

## CLARIFICATIONS & CORRIGENDUM

**Ref: i)** Tender No. CON/SCR/CM/SNF/RDT/2011/OT/07, Dated 03-01-2012 – NIT published with respect to above subject tender in The New Indian Express (All Editions), The Financial Express, (All Editions), Business Line (All Editions), Sakshi (Hyderabad Edition) and Hindi Milap (Hyderabad Edition) on 03-01-2012.

**ii) Open tender for Road Transportation (Long Lead) of EXIM & Domestic containers/CBTs between Inland Container Depot, Sanathnagar, Hyderabad and Port / Container Terminals in Mumbai areas, Chennai areas including other destinations.**

**iii)** Up-loading of complete tender document on CONCOR's official website [www.concorindia.com](http://www.concorindia.com) on 03-01-2012.

In reference to the above floated tender on 03-01-2012, subsequent to the Pre-bid meeting held on 19-01-2012 at RO/SCR, the following clarifications are issued during the Pre-bid meet. The Corrigendum is also being issued with regard to the tender schedule. **Bidders may kindly take cognizance of this corrigendum while submitting their bids. The corrigendum should be submitted along with the tender document duly signed and stamped on each page by the authorized signatory of the bidder firm. This may please be noted by all the prospective bidders.**

### Clarifications

| QUERY RAISED BY THE BIDDER  | CLARIFICATION   |
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| <p>(i) Activity Code: LLT-3 – it is mentioned that all containers upto a height of 9.6ft shall be treated as normal container, where as the height of normal container is 8feet only.</p> <p>(ii) The rates payable for ODC consignments is on per additional foot or part thereof, either on height or on width over and above normal dimension. No limit is given.</p> <p>(iii) For engaging flat rack no extra rate shall be paid to the contractor where the specifications of the consignments shall confirm to the normal measurements. Now there is a rule at JNPT that only full low bed trailers will be allowed with flat rack container inside the port.</p> | <p>As per the standard practice adopted by CONCOR, all Hard Top/General Purpose/ High Cube containers upto 9.6ft height shall be treated as normal container for this purpose. However, any projection beyond 20ft/40ft length (Except ISO 45ft and DSO 22ft), 8ft width and 9ft 6 inches of height shall be treated as ODC cargo/Container.</p> <p>The Rates in SOR have been sought on per feet or part there of basis. No specific upper limit for dimensions was mentioned to facilitate charging of ODCs of various sizes.</p> <p><b>The normal trailers are permitted to carry ODCs subjected to the following:</b></p> <ol style="list-style-type: none"> <li>1) Open top with max. over height of 3feet can be permitted on normal trailer.</li> <li>2) Flat Rack with in gauge cargo and CG less than or equal to 1.2 meter can be permitted on normal trailers.</li> </ol> <p>However advance notice of movement of such ODC cargo is required to be given to the terminal.</p> |

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| <p>(iv) No trailer detention charges shall be paid for detentions at the originating terminals or destination terminal or at the DSO empty unloading terminal. Why?, When there is a penalty for non placement of vehicle why not detention charges can be given for detaining the vehicle.</p> <p>(v) What is meant by encumbered basis? Only three vehicles ownership was asked and eight vehicles are to be encumbered. How a leased vehicle can be encumbered to CONCOR. Suppose if eight vehicles are encumbered to CONCOR</p> <p>a) Three Vehicles moved to Mumbai</p> <p>b) Two vehicles moved to Chennai</p> <p>c) Three vehicles moved to special cargo movement</p> <p>After unloading the container at destination can the vehicle take private cargo or it is to return to ICD/SNF empty.</p> <p>Suppose by the time encumbered vehicle returns to ICD/Sanathnagar and there is no cargo for next two or three days. What this vehicle supposed to do. For example a vehicle going to Mumbai or Chennai will return in seven to eight days if it is not detained at both the places including the loading and unloading time, if it goes for special cargo movement to Kota or Narora, it will return in two weeks time. With all this we like to know what an encumbered vehicle is and how it will be run by</p> | <p>Since no detention to trailers take place at terminals normally, no provision is made for payment of such detention charges as is the practice all over CONCOR.</p> <p>The encumbered vehicles are such vehicles, which shall always be made exclusively available for CONCOR transportation at SNF or other originating points. The encumbered vehicles can either be owned or hired. With a view to ensuring optimum possible utilization, the number of vehicles kept under encumbered category is always fixed much lower than the overall number of vehicles required by the contractor.</p> <p>Therefore, the idling of encumbered vehicles may not arise in normal circumstances.</p> |
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| <p>CONCOR.</p> <p>(vi) Two days transit time is given excluding the date of departure at Chennai to SNF. Chennai is equal distance gate way port like Mumbai also require three days transit time on both sides.</p> <p>(vii) Maintenance and down time of trailers / vehicles. Why this clause and how it suits this contract.</p> <p>(viii) Rate Revision Clause: It should be 0.5% instead of 0.3% because the cost of fuel is around 50% of the freight. When CONCOR has taken this policy the diesel cost was only 30% of the freight.</p> <p>(ix) The Contractor shall not independently operate in the business of container handling and transportation in the said ICD/SNF. Damages to the extent of Rs. 10,000/- per case may be imposed on the contractor, kindly clarify.</p> <p>(x) Exit Clause: Why this clause and what will happen to encumbered vehicles which were given to CONCOR for three years four months. Kindly clarify.</p> <p>(xi) Consent letter (from owner of hired equipment). Does it mean that trailers are to be taken on hire for the entire period of three years four months from date of commencement of contract?</p> | <p>Though the distance is equal for both the ports, but in case of Mumbai area the vehicles have to pass through A.P., Karnataka and Maharashtra and also congested city like Pune, where traffic restrictions are there for vehicles. Thus the 3 days transit time has been considered. Moreover, Pune-Mumbai stretch involves ghat section also. Whereas, in case of Chennai no such route restrictions are there and hence the transit time given for Chennai is considered adequate.</p> <p>Clauses vide para No.15 and its sub para no. a to c under Chapter – III under scope of work of tender document are essentially meant to facilitate proper running &amp; maintenance of encumbered vehicles.</p> <p>This is the standard clause adopted all over CONCOR.</p> <p>To prevent the CONCOR contractors from taking the containers to and from ICD/SNF for private transportation this clause has been kept.</p> <p>Exit Clause can be exercised by CONCOR only after giving an advance notice of 60 days in case there are strong business reasons for it to do so as determined by its Management.</p> <p>It is required.</p> |
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| <p><b>Other points discussed:</b></p> <p>i) Transit time for Round trip containers picked up from Mumbai for ICD/SNF is there. However, for imports it not mentioned, whereas this tender provides transportation of import container also in round trip cases.</p> <p>ii) Round trip containers – At ICD/Sanathnagar the time frame has not been mentioned for stuffing or destuffing of containers.</p> <p>iii) Whether the same trailer has to transport the container?</p> | <p>It will be made applicable equally for vice versa cases also.</p> <p>With a view to provide for stuffing / de-stuffing at the terminal the day of departure from the terminal is excluded while reckoning the free time allowed for transit.</p> <p>Yes.</p> |
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Dated 25-01-2012

## Corrigendum

In reference to Pre-bid meeting held on **19-01-2012**, please note the following changes in the tender schedule.

**Date of sale of tender document extended upto 08-02-2012.**

**Last date for submission of tender has been extended to 10-02-2012 upto 1500hrs. The tenders would be opened at 1530hrs on the same date.**

**All other terms and conditions of the tender shall remain unchanged.**

Sd/-  
Chief General Manager  
South Central Region

Signature and seal of the tenderer.