

**MORMUGAO PORT TRUST**  
**ENGINEERING CIVIL DEPARTMENT**

CE/PC-66/2016

18.08.2016

**Sub : Tender No. CE/56/2016 - Providing Full Rake Wagon Handling Railway Line with Paving 30mtr.wide at Mormugao Port, Goa: Reply to Pre-Bid Queries.**

<b>Sr. No .</b>	<b>Tender Ref. Clause</b>	<b>Queries</b>	<b>MPT's Reply</b>
1.	1.2(B)	Minimum Eligibility Criteria – Technical Criteria Technical Criteria shall be in two parts viz. Track Allied Works and Non Track Allied Works. Similarly definition of Similar Work in Track Allied Work and Non Track Allied Work shall be separate.	Technical Criteria stated in Tender document is revised and enclosed separately.
2.		Maintenance Period : Maintenance Period shall be reduced from 12 months to 3 months. Performance Guarantee shall be released after completion of work.  Security Deposit may be released upon production of Bank Guarantee/FDR on completion of work.	Maintenance Period will remain 12months as stated in Tender document. Performance Guarantee i.e. Initial Security Deposit will be released only after completion of successful maintenance period. Initial Security Deposit is 5% of the Contract amount and the same will be released after successful maintenance period. Initial Security Deposit is in the form of Bank Guarantee or DD and BG shall be valid till end of maintenance period i.e 30 months from issue of Work Order as stated in Annexure – II Sr.No.1 of Tender Document.

3.		It is the usual practice in Indian Railways and other private sidings to supply rails and request MPT also to supply the rails and delete this item from the scope of work.	Rail will be procured and supplied for the work by MPT, Rail stock will be available at a centralized location and the transportation, loading and unloading of rails from the centralized location to the place of laying shall be the responsibility of the Contractor and for which no separate rate is payable. <b>Tenderers are requested to refer to Revised Price Bid.</b>
4.		The proposed 2 tracks are small in length and keeping 3 rail panel with fish plated joints and running heavy loads will lead to maintenance issues in the long run. Further MPT is in coastal region and there is not going to be a wide variation in the rail temperature. As such, MPT can go ahead with welding the entire length of track and convert into LWR. SEJs may be provided on both ends. Quantity in Item No.2 & 4 can be reduced thus bringing out savings to MPT. Quantity required for the points and crossings alone be included here.	Six rails will be welded followed by fish plate joint. Accordingly, Price Bid is Revised. <b>Tenderers are requested to refer to Revised Price Bid.</b>
5.		The unit should be "set" as we have RI, RO, LI, LO are 4 nos. as a single set.	Unit of Fish plate is <b>Number</b> . Fish plates fixed at RI, RO, LI, LO are 4 nos. as a single set.
6..		The full quantity is not required as we propose for LWR Savings to MPT. Only a meagre quantity required for the points and crossings alone can be included in the schedule.	LWR is not introduced. <b>Tenderers are requested to refer to Revised Price Bid.</b>
7.		Quantity may be reduced to bare minimum for joints in points and crossings as we propose for LWR.	LWR is not introduced. <b>Tenderers are requested to refer to Revised Price Bid.</b>
8.		Quantity may be reduced to bare minimum for joints in points and crossings as we propose for LWR.	LWR is not introduced. <b>Tenderers are requested to refer to Revised Price Bid.</b>

9.		Increase the quantity for converting the track into LWR.	LWR is not introduced. <b>Tenderers are requested to refer to Revised Price Bid.</b>
10		Supply asked in the schedule is LH=2 & RH=2. So the total should be 4 only. But in quantity column it is shown as 5 .PI clarify	Supply of 1 in 8 ½ turnouts along with CMS crossing suitable to 60Kg on fan shaped PSC sleepers layout as per RDSO Drawing T-4865 with all the parts will be supplied by Mormugao Port at centralized location in MPT premises. Transportation, sorting out sleepers as per number, loading and unloading from the centralized location to the place of laying shall be the responsibility of the Contractor and for which no separate rate is payable.
11		In Sr. No. 18. Supply asked in the schedule is LH=2 & RH+2. So the total should be 4 only. But in quantity column it is shown as 5. But in Sl.no.26, it is shown as 7 sets . PI.Clarify.	Material of turnouts shall be for 6 sets (5Nos.RH & 1No.LH) supplied by the Port and 3 sets shall have to be removed/dismantled and refixed including sleepers in block condition. Tenderer shall have to make provision in rate in the respective Items.
12		Take off connectivity of line No.7 & 8	Line No. 7 & 8 will have to be connected to existing dead end below ROB. At present this line is utilized by SWR for shunting operations.
13		Any dismantling of boundary wall of church near ROB	There is no necessity of dismantling of boundary wall church near ROB. The take off point is provided considering proper setback from church compound wall.
14		Percentage of supply of P way material before start of execution.	Considering P way material available/supplied by the Port to the Contractor BOQ items will be revised and tenderer shall have to submit offer based on the revised BOQ.
15		Percentage in change in BOQ quantity provided by	The quantities provided in BOQ are approximate and there

.		Port.	is no limit of variation on quantity executed. It is therefore requested to the tenderer that he visits site and be familiar with the site condition.
16		Availability of space for stacking of heavy material, small fittings and for ballast	Necessary area will be made available during execution of work to the contractor for stacking heavy materials & ballast. However small fittings shall have to be kept under lock and key in a closed premises for which estate rentals will be applicable.
17		What about any item if missing in proposed BOQ	If Item is missing from BOQ, then necessary provisions are made in General Conditions of Contract (GCC) and Item will be executed under the respective provisions in GCC. Please refer Clause 47 & 48 of GCC.
18		P&C insertion are 7 nos. while spring loaded hand lever fixing quantity are only 5	Spring loaded hand lever will be supplied by the department as per requirement.
19		Track certification will be given by MPT staff or by Railway	Track will be certified by MPT.
20		Meaning of delinking in item No.22 and 26 of Cover - 2	Item No.22 is regarding to Laying and linking of P-way. Similarly Item No.26 is regarding Laying and linking of Points and crossing. Item No.22 and 26 refers to Pre-revised Price Bid.
21		In BOQ, fish plate taken of 610mm length but as per railway norms 1.0m long fish plate required	Fish Plate will be of length 610mm.
22		Escalation is permitted or not	<b>Escalation is not applicable to the Contract.</b>

**CHIEF ENGINEER**