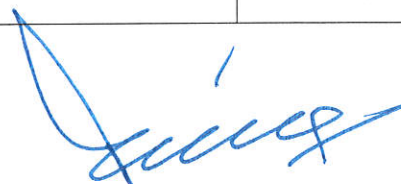


**Pre-bid query reply**

**Name of Work:** Rehabilitation and up-gradation of section from Km 206.000 to 239.425 (Total length: 33.405 Km) of NH-4 (Old NH-223) to 2-Lane with hard shoulder in the Union Territory of Andaman & Nicobar Islands on EPC mode (Pkg-IV)- **Reply to Pre-Bid queries -Reg.**

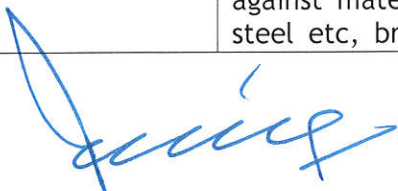
Sl. No	Clause No. as per RFP	Query	Reply
1.	General	What is the status of pre-construction activities, such as land acquisition, utility relocations, etc.?	As per RFP
2.	General	Does the project road passes through any forest land?	No
3.	General	Please provide us the Feasibility Report prepared for the project Road for reference purpose	Already uploaded with tender documents
4.	General	Please provide us the GADs prepared for the structures for reference purpose	Already uploaded with tender documents
5.	Shifting of Utilities	a.) We presume that there shall be utilities such as water pipelines, gas pipelines etc. running along or crossing over the Project road. Request Authority to kindly clarify the status of shifting of such utilities. b.) We understand that the Authority shall be responsible for shifting of such utilities and all cost shall be borne by the Authority.	a) Details of Utility Shifting will be provided later when received details from concerned departments. b) As per RFP
6.	Detailed Feasibility Report	Request you to please upload the Feasibility / Detailed Project Report for reference.	Already Uploaded
7.	Forest Land & Clearance	Request the Authority to kindly provide details of Forest land to be diverted and status of Forest Clearance	As per RFP
8.	Wildlife Clearance	Request the Authority to kindly provide Applicability and status of wildlife clearance	Not required
9.	Details of Pending Litigations	Details of all pending litigation against the project?	Not any
10	General	(i) Total land required for project (in Ha.)	Work to be executed in existing RoW
	General	(ii) Land already in possession (EROW) (in Ha.)	As per Schedule-A
	General	(iii) Total additional land to be acquired a) Private land (in Ha.) b) Govt. land (in Ha.) c) Forest (in Ha.)	-NA-
	General	(iv) Notification under Section 3(A) Completed for (in Ha.)	-NA-
	General	(v) Notification under Section 3(D) Completed for (in Ha.)	-NA-
	General	(vi) Determination of Compensation amount under Section 3(G)	-NA-



	General	(vii) Area of land for which Funds have been deposited with Competent Authority for Land Acquisition (CALA) by NHIDCL (in Ha.)	-NA-
	General	(viii) Areas of land for which compensation has been disbursed by CALA (in Ha.)	-NA-
11	Schedule C	The Contractor shall maintain and operate the Highway Lightening including its Maintenance during Maintenance Period. Highway Lighting at Toll Plazas, Truck Lay Bys, Grade Separated Structures, Underpasses, Build up sections, Major intersections & Bus Stops Locations Bidder understand that the electricity charges shall not be included in the scope of the Contractor. Please confirm	As per RFP
12	General	Pending Litigation Delay in execution of the project highways due to pending litigation, if any, shall be treated as Political Force Majeure event and contractor may kindly be Compensated accordingly.	As per RFP, Also refer reply given at Sl. no. 9
13	General	Bore Well Permissions  Bidder Request NHIDCL to Facilitate for getting the borewell permission for the execution of work, as it is learnt that the minimum 3-4 month timeframe is required for getting such permission.	As per RFP
14	Article 4 Obligations of the Authority- 4.1 Obligation of the Authority	What is the status of pre-construction activities like land acquisition, additional lands as required for Toll Plaza, Bus bays etc., utility relocations and necessary Environmental clearances, forest land diversion, tree cutting permission etc.? Since the limit of the project is less months and there are heavy penalties on non-achievement of the milestone, any pending pre-construction activity shall delay the project and cause under financial loss to the contractor.	As per RFP
15	Annex-H (Schedule A) Dates for Providing Right of Way.	What about the ECA and FCA status for the additional ROW which is under the process of additional land acquisition by NHIDCL; as indicated under footnote.	As per RFP, Also refer reply given at Sl. no. 10
16	General	The Government of India (GOI) has introduced Goods and Service Tax (GST) in place of VAT, Central Sales Tax, Excise Duty etc. w.e.f. 01.07.2017. At present, the Road Infrastructure is proposed to be taxed @ 12% Goods and Services Tax (GST) as per revised notification dated 22nd August, 2017. GST is applicable on the above mentioned components, the Estimated Project Cost of NHIDCL mentioned in RFP Documents may kindly be revised to that extent.	Being the EPC Contract, bidder may access the existing tax implication before quoting the bid price.
17	Pavement thickness for Main Carriageway, Service Road, Truck Laybye, Bus-bay, etc.	Can Contractor adopt alternate pavement technique as per IRC specification/ manual? Please clarify.	As per RFP

18	<u>Drawings &amp; Designs</u>	<p><b>Pavement Designs:</b> Under appendix B-1, 7 nos typical cross section of the pavements have been provided to suit various chainages of the road, assuming that the same have been designed and developed by the authority, based on the survey data &amp; design traffic. It is to be clarified whether the bidder/contractor is to follow the same TCS as marked in Para 2.11 of schedule B.</p> <p><b>Other designs:</b> It is presumed that bidder/contractor is to follow the standards of MORTH for culverts, drainage, protection wall &amp; minor bridges. Kindly confirm.</p>	As per RFP. (DPR is for indicative purpose only.)
19	<u>Quantity Evaluation &amp; Contract price</u>	<p><b>Variation in BOQ due to changes in survey data</b> The price bid is not to be submitted based on item rate and firm BOQ, but on lumpsum basis, based on estimated quantities of various applicable activities at various chainages, which have been evaluated by the authority based on the survey and investigation, as have been mentioned in the bid document. In case, during actual execution, quantities e.g. earth work in cutting and filling, sizes of retaining wall/breast wall increases, whether the contract price which would be based on the data provided in the Bid document, shall be revised accordingly.</p> <p><b>Cost analysis of BC:-</b> Base price of VG 30 at mainland is much higher than Rs. 24,340.00/ per MT (present cost is Rs. 37,524.00/per MT). The carriage cost shown is Rs. 4,625.00/MT whereas the actual carriage cost which includes carriage by road from factory to port at mainland, CNF cost at port, ship freight from mainland to Port Blair, stevedoring cost at Port Blair &amp; road freight upto site which will be to the tune of Rs. 8000 plus. Since cost of bitumen component is a major part in the cost of BC, it is required to correct the same. The cost analysis as shown in the bid document has been done based on bitumen supply through tanker. In the instant case, the bitumen is to be procured in drums and therefore additional six/eight labourers per day shall be required for cutting, external heating &amp; decantation of the drums. Therefore cost of labour is to be increased accordingly.</p> <p>Batch type HMP 40/60 TPH is not manufactured these days and therefore higher capacity machines &amp; higher capacity DG sets are to be considered at higher input cost. More over cost of mobilization &amp; demobilization of machineries which is abnormally high due to sea route have not been reflected in the rate analysis. There will be substantial change in the estimated cost due to these above and therefore, necessary</p>	As per RFP Provisions (DPR data is indicative in nature. Being EPC contract bidder has to conduct his own ground survey investigation & Engineering before quoting their bid price.

		<p>correction in the estimated cost may kindly be carried out.</p> <p>A substantial quantity of earth is to be extracted from borrow pit &amp; used at various chainages. The lead of the borrow pit has been considered as 1.5 km in the bid document which is impractical.</p> <p>Since the overall chainages is 33 Km and the borrow pit may be available in maximum 1,2 or 3 places, the lead shall obviously be increased to a great extent. It is therefore needed to adjust the contract price based on the various leads of the borrow pit from the site where dumping will be done. Kindly confirm that the contract price shall be adjusted in case of variation of lead during execution</p>	
20	General	<p>Stage inspection of the work including testing of various materials, are integral part of the work for which testing, almost on daily basis, shall be required. Please confirm whether the authority shall depute their QAQC engineer on 24 X 7 basis to carryout the same along with the contractor's QAQC engineer in the site LAB.</p> <p>It will not be possible to carryout out any testing in any other LAB other than the site LAB, since the site is at far-flung area</p>	As per RFP Provisions
21		<p>It is understood that the unserviceable earth is to be disposed off at a distance of 1000 mtr, but the location of disposal ground has not been shown. Such areas are required to be marked in the layout drawing.</p> <p>In case the lead exceeds 1000mtr, the contract price shall be needed to be adjusted accordingly. Kindly confirm.</p>	As per RFP Provisions
22	General	<p>Since the bidder/contractor is not the owner of the project, the permits as mentioned in schedule 'F' can not be obtained by the bidder/contractor.</p> <p>Therefore the authority shall have to accord grant of the following permits from A&amp;N administration.</p> <p>Allotment of quarry face with permission to extract boulders, since existing quarry operators shall not be able to supply the required quantity of aggregate within the contract/milestone period, maintaining their existing commitment.</p> <p>Explosive licence for importing explosive, good for contract quantity of materials within a period of 18 months or less.</p> <p>Grant of borrow pit and permission to extract earth from the borrow pit..</p>	As per RFP Provisions
23	General	Whether the bidder can import materials e.g. Aggregates & bitumen from other countries	As per RFP Provisions
24	General	Since the working period is limited due to climatic condition & also due to critical logistic problem of the islands, it is needed to stock the materials much in Advance and therefore payment of secured advance against materials e.g. aggregates, bitumen, cement, steel etc, brought at site, is a necessity to execute	As per RFP Provisions



		such a project with limitation of working period. The bid document is silent about the same and therefore the same may kindly be clarified	
25	General Service Tax	It is understood that, the NHIDCL project shall not attract GST. Kindly confirm whether GST paid for procuring, bitumen, cement, steel and local aggregates, shall be refunded on production of documentary evidence	As per RFP Provisions
26	General	It is understood that, sometime around March/April the contract shall be awarded and thereafter mobilization, shall be done in next 2 months time. Monsoon would commence w.e.f May & continue for the next 4/6 months, as per data provided in the bid document. Therefore, it is needless to mention that, the 1 <sup>st</sup> milestone progress 120 days after the date of LOI cannot be achieved. Since a project should not commence with the baggage of failure of 1 <sup>st</sup> milestone in the beginning, the same should be revised	As per Corrigendum No. 1
27	Schedule H	Under schedule H, for stage wise payments of activities and works, percentage of contract price for "Other Works" has been kept at 29.57%, which has been further clarified in table 1,3,4. where under item no.(vi), percentage for maintenance in other works has been shown as 17.94%, but the column for payment procedure has been kept blank. Kindly clarify as to how the Payment towards the same will be made during the maintenance period	As per Corrigendum No. 1

Sandeep Gupta

GM (T), NHIDCL

