

CONCOR
Area-II

Tender No.: CON/AREA-II/CGPT/Rd.Tpnt./2024/82313

Dated: 12.04.2024

Ref: Online Pre-Bid Meeting held on 19th April 2024 at 12:00 hrs.

Reply to the queries raised by bidders in the Pre Bid meeting is as tabulated as below: -

S. No.	Tender clause	Query of the Bidder	Clarification
1	chapter III, 5.1 (i)	Page No-38 Clauses as per *5.1 (i) Contractor's Obligations.	
		How to fulfil Minimum 100 container job orders per day where total vehicle requirement in cumulative is 100 in both encumbered and non-encumbered basis? And that too separately issued on the particular day or pending from the previous day, separately? Is it then 200 job orders per day to comply? how the contractor is expected to comply with 100/200 container job orders with 60 encumbered vehicles? Then how do the contractor will fulfil the compliance of J.Os?	At TIHI terminal approximately 70% of business is covered under 0-30 Kms area. It covers approximately 70% of Job orders mentioned for said categories. Many of the customers of this area can stuff/destuff two (02) containers in a day. Hence, compliance of 100 Job Orders with 100 vehicles is feasible. However, as per requirement non encumbered vehicles can be deployed suitably.
2	chapter III, 5.1 (ii)	Page No-39 Clauses as per *5.1 (ii)	
		How could it would be estimated volume is indicative where minimum compliance is 100 J.O. per day mentioned in previous clause?	60 Job Orders for 20ft and 40 Job Orders for 40ft is desired with total number as 100. Desired mix of 20 ft./40 ft. trailers (60:40) can achieve daily compliance.
3	chapter III, 5.1 (iii)	Page No-39 Clauses as per *5.1 (iii)	
		Which are the three transportation activities mentioned here on the clause? And how it will be calculated separately?	As per Ch.III Cl 2.4 Note(i) OWE-OWL / OWL-OWE shall be treated as the base and other rates derived from the same and calculated as per formula given in Cl.2.4 (ii) and (iii), chapter-III. Different Compliance Timing categories are only for performance evaluation, devised and with illustration it is explained at clause 5.1.

S. No.	Tender clause	Query of the Bidder	Clarification
4	chapter III, 5.1 A	<p>Page No-39-40 Clauses as per *5.1 (A) -) For Local container stuffing/destuffing movement.</p> <p>(1)- To comply the job order on the basis of party's requirement or the job order issue time on the same day?</p>	It will be on the basis of Job Order issue time.
5	chapter III, 5.1 A	<p>Page No-39-40 Clauses as per *5.1 (A) -) For Local container stuffing/destuffing movement.</p> <p>(2)- How the loading and unloading time is calculated here or how the penalty is calculated if the loading and unloading will take time more than average?</p> <p>Concor is expected to comply with 100 container's job order per day with 100 vehicles and the minimum compliance is kept as on 24 hours from the issue of job order time however the vehicle's sent / release is not depending on the contractor, it is depending on the client thus it is not assumable that the vehicle will return before 24 hours of the issuance of main job orders and possible to deploy the 100 vehicles per day in regular. How could it be possible if 5 vehicle s are detained in a particular day and to deploy again 100 vehicles in the next day, when the total vehicle remains 100? and then how penalty will be imposed on day basis if the detention of any vehicle will get after 48 hours means 2 days. If assume, 5 vehicles are detained by client by more than 24 hours then how shall the contractor will complete the 100 job orders per day? Why does the transporter take the burden of penalty of 5 J.O. s without any fault of the contractor instead of sincere effort to comply satisfactorily? how shall it be completed the detained job orders when 100 percent vehicles are not taken? The beneficiary should consider the detention time of clients and the loading unloading time of beneficiary as the compliance proportion is too high with compare to vehicle requirement. Minimum compliance should be 60 as there is no idling cost for the vehicles and also proposed requirement of encumbered vehicles is 60 mentioned therein.</p>	<p>CONCOR shall ensure and make efforts for timely loading/unloading of containers so as to avoid unnecessary detention of trailers inside the terminal.</p> <p>Additional non encumbered trailers (40+) can be deployed in case of shortage of vehicles for Job Order execution. These additional trailers (more than minimum number required i.e. 40) can be de-registered on completion of Job Order activity.</p>

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6		Being an empanelled contractor of Concor some points can be adhered to the tender which are as below:-	
		1. Dedicated secured parking area for 100 vehicles needs to be arranged and demarked and any theft of battery etc from inside yard shall be taken care of by Concor as such arrangements yet to be provided.	Sufficient space for parking of trailers may be provided to the transport agency. However, due to operation exigencies exclusive area cannot be demarcated.
		2. As we cannot park 100 or even 10 vehicles on National Highway when work is not given, as at present similar situation is there (15-20 job orders are provided against demand of 37 trailers in multiple streams) in addition to other vehicles demanded for other domestic work which is seasonal/negligible ,Concor officials are asking to move vehicles here and there when work is not provided.	Further to clarify here that non-encumbered trailers need not idle in the terminal and such non encumbered trailers registered with CONCOR for transportation work will not be permitted for any private container movement from CONCOR TIHI terminal.
7	chapter III,, para 11.1	2018 model vehicles asked for contract may be given for 4 +1 years to make the contract viable and for the sake of wider participation of the bidders Chapter, para 11.1	Duration of contract vide Ch. II Cl.11.1 shall prevail.

Note:

- i) All other terms and conditions of tender will remain same.
- ii) Corrigendum-I shall form an integral part of the tender document and Clarifications/Corrigendum should be submitted along with the e-bid duly signed and stamped by the authorized signatory of the bidder firm. This may please be noted by all the prospective bidders.