length of 20 meter</p>
<p>TECHNICAL PART 1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)</p>	<p>For Package II– 10 nos. Passenger Ferry with Passenger Capacity of 100 nos. and Motor Cycle Capacity of 50 nos. of 1 Lot for Service on the Brahmaputra River</p> <p>A. If the Bidder is a manufacturer: (i) Financial Capability The Bidder shall furnish documentary evidence that it meets the following financial requirement(s):</p> <p>1. The Tendering Firm or the lead partner of the JV-Bid should have an average annual turnover of not less than INR 700 Million for the preceding 3 financial years (in all cases from shipbuilding works). Audited copies of Balance Sheets showing turnover, Profit & Loss account of the firm for the preceding financial 3 years (2017-18, 2016-17, 2015-16) should be submitted along with the tender document.</p> <p>2. The Tendering Firm or the lead partner of the JV should provide a Solvency Certificate(s) from Any Nationalized or Scheduled commercial Bank in India or issued by a reputed foreign Bank and routed through a correspondent Bank (Nationalized or Scheduled commercial Bank in India)</p>	<p>For Package II– 10 nos. Passenger Ferry with Passenger Capacity of 100 nos. and Motor Cycle Capacity of 50 nos. of 1 Lot for Service on the Brahmaputra River</p> <p>A. If the Bidder is a manufacturer: (i) Financial Capability The Bidder shall furnish documentary evidence that it meets the following financial requirement(s):</p> <p>1. The Bidder should have an average annual turnover of not less than INR 350 Million for the preceding3 financial years (in all cases from shipbuilding ship designing and ship repairs works). Audited copies of Balance Sheets showing turnover, Profit & Loss account of the firm for the preceding financial 3 years (2017-18, 2016-17, 2015-16) should be submitted along with the tender document.</p> <p>2. The Bidder should provide a Solvency Certificate(s) from Any Nationalized or Scheduled commercial Bank in India or issued by a reputed foreign Bank and routed through a correspondent Bank (Nationalized or Scheduled commercial Bank in India)for an aggregate sum of not less than INR 175 million.</p>

	for an aggregate sum of not less than INR 250 million.	
TECHNICAL PART 1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)	<p>(ii) Experience and Technical Capability</p> <p>The Bidder shall furnish documentary evidence to demonstrate that it meets the following experience requirement(s):</p> <p>a. The tenderer shall preferably be a single entity, but a JV (Joint Venture) Bid would be permitted provided it is limited to 3 parties where the 1st Party is an established vessel manufacturer having all the necessary technical experience and having their own manufacturing facility of vessels/ships for past 7 years or more. The Tendering Firm or the lead partner of the JV should be competent and have the experience in manufacturing vessels.</p> <p>b. Completed “similar works” in the last 7 years in which bids are invited fulfilling either of the following criteria:</p> <p>Has successfully manufactured at least 10 nos. of vessels similar to the seating capacity of minimum 80 passengers</p>	<p>(ii) Experience and Technical Capability</p> <p>The Bidder shall furnish documentary evidence to demonstrate that it meets the following experience requirement(s):</p> <p>a. The bidder or the Lead Member of JV (Joint Venture) Bid is an established vessel manufacturer having all the necessary technical experience and having their own manufacturing facility of vessels/ships for past 7 years or more. The Bidder or the lead member of the JV should be competent and have the experience in manufacturing vessels.</p> <p>b. Manufactured below mentioned goods in the last 7 years in which bids are invited fulfilling the following criteria:</p> <p>Has successfully manufactured and delivered at least 3 no. of inland passenger vessel similar to the seating capacity of minimum 40 passengers</p> <p>AND</p> <p>At successfully manufactured and delivered at least 5 no. propelled vessels under an IACS full member class society of length 20 meter and more</p>
TECHNICAL PART 1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)	<p>(iv) Past Supplies</p> <p>The Bidders must furnish details of supplies made by him in the last five years in proforma attached in Section IV</p>	<p>(iv) Past Supplies</p> <p>The Bidders must furnish details of supplies made by him in the last seven years in proforma attached in Section IV</p>

<p>TECHNICAL PART 1.1 Qualification Criteria (ITB 32.1)</p>	<p>B. If Bidder is not manufacturer: If a Bidder is not a manufacturer, but is offering the Goods on behalf of the Manufacturer under Manufacturer's Authorization Form (Section IV, Bidding Forms), the Manufacturer shall demonstrate the above qualifications (i), (ii), (iii) and the Bidder shall demonstrate that it has successfully completed at least 10 contracts of similar goods in the past 7 years.</p>	<p>B. If Bidder is not manufacturer: If a Bidder is not a manufacturer, but is offering the Goods on behalf of the Manufacturer under Manufacturer's Authorization Form (Section IV, Bidding Forms), the Manufacturer shall demonstrate the above qualifications (i), (ii), (iii) and the Bidder shall demonstrate that it has successfully completed at least 2 contracts of below mentioned goods in the past 7 years.</p> <p>Supplied below mentioned goods in the last 3 years in which bids are invited fulfilling of the following criteria:</p> <p>Has successfully supplied at least 3 no. of inland passenger vessel similar to the seating capacity of minimum 40passengers</p> <p>AND</p> <p>Has successfully supplied at least 5 no. propelled vessels under an IACS full member class society for a minimum length of 20 meter</p>
<p>C. If Bidder is a Joint Venture: (iii)</p>	<p>(iii) The member in charge should be responsible for supply of at least upto50% of the total requirement. Each of the other members shall be responsible for not less than 25% of the total requirement. In order for a Joint Venture or consortium to qualify, each of its members must meet the criteria listed in Para(a) above in proportion to the quantity to be supplied by each member for individual lot and the combination must meet the qualification in full. Failure to comply with this requirement will result in rejection of the joint venture's bid;</p>	<p>iii) In order for a Joint Venture or consortium to qualify, the lead member shall meet 50% of the criteria listed in Para A.(i) above and the entire JV must meet the qualification in full as listed in Para A.(i). Failure to comply with this requirement will result in rejection of the joint venture's bid; (The Lead Member of the JV may tie up for providing maintenance service, shipyard owner/ lessor, design consultant / firm for design or any relevant technical experience related to the vessel/ship building</p>

C. If Bidder is a Joint Venture: (iii)	(iii) Reports on the financial standing of each member including profit and loss statements, balance sheets and auditor's reports for the past 5 years shall be furnished along with the bid; and	(iii) Reports on the financial standing of each member including profit and loss statements, balance sheets and auditor's reports for the past 3 years shall be furnished along with the bid; and
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Section VII. Schedule of Requirements

The Technical Specification and Inspection and Tests at RFB has been amended as

3. Technical Specifications

The technical specifications are to be deleted and replaced as per the sub-clauses below. These sub-clauses shall apply to all vessels supplied under Lot 1 and Lot 2.

1.1 Intent of Specification

The Technical Specification is supplied for the purpose of outlining the objectives, performance, standards and basic design and engineering requirements for the required vessels. The intent is to provide sufficient information for the Supplier, with their own experience and facilities, to carry out the design, construction, outfitting, certification, survey, test, completion and delivery of the vessels to the Purchaser safely afloat and moored in a clean and orderly condition, ready for service at Guwahati, Assam, India.

The vessels are to be designed, constructed, fully equipped and tested in accordance with good shipbuilding practice and are to fully comply with the requirements of the Regulatory bodies as applicable.

The vessels for each Lot are to be designed, constructed and fitted with identical components. Components with identical functions shall be interchangeable to the extent practicable. These components shall include, but not be limited to outfit items, propulsion and auxiliary machinery, electrical and deck items, seating and other assemblies. Components with non-identical functions shall not be, or appear to be, interchangeable. A component shall not be used in any application for which it was neither designed nor intended.

The Supplier will be required to prepare working drawings as necessary to carry out the work in accordance with this Specification. All services, items, materials, equipment, etc. described in this Specification are to be supplied and installed by Supplier.

Services and items not described in this Specification, but normally required as part of good shipbuilding practice to achieve a complete vessel of the type and duty intended for their area of operation shall be procured and fitted by Supplier.

1.2 Classification Society Standards

The vessels are to be constructed and delivered to the applicable rules and under the supervision of the Indian Register of Shipping (or other International Association of Classification Society (IACS)) member with the following Class or equivalent notations:

☒ IWL, Zone 3, “RoRo Ferry for operations within NW2”; and

☒ IY

All propelling arrangements, essential auxiliary machinery, steering systems, pressure

vessels, electronic equipment for essential systems and all other items, including non-class items, shall be built, installed and tested under the supervision of the Classification Society.

The builder will be responsible for and pay for all classification society attendance, tests, approvals and certification. The Classification society shall be authorized to approve or reject the work and all Classification rules, regulations and requirements shall be complied with without qualification.

Disputes arising out of rejection by the Classification Society of any part of the vessel shall be arbitrated in accordance with the Contract. The Supplier will proceed at his/her own risk with work that is not acceptable.

1.3 Climate

The vessels shall be designed and built taking into consideration the climate of Assam, India which is located at an elevation of between 50 and 110 meters above mean sea level. They shall be operated in ambient temperatures ranges between 5°C to 40°C at relative humidity between 5 percent and 100 percent.

In year 2018 (January to December), the following was recorded:

- Air Temperature (degrees centigrade):
Yearly Average 25.2; Max 34.6 (July); Min 11.1 (January)
- Precipitation (mm):
Accumulated Value: 908; Max Monthly: 190.4 (June); Min Monthly 0.8 (January)
- Days with Rain:
Average for Year: 122; Max Monthly 23 (July); Min Monthly 1 (December & January).

1.4 Hull form and material

The Vessels can be of mono-hull, catamaran, other multihull or alternative construction, made in marine grade steel and designed for an economic useful life of 20 years.

Bow sections shall be provided with collision bulkheads. Hull sections shall be further divided by watertight bulkheads to form the necessary sub-divisions for damage stability under class and regulatory requirements. Hull forms shall be designed and constructed to minimize drag, spray and wake all speeds.

1.5 Main attributes and particulars

The vessels shall be designed and constructed with a one or more decks and laid out with the best available ergonomic insulations to ensure safety, trim, stability and efficiency

with good comfort. Passenger and motorcycle spaces shall be provided with ramp access. The vessels will be provided with a raised wheelhouse structure allowing good foredeck and 360 degree visibility having a helmsman seat located on the forward centerline.

The vessels shall not be designed for live-aboard and no crew accommodation shall be provided.

Principal Particulars of the vessels shall be as follows:

Length:	As per supplier design
Length between Perpendiculars:	As per supplier design
Draft at maximum displacement:	Not exceeding 1.2 meters in fresh water with a density 1 metric tone /m ³ when loaded with fuel, lube oil, fresh water, crew and a full payload (passengers, luggage and motorcycles).
Air Draft at light displacement:	Not exceeding 6.5 meters
Minimum Freeboard:	0.40m at fwd/aft perpendicular (or as per rules and class requirements);
Depth:	Not exceeding 3.0 m or as per supplier design;
Main Engine Requirements:	Twin Diesel main engines to supplier design;
Speed:	12 knots forward speed when fully loaded at 100% Maximum Continuous Rating (MCR) in calm water and clear weather. Speed is to be measured over measured mile or in a chart/radar/DGPS by running the boat both ways 4 times and taking average of averages as per established procedure. Shallow water effect, if any may be taken into account in the finally computed speed.
Endurance:	24 hours at 85% MCR for diesel propulsion;
Crew Complement:	2+2 (One Master, One Engineer and Two Ratings)
Capacity Lot1 Vessels:	50 sitting passengers; 25 motorcycles (Payload 8,250kg)
Capacity Lot 2 Vessels:	100 sitting passengers; 50 motor cycles (Payload 16,500kg)

1.6 Passenger Spaces

The weight of each passenger shall be 75kg. In addition, each passenger shall be provided with an additional of 10kg for luggage. Passenger spaces shall provide cover, including roof and side protection. Passenger luggage may be stored within the seating area or in other suitable covered location close to boarding points.

Passenger spaces shall not be air-conditioned. They will however be provided with means for mechanical ventilation through use of axial or centrifugal fans. The ventilation in passenger spaces shall allow for at least 25 changes/hour.

Vessel design should take into account access to differently abled bodies, old and infirm, and some seats at one side to be kept for women.

Each passenger space shall be provided with at least two means of escape on each side of the vessel at both ends of the passenger space. As a minimum each door and passageway must be provided with a clear opening of 810mm in width and 2030mm in height. Doors to cabins, washrooms and other enclosed spaces that have no other exit doors should not be equipped with deadbolts or other means of security that can only be manipulated from the inside, but should be equipped with an easily manipulated push-lock or other type of door knob that can be released from the outside with a special tool or lock. If door sills are necessary, they should be beveled or ramped on a permanent or movable basis and should be marked with a colour contrasting strip. Door handles, pulls, latches, locks and other operational devices should be operable with one hand and with a force not to exceed 22 Newtons of force, and should not require fine finger control, tight grasping, pinching or twisting of the wrist. Handles, pulls, latches, locks and other operational devices should be mounted at a height between 800 and 1200 mm from the floor, which permits use by a person in a wheelchair, and be colour-contrasted from their surrounding area. If sliding doors are used, these operational devices should be exposed and usable from both sides when in a fully-open position.

All passenger corridors are to be designed and constructed free of obstructions. Corridors less than 4.5meters in length shall be at least 610mm in width and 2000mm in height. Corridors greater than 4.5m in length shall be at least 762mm in width and 2000mm in height.

Passenger seating shall be economy type seating with a frame manufactured from high quality corrosion resistant aluminum designed to support vessel accelerations. All seats will be provided with well designed fixed backrests and armrests and will be upholstered in suitable flame retardant fabric with removable washable covers. All seating shall be provided with a lifejacket box tray and a document pocket. Seating may be provided in single, double, triple or row configuration, up to a maximum of five seats per row. Seating adjacent to corridors shall be provided with grab handles.

The minimum width of singular seats shall be 550 mm. The minimum width of double

and triple seats shall be 1060mm and 1570mm respectively. Seats provided in four or five rows shall have a minimum width of 2080mm and 2590mm respectively. Each seat shall have a height of 1020mm (+/-10mm) when measured from the floor and a length of 680mm. The bottom cushion shall be 350mm in length. When seats are arranged in rows, the distance between rows shall not be less than 762mm.

Passenger spaces shall furthermore be provided with room for at least two disabled passengers on wheelchairs. The space for wheelchairs shall be provided as close as possible to passenger doorways, which doorways should be provided with sufficient clear space on both sides to maneuver wheelchairs. The space provided for wheelchairs should be at least 1500mm in width and length, which area shall be equipped with suitable handrails and not reduced by protruding fixed objects. Arrangement for putting a stretcher with patient is to be provided in the sitting space.

Handrails shall also be fitted along all ramps, corridors and passageways. Handrails should be sturdy and of a height and length that permit use by all passengers, including a person using a wheelchair. All handrails should be continuous except where interrupted by other paths of travel or doorways. They should be of rounded construction and free of any sharp or abrasive element. They should be easily graspable and provide a firm and comfortable grip for the hand to slide along the rail without obstruction. They should have a diameter of not more than 40mm and provided with a suitable clearance from the wall surface to which they are attached that permits easy grasping.

Each ferry shall be provided with at least two washrooms, one for each gender. Both washrooms shall be accessible to persons with disabilities, including persons who use a wheelchair or who may require an attendant. Each washroom shall be provided with one toilet and one sink and provided with a doorway that affords privacy. The washrooms shall have a clear area of at least 1500 x 1500 mm. The toilet seat shall be between 400 and 460 mm from the floor and the area around the toilet should provide an adequate transfer space of at least 900 mm to accommodate space for a person in a wheelchair. The toilets should have a flush control and a toilet paper dispenser. The washroom should have fixed or flip-up grab bars that are sturdy, non-obstructive and conveniently located. The washroom should have a call button and positioned such that it is usable by a person in a wheelchair. It should be operable with one hand and minimal force and should send a signal that can reach staff at all times. The sink should include faucet controls that are lever operated. All other accessories should be easy to use and positioned within a 500mm reach and not protrude into the route of travel.

appropriate signage for literate and un-educated; facilities for announcement of safety measures; display of toll free complaint number for registering grievances will be provided.

1.7 Motorcycle Spaces

Space for motorcycles shall be based on the following specifications for each unit:

Dimensions length x width x height (mm): 2140 x 720 x 1110

Net Weight (kg): 140

Gross weight (kg): 150kg (including fuel but without rider)

Wheelbase (mm): 1570

Motorcycle spaces, including ferry access shall be separated from the passenger space and accesses and preferably located on the aft part of the main deck. Motorcycle spaces need not be covered. Access shall however be provided between motorcycle and passenger spaces on board and shall include a passageway of at least 2000mm in width.

Spaces for the storage of motorcycles shall include rails or other means to secure the motor cycles from falling and or prevent the fall of one inducing a domino effect on others. In all cases, motorcycles shall be prevented from falling overboard by the presence of barriers. Stowage spaces shall not however impede crew access to essential equipment, including but not limited to mooring bits and bollards, anchoring and other facilities or engine or enclosed space accesses.

Where motorcycles are stowed in rows, adequate passageways shall be allowed between rows, which width shall not be less than 1570mm.

1.8 Crew Space.

One four berth cabin for the crew shall be provided with bed, lockers and a table, chairs etc. on the main deck. One toilet with shower and WC and a kitchen shall be provided adjacent to the crew cable.

1.9 Machinery and other Spaces.

All machinery spaces shall be provided within the hull of the vessels and shall be designed for unmanned operation. Deck mounted propulsion and other machinery may also be utilized where such machinery is separated from passenger and motorcycle spaces. All machinery spaces shall furthermore:

- (i) Be provided with drip trays and floor gratings with removable sections for maintenance and inspection requirements;
- (ii) Be provided with means to prevent the overboard discharge of oil and oily water;
- (iii) Be fitted with thermal, acoustic and firefighting insulations according to the rules and health and habitability regulations.; and
- (iv) Be designed for ease of access for maintenance and hoisting work when required.

All machinery spaces located within the hull structure shall furthermore be provided with a fixed fire extinguishing system.

All fuel and other tanks will be designed to be integral with the hull structure. All tanks and empty, closed, void spaces to be fully equipped with the required filling, vent and sounding pipes, drains, plugs, liquid level indicators, manholes and ladders fitted in accessible, functional and easy to use positions. Their scantlings will be as that required by the Rules and in relation to their volume and its internal coating appropriate to its function, use, and the type of liquid stored therein.

1.10 Main and auxiliary engines, propulsion and steering systems

Each vessel shall be provided with twin main engines and propulsion systems. All systems shall be designed with integrated controls for remote operation from the wheelhouse. The control function will have the capability of shutting-down engines if it operating outside predetermined parameters. It shall include an alarm and monitoring capability which shall inform the operator (engineer) on the functioning and fault finding of all system components.

Main engines shall be diesel driven units, each driving reversible reduction gearbox and fixed pitched propellers through water lubricated stainless steel shafting.

All diesel engines shall be four stroke, engines designed for marine applications with a heavy duty continuous ratings for at least 2,800 hrs annual usage profile and having indigenous product support and spare parts availability in India. The engines are to comply with classification requirements.

Electro hydraulic steering systems for mechanically connected twin rudders along with emergency manual hydraulic module, controllable from wheelhouse shall be provided. Provision of propeller guards with vessel to minimize injury to the aquatic fauna.

Alternately, deck mounted engine propulsion system with integrated steering will also be accepted.

1.10.(a) Electrical Systems and Lighting

The electrical installation will be designed, constructed and installed to comply with regulations and requirements of Classification society.

Electrical systems and equipment will be suitable for service in Assam. Electrical motors and equipment mounted on open decks will be installed weather proof and water tight to compartments to IP 56 standards.

All electrical power aboard the vessels will be supplied by a 415 V, 3 phase, 50 Hz, AC diesel generator of adequate capacity to take the entire electric load of the vessel at 90% loading. Power distribution shall be as follows:

- Lighting: AC 220V,

- Control & monitoring system: AC 230V, or DC 24V
- Communication equipment and alarms: AC 230V, or DC 24V

The lighting system throughout each vessel to be designed so as to ensure adequate lighting levels are obtained according to the use and work conditions of any specific area and the number of luminaries shall be adequate to ensure an efficient illumination. External illumination shall be by watertight luminaries, suitably located on superstructure boundary bulkheads.

The arrangement and number of navigation and signal lights shall satisfy the requirements of model inland waterways vessel Rules and Regulations, promulgated by IWAI. They shall be controlled from the navigation light indicating panel in the wheelhouse.

A 24 V battery backed emergency electrical system for essential lighting and other essential loads is to be provided. The battery bank shall be on floating charge or duplicated

1.11 Wheelhouse spaces and navigation equipment

The wheelhouse shall be fitted with control and monitoring, communication and navigation equipment. This shall include equipment for all main and auxiliary engine control, instrumentation and alarms, positioning, tracking, radio and other electrical and non-electrical equipment.

The ship navigation system shall comprise of GPS, Echo Sounder, Heading and Speed Indicators, Wind Measurement and, an Automatic Identification System (AIS) that: (i) provides the craft's identity, (ii) receives automatically such information from similarly fitted vessels; (iii) monitor and track vessels; and (iv) exchanges data with shore based facilities;

Additional ship-borne navigation systems and equipment shall include:

- A correctible magnetic compass which is capable of operating without electrical supply, and which may be used for steering purposes.
- A wind-indicator;
- A rudder angle indicator;
- Searchlight c/w remote control from wheelhouse;
- One pair of 7x 50mm binoculars;
- A wall mounted Barometer;
- A wall mounted clock; and

- Any other navigation equipment needed to satisfy Class requirements.

The vessels shall furthermore be provided with a radio installations capable of transmitting and receiving ship-to-shore and ship to ship distress alerts; of transmitting and receiving search and rescue coordinating communications and of receiving and transmitting general radio communications to and from shore-based radio systems. The transmission of ship-to-shore distress alerts shall be possible on VHF using Digital Selective Calling (DSC).

1.12 Bilge Sewerage and Grey Water Systems

Bilge systems will be designed and arranged to allow bilge suction from all the watertight compartments below the maximum load waterline, with exceptions for tanks devoted to liquids. Suction from suitably arranged bilge wells shall be through stop check valve and bilge water is to be transferred to a bilge water tank waters prior to discharge through an oil-water separator. The suction points in the bilge wells, in engine rooms will be provided with a permanent strainer. An alarm showing the presence of water in a compartment, sound and light, in the engine room and on bridge it will be installed. High levels remote alarms will be fitted in each machinery compartment.

The vessels will furthermore be provided with a sewerage treatment, storage and discharging system, in full compliance with the rules currently in force regarding overboard discharge of sewage and grey-water. The system shall be fully automatic and all necessary alarms and signals will appear on the ship's monitoring system.

Each vessel shall furthermore be fitted with a fresh water system. It shall feed all heads and wash basins. Each shall include one electrically driven self-priming centrifugal pumps to supply the vessel through a main manifold with flexible branches to each washroom. The fresh water tank shall be provided with level gauges, inspection manholes and ventilation pipes.

Oil and sewage pollution control equipments/ systems are to be provided to comply with MARPOL annex I and IV as applicable and certificates to that effect from the classification society are to be provided.

1.13 Deck machinery and equipment

The anchoring and mooring equipment will consist of:

- 1or 2 x anchor of appropriate weight, stowed in their hawse pipes or other support arrangement on the bow of the vessels.
- 1x spare anchor of similar characteristics as above;
- Stud link chain, of a length and diameter according to the Rules;

The anchor hawse pipes or other support arrangements will be fitted with rollers and and/or other protection to prevent wear or damage to deck and side shell during deployment or recovery. The system will be designed in such a way to guarantee a quick and easy self-stowing and suitable devices will be provided to guarantee the anchor remaining locked in position when underway.

One horizontal type anchor windlass will be provided, located on the main deck at bow and will be provided with double anchor capstan with sufficient lifting capacity. The windlass will also be equipped with two outer drums for pulling the forward mooring ropes, The windlasses will be electrically powered by means of the electrical motor and lifting capability and recovery speed will be according to the Classification Rules.

Suitable bollards and bits shall be provided on each side of the vessel allowing mooring through head (bow) lines, spring and stern lines.

1.14 Life-saving and fire-fighting equipment:

Each vessel will be equipped with all the necessary life-saving and firefighting appliances as per model inland waterways vessels rules promulgated by IWAI.

Each vessel shall, in addition to the fixed extinguishing system for internal machinery spaces, be provided with portable fire extinguishers the number, size and type of which will comply with model inland waterways vessels rules promulgated by IWAI.

1.15 Dolphin Deterrent Devices:

The vessels shall be fitted with dolphin deterrent devices (ADD). A deterrent device is a mechanical audio signal generating instrument which can generate ultrasonic signals to keep the dolphins away from the activity area. An ADD is a device with a low intensity (source level: < 150 dB re 1 μ Pa at 1 m) and emits signal in the middle to high frequencies (2.5 - 10 kHz) with higher harmonic frequencies (up to 160 - 180 kHz). This can be fitted before, at or following commissioning (as a simple overboard device). Also, Provision of propeller guards with vessel to minimize injury to the aquatic fauna

1.16 Relevant applicable environmental and labour laws:

The builder should follow all the prevalent environmental and labour laws related to the manufacture and supply of vessels.

5. Inspection and Tests

1. General definitions

Throughout this specification, the following general definitions shall apply:

Inspection:

A check to ensure that all portions of the vessel, its fittings, machinery, piping, electrical systems, deck fittings, mooring arrangements, anchoring arrangement, and other such items as may be required by the Specification, have been built or installed in accordance with the requirements of the specification.

Test:

A formal procedure to prove that a designated system is operational and meets the performance requirements of the specification.

Trial:

A formal procedure that proves that all systems are operational in conjunction with each other, meet specified requirements, and that the completed vessel is safe and seaworthy in all respects.

2. General requirements

The Supplier is to prove that all work is in accordance with the project requirements. Every watertight or weather-tight compartment, every piping system, every moving part, and every piece of equipment or machinery shall be tested under as near normal operating conditions as circumstances will allow, and demonstrated to the Purchaser and Classification Society satisfaction to be functioning properly in every respect before leaving Supplier's yard on delivery voyage.

The Supplier shall submit a proposed Schedule of Tests and Trials for Purchaser's approval at an early stage in construction and not less than two months prior to the commencement. Reasonable notice (not less than 5 business days) shall be given to Purchaser and Classification Society of all tests and trials. All tests and trials shall be witnessed by the on-site inspector and Classification Society, as required. The attendance of such witnesses does not relieve the Supplier of the responsibility of complying with specified requirements.

The Supplier shall keep a complete record of all tests and trials data, and give the original and two copies to Purchaser. The Supplier will maintain detailed records of all tests and inspections performed to demonstrate conformance with the project requirements. The

Supplier will provide, calibrate and maintain inspection measuring and testing devices suitable to demonstrate conformance with the project requirements.

The Supplier is responsible for any test and trials carried out to sub-contracted items. This is to include mandatory hold points for inspection, review of the sub-Supplier's documentation as required by the applicable quality program standard and access to the premises by the Purchaser for verification of the Supplier's compliance with the project requirements. Acceptance of a test or trial by the Purchaser does not absolve the Supplier from correcting defects in tested portion that appear after the test.

3. Classification Society

The Classification society shall be authorized to approve or reject the work.

4. Additional representatives

The Purchaser may appoint additional representatives to attend to the vessels throughout the construction period and to attend all tests and trails in order to familiarize themselves with the operation of the vessel and its equipment.

5. Production schedule

The Supplier shall provide the Purchaser, with a Production Schedule, and thereafter a monthly report showing actual against planned progress, and explanations of any delays. Supplier shall notify Purchaser immediately on receipt of information affecting the delivery of the vessel.

The schedule is to be prepared with due consideration for all related work and constraints, including the following:

- Workforce and facilities, including sub-Suppliers
- Acquisition, contracting and procurement
- System Engineering
- Vendor drawings
- Working drawings
- Documentation
- Quality Assurance
- Test and Trials

The schedule is to identify the critical path, major equipment delivery, planned start and completion dates, approval dates, planned test/trial dates.

The pre-agreed Milestone payments are to be shown on the schedule.

6. Structural testing

Material and structure is to be tested as per classification requirement.

7. Compartment testing and inspection

The Supplier may determine which method may be employed to ensure that the shell, bulkheads and decks are all watertight as intended; however, he will be responsible for repairing any leaks which are found in these compartments up to the end of the warranty period.

The method chosen shall be acceptable to the Purchaser and Classification Society. The Supplier shall be responsible for tampering and damage before handover. All shell, bulkheads, connections, hatches and closures shall be tested in the presence of Purchaser's Representative. The Supplier may make air tests, provided the pressure used does not exceed the equivalent of the head of water required for hydrostatic tests in each case. All windows and weather tight doors shall meet all Class Requirements for hose test.

All compartments shall be submitted for a dry inspection before hydrostatic testing if applicable, and before painting, insulation or other outfitting. All compartments subject to hydrostatic tests are to be wiped dry and prepared for visual inspection. Interior finishing and painting of compartments shall be submitted for inspection as each stage is completed.

8. Painting

Painting scheme from reputed paint manufacturers (namely Sigma, Akzonobel, Jotun, similar is to be adopted for the vessel. External underwater hull shall be quartz grid/copper slag blasted to SA 2.5 grade and treated with epoxy anticorrosive system. Other steel surface is to be mechanically cleaned / wire brushed to SA 3 grade prior application of paint. A detailed painting scheme for every area of the vessel and its fit out is to be submitted to the owner for his approval after verification of the paint manufacturer. Use of non-toxic and non TBT containing anti-fouling paints for painting vessel.

9. System testing and inspection

All piping, ventilation and electrical systems shall be tested, with required overload conditions simulated if possible, and pressures, flow rates, currents, voltages, temperatures, etc., recorded as appropriate. The minimum standard for shop testing and trials of electrical equipment will be in accordance with IEEE 45.

At satisfactory conclusion of testing all piping and tanks shall be drained and carefully checked to ensure cleanliness and that no foreign matter remains in the system. A temporary screen shall be inserted ahead of each pump not fitted with a suction filter or strainer, as a further precaution against foreign matter, when each system is first put into operation.

In addition to static testing, all mechanical systems shall be thoroughly tested to demonstrate satisfactory workmanship, adequate strength, tightness, freedom from vibration and general suitability for the purpose intended.

10. Dock trials

Before starting up any major propulsion equipment, a thorough inspection is to be performed in the presence of the authorized representative of the manufacturer to establish cleanliness, and correctness of connections, proper lubrication and fuel supply, etc. "Dock" Trials shall be carried out at the Supplier's yard with the Supplier demonstrating proper operation and function of all systems and components of the vessel.

As a minimum, the satisfactory operation of the following equipment and services shall be demonstrated:

- Main engines start up and adjustment in presence of the supplier's representative
- Main engines operation - 1 hour
- Emergency and remote shut-off/shut-down systems
- Main Generators and Electrical Distribution System
- Hydraulic pumps
- Hydraulic motors and system
- Bilge and Fuel transfer system
- Fire pump demonstration
- Anchor winch demonstration
- Lighting, ventilating and air conditioning systems
- Alarms, monitoring equipment and safety apparatus to be tested or functionally demonstrated with respect to operation to satisfaction of Purchaser
- All navigation equipment to be functionally demonstrated to Purchaser's and Classification Society satisfaction

11. River Trials

River trials shall be conducted in appropriate location the Supplier's expense and including at least the following:

- Vessel's speed in loaded condition with a clean hull measured over a distance 1 nautical mile in both directions in weather with wind speeds not exceeding Buefort wind scale 2 and a Douglas Sea State Scale 1.
- Emergency stops in loaded condition (crash stop and full ahead to full astern)
- Maneuvering trials;
- Operation of the vessel with either main engine unit shut down
- Electronic and navigation equipment tests and adjustments as required

- Noise level readings carried out
- Fuel and other consumables used during trials shall be to Supplier's account

12. Inclining experiment

The Supplier is responsible to conduct an inclining experiment. The vessel, in the completed state, shall be inclined in the presence of the Purchaser and Classification Society. The Supplier is to prepare an Inclining Plan for presentation to the Purchaser and shall include but is not limited to:

- A description of the mooring for the test;
- Approximate trim and, if necessary, a description of use of trimming weights;
- Description of the weights, position, and movements of the inclining weights;
- Pendulum locations and lengths;
- The anticipated maximum angle of heel inclining results shall be approved by Purchaser and Classification Society and suitable for the development of a Stability Book.

13. Registration and tonnage

The Supplier shall have the vessel(s) measured and provide all documentation to the Purchaser for registration.

14. Warranty dry-docking

Approximately 12 months from date of delivery, the vessel will be surveyed at the Purchasers expense. The Supplier shall attend this survey, and warranty items which cannot be put right without dry-docking will be covered by the warranty even if the dry-docking is postponed beyond the 12 month period due to purchaser's operating schedule.

15. Training

One week operational and onboard maintenance training to two persons (one dock side and one engineering side) is to be arranged by the shipyard with prior intimation to and approval of the purchaser for nominating their persons upon arrival of the vessels at the purchasers premises.

Section IX. Special Conditions of Contract

Payment terms to be read as below:

GCC 16.1	<p>GCC 16.1—The method and conditions of payment to be made to the Supplier under this Contract shall be as follows:</p> <p>(a) Payment for Goods supplied from abroad and related services:</p> <p>Payment of foreign currency portion shall be made in (_____)</p> <p>(i) Stage I: Five (5) percent of the Contract Price (on prorate basis depending on the number of vessels being manufactured) on keel laying duly certified by the classification society and submission of classification approved midship section plan, structural profile deck and bottom plan and purchasers approved construction plan.</p> <p>(ii) Stage II: Twenty (20) percent of the Contract Price (on prorate basis depending on the number of vessels being manufactured) upon 50% fabrication of hull by weight, duly certified by class.</p> <p>(iii) Stage III: Thirty Five (35) percent of the Contract Price (on prorate basis depending on the number of vessels being manufactured) upon 100% completion of hull including welding and dry and wet survey, duly certified by class and submission of documentary evidence of placement of order for main engines, gear boxes duly accepted by the respective equipment manufacturer.</p> <p>(iv) Stage IV: Twenty (20) percent of the Contract Price (on prorate basis depending on the number of vessels being manufactured) upon launching of the vessel, duly completing installation of main engines, gear boxes, all underwater fittings and completion of underwater painting duly certified by classification society.</p> <p>(v) Stage V: Ten (10) percent of the contract price (on prorate basis depending on the number of vessels being manufactured) upon satisfactory completion of all trials and inspections etc. at shipyards premises including inclining</p>
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experiments duly certified by classification society.

- (vi) **Stage VI:** Remaining part of the Contract Price and taxes and duties on the completed vessels (on prorated basis depending on the number of vessels successfully delivered) upon delivery and acceptance of the vessel along with all accessories, spares, documentation etc. at Purchasers specified premises and submission of all required classification and statutory certificates.

Provisions of Reserve Bank of India rules for making foreign payments for import of goods will apply.

Payment of local currency portion including Agency Commission shall be made in Indian Rupees within thirty (30) days of presentation of claim supported by a certificate from the Purchaser declaring that the Goods have been delivered and that all other contracted Services have been performed.

(b) Payment for Goods and Services supplied from within the Purchaser's country:

Payment for Goods and Services supplied from within India shall be made in Indian Rupees, as follows:

- (i) **Stage I:** Five (5) percent of the Contract Price (on prorated basis depending on the number of vessels being manufactured) on keel laying duly certified by the classification society and submission of classification approved midship section plan, structural profile deck and bottom plan and purchasers approved construction plan. (Note: The vessel under construction and all its equipment and fittings procured for manufacturing of the vessel will remain as the purchasers property.)
- (ii) **Stage II:** Twenty (20) percent of the Contract Price (on prorated basis depending on the number of vessels being manufactured) upon 50% fabrication of hull by weight, duly certified by class.
- (iii) **Stage III:** Thirty Five (35) percent of the Contract Price (on prorated basis depending on the number of vessels being manufactured) upon 100% completion of hull including welding and dry and wet survey, duly certified by class and

	<p>submission of documentary evidence of placement of order for main engines, gear boxes duly accepted by the respective equipment manufacturer.</p> <p>(iv) Stage IV: Twenty (20) percent of the Contract Price (on prorated basis depending on the number of vessels being manufactured) upon launching of the vessel, duly completing installation of main engines, gear boxes, all underwater fittings and completion of underwater painting duly certified by classification society.</p> <p>(v) Stage V: Ten (10) percent of the contract price (on prorated basis depending on the number of vessels being manufactured) upon satisfactory completion of all trials and inspections etc. at shipyards premises including inclining experiments duly certified by classification society.</p> <p>(vi) Stage VI: Remaining part of the Contract Price and taxes and duties on the completed vessels (on prorated basis depending on the number of vessels successfully delivered) upon delivery and acceptance of the vessel along with all accessories, spares, documentation etc. at Purchasers specified premises and submission of all required classification and statutory certificates.</p> <p>(c) Reimbursement of Local Taxes such as goods and service tax etc. will be at actual based on documentary evidence of payment within 30 days of submission of bill with documents.</p> <p>(d) (i) Where payments are to be effected through Letter of Credit (LC), the same shall be subject to the latest Uniform Customs and Practice for Documentary Credit, of the International Chamber of Commerce;</p> <p>(ii) The LC will be irrevocable and will be confirmed at Supplier's cost if requested specifically by the Supplier;</p> <p>(iii) If LC is required to be extended/ reinstated for reasons not attributable to the Purchaser, the charges thereof</p>
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shall be to the Supplier's account.

- (e) For all the payments to be made, against Bank guarantees, the bank guarantee shall be issued by a Scheduled Indian Bank or a foreign bank located in India in the format enclosed at Section X. The guarantees issued by other banks should be confirmed by a Scheduled Indian Bank or a foreign bank operating in India.

Section IV: Bidding Forms

The price and completion schedule for related services shall be deleted and replaced as follows:

6. Price and Completion Schedule - Related Services

Currencies in accordance with ITB15					Date: _____ _____	
					ICB No: _____	
					Alternative No: _____	
					Page N° _____ of _____	
1	2	3	4	5	6	7
Service N°	Description of Services (excludes inland transportation and other services required in the Purchaser's country to convey the goods to their final destination)	Country of Origin	Delivery Date at place of Final destination	Quantity and physical unit	Unit price	Total Price per Service (Col. 5*6 or estimate)
<i>[insert number of the Service]</i>	<i>[insert name of Services]¹</i>	<i>[insert country of origin of the Service s]</i>	<i>[insert delivery date at place of final destination per Service]</i>	<i>[insert number of units to be supplied and name of the physical unit]</i>	<i>[insert unit price per item]</i>	<i>[insert total price per item]</i>

1	<i>Setting up of the facilities for spare parts and after sales services for the equipment offered in the bid in the Purchaser's Country</i>					
				Total		
				GST		
				Total Bid Price		

Section V: Eligible Countries

Section V shall be deleted and replaced as follows:

Eligibility for the Provision of Goods, Works and Non Consulting Services in Bank-Financed Procurement

In reference to ITB 4.7 and 5.1, for the information of the Bidders, at the present time firms, goods and services from the following countries are excluded from this bidding process:

Under ITB 4.7(a) and 5.1: None

Under ITB 4.7(b) and 5.1: None

Section VII: Schedule of Requirements.

1. List of Goods and Delivery Schedule

The wording of column five of the table (Final Project Site Destination) shall be changed to read:
Safely afloat and moored in a clean and orderly condition, ready for service at Guwati, Assam India.

2. List of Related Service and Completion Schedule

The Table shall be replaced as follows:

Service	Description of Service	Quantity¹	Physical Unit	Place where Services shall be performed	Completion Date(s) of Services
<i>[insert Service No]</i>	<i>[insert description of Related Services]²</i>	<i>[insert quantity of items to be supplied]</i>	<i>[insert physical unit for the items]</i>	<i>[insert name of the Place]</i>	<i>[insert required Completion Date(s)]</i>
1	Setting up of the facilities for spare parts and after sales services for the equipment offered in the bid in the Purchaser's Country				

² Related Services inserted in the table shall be the same as listed in the corresponding table in Section IV – Price Schedule Forms.

Section IX. Special Conditions of Contract

GCC 28.3	<p>The clause to be read as: The period of validity of the Warranty shall be: 12 months For purposes of the Warranty, the place(s) of final destination(s) shall be: <i>Guwahati, Assam, India</i></p> <p>GCC 28.3—In partial modification of the provisions, the warranty period shall be 12 months from date of acceptance of the finished Goods. The Supplier shall, in addition, comply with the performance and/or consumption guarantees specified under the Contract. If, for reasons attributable to the Supplier, these guarantees are not attained in whole or in part, the Supplier shall, at its discretion, either:</p> <p>(a) make such changes, modifications, and/or additions to the Goods or any part thereof as may be necessary in order to attain the contractual guarantees specified in the Contract at its own cost and expense and to carry out further performance tests in accordance with SCC 4,</p> <p>or</p> <p>(b) pay liquidated damages to the Purchaser with respect to the failure to meet the contractual guarantees. The rate of these liquidated damages shall be the actual cost of modifications required, subject to a maximum of 10% after which the bidder have the right to cancel the contract.</p> <p>(ii) Details of Representative/ Agent who will be responsible for carrying out supplier's maintenance, repair and spare parts stocking obligations shall be as furnished in Letter of Bid or furnished after Award of contract along with Performance security and shall be included here along with the location, detailed addresses, phone number etc. of Service centers.</p> <p>They should have spares as detailed available with each center on replenishment basis i.e. the spares should be replaced in the inventory within a week of the usage of the same. At any point of time the spares parts should be adequate to take care of the warranty obligations.</p> <p>The warranty shall include spare parts and up-dation of software (including transportation, if any) wherever required.</p>
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Rest of the clauses of RFB will remain same.

Replies to the Pre Bid Queries for Procurement of:

Package I: 10 nos. Passenger Ferry with Passenger Capacity of 50 nos. and Motor Cycle Capacity of 25 nos. of 1 Lot for Service on the Brahmaputra River and

Package II: 10 nos. Passenger Ferry with Passenger Capacity of 100 nos. and Motor Cycle Capacity of 50 nos. of 1 Lot for Service on the Brahmaputra River.

Sl	Queries raised by Prospective Bidders.	Comments/ Reply
1	Your payment terms are too stringent and we propose the following: a) 20 % on Keel Laying against Bank Guarantee b) 40% on 100% Hull erection c) 20% on Launching d) 20 % on Delivery	Refer to Corrigendum II, Section IX. Special Conditions of Contract Ref to GCC. 16.1
2	You have indicated submission of tender by e-tender through the online tender portal only. Submission of Hard Copy also required ? Kindly Clarify	Refer to the D. Online Submission of Bids in ITB section of the Request for Bid (RFB)
3.	Section –VII: Fees for Classification Agency As per Ship building practice, classification fees are borne by the builder but other fees such as fees for specification survey/ non class items is borne by owner. The clause may be suitably amended.	Refer to Corrigendum II, Point 3. Technical Specification
4.	<u>Speed:</u> Cruising Speed of 15 Knots will entail engines of nearly 2 x 650 BHP (approx), entailing huge operational costs and initial cost. We propose to restrict the speed within 9/9.5 Knots (Average speed) as per ferry vessel already operating satisfactorily on all weather condition	Refer to Corrigendum II, Point 3. Technical Specification
5.	<u>Clause-25: Generator</u> Only one generator 415 Volts 3 Ph. May be provided and single phase requirement may be availed through suitable transformer as per class requirement	Refer to Corrigendum II, Point 3. Technical Specification
6.	<u>Spares:</u> Kindly specify the hours of operation for which spares are to be supplied	Refer to Corrigendum II, Point 3. Technical Specification
7.	<u>Class Notation:</u> Please note AMC should be a separate contract indicating separate rates for man power, equipments, classification fees etc. and may kindly be excluded from the scope of supply from this contract	Refer to Corrigendum II, ITB 34.5 and 3. Technical Specification
8.	Please further note that you have indicated a guarantee period of 2 (two) years but the equipment manufacturers provide guarantee for 1 (One) year maximum. Under the circumstances the builder is not covered by a guarantee beyond 1 (One) year. We therefore request to restrict the guarantee to 1 (One) year only	Refer to Corrigendum II, GCC 28.3 and 3. Technical Specification

9	<p>Certification/Approval: You have indicated licence for operation from competent authority. Since the operating agency will be owners, this clause may be deleted</p>	Refer to Corrigendum II, point number 3. Technical Specification
10	<p>We have taken note of the specifications for the 10 nos. Passenger Ferry with Passenger Capacity of 100 nos. and Motor Cycle Capacity of 50 nos. of 1 Lot for Service on the Brahmaputra River where the propulsion system suggested is by using “Twin Inboard” engines – i.e. a conventional propulsion system.</p> <p>We would like to take this opportunity to draw your attention to our company and its products. We manufactures steerable outboard propulsion units in a power range of 100 hp onwards that would be extremely suitable for the intended application. With complete engine assembly placed on a common frame placed on the deck and the steerable transmission fitted outboard, it will give you a whole range of benefits as compared to traditional conventional inboard propulsion system consisting of engine, gearbox, shaft, stern tube, A Bracket, propeller, rudders etc.</p> <p>Installing our outboard propulsion system offers the following advantage:</p> <p>Ease of installation: Complete self-contained propulsion unit comes as a ready to be installed unit to be on a counter foundation on deck. Cables with connectors are included, which gives a plug and play solution. Inboard engine room becomes obsolete and the system offering a 360 steerable propeller also means rudders become obsolete.</p> <p>Optimal maneuverability: The system will offer optimal maneuverability compared to propellers and separate rudders - vessel becomes many times more maneuverable saving time for mooring and avoiding obstacles in the river.</p> <p>Easy of service and maintenance: In case of damage to propeller and/or shaft seals etc., our outboard unit can tilted upwards out of the water without the necessity of the vessel being slipped or dry-docked. Hence avoiding unnecessary downtime in case of trouble.</p> <p>Auto Kick-up: When coming into contact with obstruction under water the unit will swing up. The propeller will also be able to continue to rotate even when not in 90 degree and with no steady bracket allowing propulsion also in very shallow draft and silt conditions.</p> <p>All the above highlighted points will decrease the downtime and running cost and will hugely enhance the vessels operational efficiency.</p> <p>Our deck mounted outboard propulsion systems are being utilized in your neighbouring countries, Bangladesh and Myanmar, for decades. Operating conditions in these countries very much resemble the conditions in India: strong current, low drafts and changing patterns. We are also the household supplier to the Uganda National Roads Authority for their ferries for more than 15 years offering a crucial contribution to their national road connections and transport of people and</p>	Refer to Corrigendum II, point number 3. Technical Specification

	<p>cars crossing rivers. Our outboard units are performing satisfactorily for all these years. If required, we can arrange testimonials from these and other customers vouching for the effectiveness of using our products for river crossing ferry's.</p> <p>Our partners in India, offering local spares & service support. Further we have the means to locally assembly the unit – with indigenous content over 40%. This includes use of local manufactured engine / clutch / hydraulic power pack etc. to ensure we can price it correct for the Indian market. This will also ensure that spares & service support is available locally and in the remotest parts of India.</p> <p>We would be delighted to further explain and discuss on the above matter personally.</p> <p>Considering the above we sincerely request you to consider this and make appropriate changes in the above referred tender.</p>	
11	<p>please clarify the following points;</p> <p>1) What is precisely the AMC requirement;</p> <p>a. Whether it's only general maintenance or Overhauling has to include?</p> <p>b. If yes, it will undoubtedly affect the commercial.</p>	Refer to Corrigendum II, point number 3. Technical Specification
12	<p>Met-Ocean Data of Brahmaputra?</p> <p>Why do you need Heavy Duty engine for 2800 Hrs of Annual Operation?</p> <p>a. Whether the Medium or Intermediate Duty will work?</p>	Refer to Corrigendum II, point number 3. Technical Specification
13	<p>As per IRS vessels are with “Swastik Symbol”</p> <p>a. Whether you need full certification or Type Approval will work because its effect commercial.</p>	Refer to Corrigendum II, point number 3. Technical Specification
14	<p>What is operation Channel for these Vessels?</p>	Refer to Corrigendum II, point number 3. Technical Specification
15	<p><u>Sec VIII GCC, Cl 6.1</u></p> <p>Is consortium or Partnership/ Association bid is allowed ?</p> <p>We will not be in a position to form JV for this tender.</p>	Refer to Corrigendum I, point number 3. Technical Specification
16	<p><u>Cl no ITB 32.1, Qualification Criteria</u></p> <p>We intends to participate as Consortium, in which we would meet the financial criteria, while the Technical Partner would meet the Technical criteria on experience & Technical capacity. Is this kind of arrangement accepted ?</p>	<p>Refer to Corrigendum II, TECHNICAL PART</p> <p>1. Qualification (ITB 32)</p> <p>1.1 Qualification Criteria (ITB 32.1)</p>

	In case of Financial Criteria, being one of the leading EPC company in India, our Turnover figures of around Rs 10,000 crores will be EPC centric and not necessarily shipbuilding works basis. Is it acceptable to you ?	
17	<u>IFB Sec 1, Cl no 7</u> We already submitted a request for Extension for bid submission on 1 st Feb'2019 Extension requested till 11 th March'2019. Is it accepted to you?	Refer to Corrigendum II, ITB 22.1,
18	<u>Clause ITB 32 A</u> <i>We would like to bid under clause no 32B (Not a manufacturer)</i> <i>In that case, our Technical partner will not meet the financial criteria, which we expected to fulfil. Is it acceptable to you ?Also we may not fulfil the tender condition of ITB 32B (Bidder shall demonstrate that it has successfully completed at least 10 contract of similar goods in past 7 years) Is it accepted or not?</i>	Refer to Corrigendum II, TECHNICAL PART 1. Qualification (ITB 32) 1.1 Qualification Criteria (ITB 32.1)
19	<i>Page :39: ITB 11.2</i> <i>Tender documents asked for :1) design,2) Drg,3) GA, 4) Lines Plan & 5) Pre-stability Report</i> We would prefer to submit only GA Schematic diagram at this stage and nothing else. Is it accepted ?	Refer to Corrigendum II, ITB 11.2
20	Clause IV Shipyard requires to ISO certified / International Certification. Is it mandatory ?	Refer to Corrigendum II, point number 3. Technical Specification