

**Corrigendum dated 31.05.2018 vide Tender No E-Tender No. :- KoPT/Haldia Dock Complex/MO Div/1/18-19/ET/4 regarding
HIRING OF ONE TUG OF 40 TON BOLLARD PULL OR MORE OF RSV TYPE-IV OR HIGHER SPECIFICATION FOR A PERIOD
OF FIVE YEARS FOR HALDIA DOCK COMPLEX, KOLKATA PORT TRUST**

SI No	Page No & Clause No	Clause as present in the tender	To be modified/incorporated as:
1.		No ownership clause present in the tender	<p>To be added as Clause 6.0 at Page 15</p> <p>i. Tenderer shall possess at least 1 tugs of 40 tonne (min.) bollard pull by absolute ownership /Despondent ownership/Charter lease/MoU. The minimum parameters required of the tugs should be as per the tender as mentioned herein below. The bidder shall submit documents in support of the suitability as indicated. If the tenderer is in possession of lease or charter of hire of tugs, then irrevocable lease/charter agreement duly stamped as per Indian Stamp Act 1958, should be submitted along with the offer by tenderer.</p> <p>ii. Where the bidder does not possess the tug, he should have entered into an agreement with the owner of the tug for purchasing/leasing of the tug which he intends to deploy to KoPT for the duration of the contract, and shall submit valid documents (self attested) to prove the same. The tenderer has to submit full particulars of the tug being offered along with supporting documents/drawings, etc. Bids submitted for tug/s under construction will also be considered subject to submission of proof of having entered into legally binding agreement with the builder, mentioning delivery period of the tugs therein. Any alteration/changes in the tug/ engine specifications and the delivery schedule subsequently, shall lead to disqualification and forfeiture of EMD& PBG.'</p> <p>iii. Experience of Holding Company can be considered for subsidiary company and vice-versa, if there is a legally binding contract between the parties for the contractual obligation of this tender. These documents must be submitted along with the bid.</p> <p>Similarly, experience of manning agency can be considered for the bidder if there is a legally binding contract between the bidder and the manning agent for the contractual obligation of this tender. These documents must be submitted along with the bid.</p>

2.	Clause 6.4, Page 24	Duties and Taxes Duties and Taxes, on the day of submission of bid whether Indian or Foreign, if any, levied upon the Tug, equipment etc. or on the works, are to be borne by the contractor and accordingly the same should be incorporated in the item rates. The contractor shall bear all taxes and duties both direct and indirect except GST as applicable thereon for the works done under the contract. GST shall be paid at actual by HDC, KoPT and the contractor has to comply with all statutory requirements.	Duties and taxes Duties and Taxes, on the day of submission of bid leviable upon on the works, are to be borne by the contractor and accordingly the same should be incorporated in the item rates. The contractor shall bear all taxes and duties both direct and indirect except GST as applicable thereon for the works done under the contract. GST shall be paid at actual by HDC, KoPT and the contractor has to comply with all statutory requirements. Any new duties & taxes by government if applicable & found payable by KoPT in the subject contract will be paid by HDC,KoPT extra on submission of necessary documents.
3.	Page 28, Clause 12.12	Fuel: The tenderer has to specify the fuel consumption per hour of main Engine and DG set separately. However, evaluation will be done based on 08 hours of working of Main Engine and 10 hours working of auxiliary engine (DG set). However, supply of fuel will be made on actuals subject to upper ceiling which would be 155 litres per hour for both the main engines and auxiliary engine combined. During the course of deployment, if the fuel consumption is found above the consumption limit of 155 litres per hour for both the main engines and auxiliary engine combined, the cost towards the excess consumption of fuel will be recovered from the charges payable and cost of fuel will be considered on the basis of the prevailing market rate.	Fuel: The tenderer has to specify the fuel consumption per hour of main Engine and DG set separately. However, evaluation will be done based on 08 hours of working of Main Engine and 10 hours working of auxiliary engine (DG set) as mentioned in price bid subject to the upper limit of 145 litres/hour for the main engines and 10 litres/ hour for auxiliary engine. However, supply of fuel will be made on actuals, subject to upper ceiling which would be the lesser one of the followings: (i)155 litres/hr (i.e upper ceiling of 145 litre/hour of main engines plus 10 litres/hour for auxiliary engine) or (ii)the fuel consumption quoted per hour for both the main engines and auxiliary engine in totality. During the course of deployment, if the fuel consumption is found to be above the admissible quantity as stated above, the cost towards the excess consumption of fuel will be recovered from the charges payable and cost of fuel will be considered on the basis of the prevailing market rate.
4.	Page 28, Clause 12.13	The Contractor shall undertake strict measures for 'Energy Conservation' at all times. For maintaining Energy	Deleted

		conservation, a joint trial will be carried out by a team comprising of representative of the Engineer of the Contract and the contractor. Such trials will be conducted every 12 months. The Joint Trial report will be used only for maintaining fuel conservancy and not for determining the fuel supply. As long as the the fuel consumption is less than the evaluated consumption rate, there shall not be any recovery based on the joint trials as per clause 12.12.	
5.	Page 29, Clause 13.2	In order to monitor efficient performance of the Tug/ Tugs a Committee of Engineers comprising of one Chief Engineer and one Asst. Marine Engineer or a suitable officer nominated by Engineer of the contract along with Tug Engineer (Hired) will carry out inspection on board the Tug on main propulsion machineries including generators and other machineries etc. of Deck & Engine room of the Tug to ascertain proper running and maintenance of the Tug. They will also check the fuel consumption and including operation.	Deleted
6.	Page 29, Clause 13.1(d)	Fuel: Digital flow meters should be fitted on the fuel inlet and outlet of Main Engines and the same should be calibrated every year.	Fuel: The tug shall be provided with calibrated flow meters in the fuel lines to diesel engines, including DG set/s, to monitor the fuel consumption. This requirement may be waived, if the daily service tanks have graduated gauge glass/ marking to measure fuel consumption.
7.	Page 31, Clause 16.1. Para 2	Further, contractors will be allowed to club the unused layup period out of the 15 days available in a year along with full or part layup period of 30 days for the purpose of dry docking / surveys or other emergent repairs during the tenure of contract subject to prior permission of the Engineer of	Further, contractors will be allowed to club the unused layup period out of the 15 days available in a year along with full or part layup period of 30 days for the purpose of dry docking / surveys or other necessary repairs during the tenure of contract subject to prior permission of the Engineer of Contract, HDC. If due to such layup, the availability falls below 350 days no penalty shall be levied. No payment will be made for the layup period. If the contractor is able to provide a substitute tug for the period of

		Contract, HDC. If due to such layup, the availability falls below 350 days no penalty shall be levied. No payment will be made for the layup period.	actual layup accrued as per clause No 20.2 during the period of layup of the original tug , payments will be made to him as per the agreement for the services of substitute tug. The period will also not be treated as layup period.
8.	Page 32, Clause 20.2	The age of the substitute tug should not be more than that of the original tug deployed. HDC reserves the right to accept or reject the substitute tug. Similar tug means a tug meeting the basic tender requirements and having the similar propulsion system , bollard pull, speed and fuel consumption. Better tug means a tug having better specifications than those required in the tender. Better specification indicates a tug with higher/equal bollard pull for the same fuel consumption or same bollard pull with lower/equal fuel consumption.	The age of the substitute tug should be such that at the end of the contract period of 05 years, it should still be 20 years or less. HDC reserves the right to accept or reject the substitute tug. Similar tug means a tug meeting the basic tender requirements and having the similar propulsion system bollard pull, speed and fuel consumption. Better tug means a tug having better specifications than those required in the tender. Better specification indicates a tug with higher/equal bollard pull for the same fuel consumption or same bollard pull with lower/equal fuel consumption. It may be noted that no Kort Nozzle Tug will be accepted for hire if the original tug was of other type.
9.	Page 29, Clause 12.15	In addition to Clauses above, the Contractor will arrange to assist the Committee of Engineers appointed by the Engineer of the contract from time to time for monthly inspection of the tugs to ascertain proper maintenance/performance/operations/ etc of the tugs as well as fuel consumption as per clause no. 13.2. The bill for releasing payment shall accompany the monthly report of the said Committee.	Deleted
10.		No Provision for providing Documentary evidence /proof of monthly deductions	To be incorporated in Clause 25.4 at Page 34 Record of deductions made by HDC will be provided to the contractor along with settlement of monthly invoices of charter hire.
11.		Presently Not In the tender	To be incorporated as Clause 3.16 on Page 21. Average annual turnover of the tenderer for the last three years expiring on 31.03.2017 should not be less than Rs.10,36,600 (Ten lakhs Thirty-

			<p>Six thousand and six hundred) The copies of Balance Sheet & Profit Loss A/c including annual turnover duly audited and certified Chartered Accountant for the last 3 financial years should be submitted.</p> <p>a. Technical specifications including GA Plan of tug(s) offered for hire should be submitted alongwith the offer.</p> <p>b. <u>Tenderer should also submit:-</u></p> <p>(i) <u>Bank Solvency Certificate for Rs 2,07,32,000 (Two Crore, seven lakh, thirty two thousand only) from any Nationalised Bank's / Scheduled Bank.</u></p> <p>(ii) Last year's Income Tax Returns/Clearance Certificates and PAN number.</p> <p>(iii) Details of present technical staff. The Agreement, Performance Bank Guarantee are to be in the approved format.</p> <p>The following documents (self-attested copies) to be furnished by the tenderer for status of the firm.</p> <p>(1) <u>For Proprietary firm :-</u> Shop & establishment License, Sales Tax License, Income Tax PAN No./ Copy of Returns, Identification of the Proprietor.</p> <p>(2) <u>For Partnership Firm :-</u> Partnership Deed, Income Tax PAN No./ Income Tax Returns, Partners authorisation to sign the documents (Power of Attorney).</p> <p>(3) <u>For Pvt. Ltd / Public Ltd. Co. :-</u> Article/Memorandum of Association Certification of Incorporation, PAN No., Resolution of Co. to authorize Person to enter the Agreement or Power of Attorney. Tenderer should submit the details of contracts executed, with copy of the agreement / work orders, etc., in support of the contracts, having been executed.</p>
12.		Presently not in the tender	<p>To be incorporated in Clause 4.0 at page 22.</p> <p>i. In case of Joint Venture, the experience & the financial criteria should <u>be jointly</u> fulfilled. The joint venture should furnish MOU. <u>A irrevocable affidavit of holding company and all members to the JV to be</u></p>

			<p><u>furnished on suitable non-judicial stamp paper duly notarized, giving undertaking for jointly and severally owning responsibility towards contractual obligations throughout the contract period.</u></p> <p>ii. In case of Joint Venture / Consortium / subsidiary company / holding company they shall together satisfy the minimum qualification criteria. The members of the consortium who claim experience and financial turnover shall have at least 26 % equity in the consortium. The maximum number of members in the consortium/joint venture shall not be more than three.</p> <p>iii. All joint venture agreements/ consortium agreements, technical collaboration agreement shall ensure that all parties of the joint venture/consortium are individually and jointly responsible for the tender conditions and such agreements are legally valid.</p> <p>iv. If the bid is signed by Constituted Attorney a true copy of the Power of attorney should be submitted by the bidder.</p> <p>iv. The purchaser of the tender document must be a member of the consortium submitting the tender.</p>
13.	Page No 22, Clause 4.0(vi)	(vi) Firms with at least 26 % equity holding each shall be allowed to jointly meet the eligibility criteria.	Deleted
14.		Not present in the tender	<p>To be incorporated as clause 4.0-(a)</p> <p>Tenderers to note that the guidelines issued by the Directorate General of Shipping from time to time would be applicable. Shipping Development Circular No. 2 of 2002 dated 8th November, 2002 or any circular superseding it, is required to be complied with during the contract period.</p>
15.	Page No.- 34 Clause 6.3	<p>Validity of Price Bid</p> <p>The part-II (Price bid) shall be valid for acceptance for a minimum period of 180 days from the date of opening of Part-I (Techno-Commercial offer).</p>	<p>6.3 Validity of Price Bid</p> <p>(a) Bids shall remain valid for at least 180 days after the date of opening of Techno Commercial bids.</p> <p>(b) Notwithstanding clause No. 6.3 (a) above, the Employer may solicit the bidder's consent to an extension of the period of bid validity. The request and the response thereto shall be made in writing (or by fax). If the bidder agrees to the extension request, the validity of the bid security shall also be suitably extended. A bidder granting the request will not be required or permitted to modify his bid.</p>

16.	Page-27, Clause 12.0	<p>Scope of Work</p> <p>General: The Tug shall primarily be used for assisting vessels inside Haldia Dock Complex and in the river for berthing/unberthing/ double banking etc. at different berths and at oil jetties by towing, checking & pushing. Quick release tow hook and /or towing winch with adequate strength. The tug is required to be suitably fendered so as to enable the tug to push/pull as required. Towing arrangement would mean a towing hook or towing winch with suitable quick release mechanism and mooring lines of sufficient strength for mooring of the tug. It should also be fitted with proper bow, stern and side fenders. The Tug may also be used for assisting re-floatation of grounded vessels, towing of dead vessels and assisting disabled vessels, assistance in lighterage operations at Sagar/Sandheads and for any other work that the vessel is capable of and as assigned by the port anywhere, anytime, within the jurisdiction of the port as per requirement including.</p>	<p>Scope of work:</p> <p>The Tug shall primarily be used for assisting vessels inside Haldia Dock Complex and in the river for berthing/unberthing/ double banking etc.at different berths and at oil jetties by towing, checking & pushing. Quick release tow hook and /or towing winch with adequate strength. The tug is required to be suitably fendered so as to enable the tug to push/pull as required. Towing arrangement would mean a towing hook or towing winch with suitable quick release mechanism and mooring lines of sufficient strength for mooring of the tug. It should also be fitted with proper bow, stern and side fenders. The Tug may also be used for assisting re-floatation of grounded vessels, towing of dead vessels and assisting disabled vessels, assistance in lighterage operations at Sagar/Sandheads and for any other work that the vessel is capable of and as assigned by the port anywhere, anytime, within the jurisdiction of the port as per requirement including. Without prejudice to the aforesaid, the tug shall be used for various lawful services required by HDC, KoPT including, towing, docking and undocking of vessels at terminals of HDC, KoPT around the clock (24 hours a day) and throughout the contract period including but not limited to</p> <ul style="list-style-type: none"> a) Berthing and unberthing of vessels in port b) To stand by as fire float, oil spill dispersant spraying boat, etc. as may be required by HDC, KoPT for any accident / eventuality, c) To assist in double banking by way of acting as docking tug d) All other operations required in connection with docking / undocking operations of vessels at Port and related to Harbour conservancy and / or movement of vessels within the Port and such other operations as are conveniently performed by Port Tugs and crafts.40 Tons with such towing line.
17.	Page 27 Clause 12.2	<p>The Tug should be highly maneuverable, capable of carrying out of the aforesaid operations in very close quarter situations and have an all-round visibility from the wheel house for effective utilization.</p>	<p>The Tug should be highly manoeuvrable, capable of carrying out of the aforesaid operations in very close quarter situations and have an all-round visibility from the wheel house for effective utilization. Pilotage manoeuvring require both push and pull towage and ships are expected (but not restricted) to range in size from 10000 DWT tons to 75000 DWT and to be in various conditions of load. Tug will provide suitable towing line/s to be given to the vessel and affect pulling /</p>

			pushing without any hindrance also tug should be able to give Bollard Pull 40 Tons with such towing line.
18.	Page 27 Clause 12.5	The Tug may also be used as a Fire Float, Pollution Control Vessel as necessary including spraying of Oil Spill Dispersants, lowering of skimmer by the vessel's derrick etc.	Deleted
19.		Not present in the tender	To be incorporated as Clause 12.16 Contractor shall be liable for pollution damage and the cost of clean up which has occurred due to Contractor's and / or the Contractor's personnel by willful, wanton, intentional, acts or omission or gross negligence which cause or allow the discharge, spills or leaks of any pollutants from tug under contract.
20.	Page 30, Clause 15	The steady and sustained Bollard Pull of the Tug should be 40 Tonnes at 90% MCR at the time of delivery and during the course of the contract. This Bollard pull will have to be maintained during the currency of the contract. A bollard pull test including assessment of the condition, capability and performance of the tug will have to be carried out, before putting the Tug on hire. However, in case if a Bollard Pull Test has been carried out within six months prior to commencement of contract, no further bollard pull test will be required before putting the tug on hire. However, The ENGINEER of the contract may, at his sole discretion, conduct Bollard Pull Test of the tug anytime(s) during the contractual period which shall be arranged by the Contractor at his own cost and risk. During such bollard pull tests, if the bollard pull falls below the required Bollard Pull of 40T @ 90% MCR,	Bollard Pull The designed static Bollard Pull of the offers tugs should not be less than 40 Tones (Ahead). The test to this effect shall be carried out by the contractor, at his cost and time, through a DG approved Classification Society and shall be witnessed by HDC, KoPT, within a period of six months after receipt of the letter of intent from HDC, KoPT. The steady/sustained Bollard Pull of the Tug/s at 90% MCR should not be less than 40 Tones(min) at the time of deployment. The contractor shall provide Bollard Pull test certificate, issued by any Classification Society recognized by DG Shipping every year thereafter, at his cost. A 12 hours' period will be granted for the tests for the Bollard Pull Test every year, in case there is no operational exigencies. All such tests shall be carried out at tenderer's cost and witnessed by HDC, KoPT officials along with DG Shipping approved Classification Society Surveyors. (a) Bollard Pull as declared by the Contractor will be the Bollard Pull of the Tug/s being offered to the Port for the entire period of the contract. This Bollard Pull will have to be maintained during the currency of the contract. (b) Port reserves the right to carry out Bollard Pull Test of the Tug/s at its discretion at any time during the currency of contract at the HDC, KoPT cost. In case Bollard Pull falls below 40 Tons, Port reserves the right to impose the penalty, per day or part thereof on pro rata basis, equivalent to

		<p>KoPT reserves the right to impose a penalty per day equivalent to 20% of the daily hire rate. However, if the Bollard Pull at 90% MCR is found to be below 10% of the 40 T, KoPT reserves the absolute right to terminate the contract forthwith.</p> <p>Arrangement of bollard pull test if required (in case if a Bollard Pull Test has not been carried out within six months prior to commencement of contract) at the time of on hire shall be made by the contractor at his cost and time. Expenditure towards conducting the Bollard Pull test in between the contract will be borne by HDC, KoPT However, if the tug fails to deliver the required bollard pull, the cost of such test shall be borne by the Contractor. Expenditure towards Bollard Pull test after Dry Dock repair shall be borne by the Contractor.</p>	<p>4% of the per day hire rate for each ton or part ton loss of Bollard Pull. However, if Bollard Pull falls below 35-ton Port reserves the absolute right to terminate the contract forthwith.</p> <p>(c) In addition to the Bollard Pull test every year, the contractor is bound to carryout BP test in the event any major repairs and replacement work is attended to Main Engines, Gear Box, Propellers i.e. any major machinery, which may have effect on BP capacity of the tugs. Then, in such an event GM(Marine) may ask the contractor to carry out BP test in order to ensure the operational efficiency of the tugs. The BP test shall be witnesses by the HDC, KoPT officials of Marine Department along with DG Shipping approved Classification Society. The cost of such test shall be borne by the contractor.</p>
21.	Page 34, Clause 24.0	<p>Insurance: The vessel must have comprehensive insurance with a reputed P&I club having the following coverage:</p> <ul style="list-style-type: none"> i) The hull, machinery and 3rd party liability. ii) Total loss of the vessel. iii) Coverage for wreck removal in case the vessel is wrecked. <p>The tug, its hull, machinery and appurtenances including persons deployed on board the vessel shall be insured by the contractor at his own cost during the entire contract period. Documentary evidence should be provided before commencement of work.</p>	<p>26.0 Insurance: The vessel must have comprehensive insurance with a reputed P&I club having the following coverage:</p> <ul style="list-style-type: none"> i) The hull, machinery and 3rd party liability. ii) Total loss of the vessel. iii) Coverage for wreck removal in case the vessel is wrecked. <p>The tug, its hull, machinery and appurtenances including persons deployed on board the vessel shall be insured by the contractor at his own cost during the entire contract period. Documentary evidence should be provided before commencement of work.</p> <p>KoPT, under no circumstances, shall be responsible for any damage to the Tug or for any accident to the personnel engaged by</p>

		<p>KoPT, under no circumstances, shall be responsible for any damage to the Tug or for any accident to the personnel engaged by the Contractor during the operation of the tug or otherwise.</p>	<p>the Contractor during the operation of the tug or otherwise. During the hire period the tug/s shall be kept insured by Contractors at their expenses for insurance on Hull & Machinery as per Institute Time Clause- Hull dated 01.10.1983 with 3/4th Collision Liability amended to 4/4th Collision Liability with ITC-Port Risk extension dated 20.07.1987 with war risk. Contractors and/or insurers shall not have any right of recovery or subrogation right against charters on account of loss of and/or any damage to the tug/s or her machinery or appurtenances covered by such insurance or on account of payment made to discharge claims against or liabilities of tug/s or Charterers covered by such insurance.</p> <p>(b) During the hire period the tug/s shall be kept insured by the Contractors at their expenses against protection and indemnity risks in such form as Charterers shall in writing approve which approval shall not be unreasonably withheld. If the Contractor fails to arrange and keep any of the insurances provided for under the provisions of sub-clause (b) in the manner described therein, Charterers shall notify Contractors whereupon Contractors shall rectify the position within seven running days.</p> <p>(c) In the event of any act or negligence on the part of the contractor, which may vitiate any claim, whatsoever in nature, the contractor shall fully indemnify the charterers against all claims and demands, which could otherwise be covered by such insurance. The contractor shall submit a copy of insurance policy and indemnity bond (on ₹ 500/- stamp paper) to HDC, KoPT.</p> <p>(c) Any damages suffered whilst assisting ship should be brought to the notice of the GM(Marine) within 24 hours of occurrence in order to claim reimbursement for the repairs from the concerned ship. The incidence should be immediately brought to the notice of the Pilot so that he may bring it to the notice of the master. It is to be noted that any damage suffered by the hired tugs while assisting shipping operations /Berthing and Unberthing Operations, HDC, KoPT. is not liable to pay any compensation to the contractor.</p> <p>(d) Any damage caused to HDC, KoPT property by the tugs is to be repaired immediately. It may be repaired by the tug company to the satisfaction of the engineer, otherwise the charges will be deducted from the hire charges if HDC, KoPT carries out the repairs.</p>
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22.	Page 16& 17, Clause 1.1.1	<p>1.1.1 Part-I (Techno- Commercial) will contain the following documents. THESE DOCUMENTS WILL BE HEREBY CONSIDERED AS BID RESPONSIVE CHECK LIST/ESSENTIAL DOCUMENTS.</p> <p>a) Brief particulars of the firm.</p> <p>b) Current Trade License, Sales Tax / Vat Clearance Certificate, if applicable and Audited Balance Sheet and Profit & Loss A/c. for last 3(three) years (i.e. 2014-15, 2015-16 and 2016-17).</p> <p>c) Details of Similar Works previously carried out by the firm with value of the work as per Annexure - VIII.</p> <p>d) Authentic performance Certificate of similar completed works carried out mentioning total value of work and period of completed works along with relevant work-orders. For ongoing contracts, the bidder must submit satisfactory performance certificate along with relevant work-order.</p> <p>e) One Bid document duly signed and stamped on each page.</p> <p>f) A detailed deployment planning for the Tendered Work including repair work, maintenance and docking of the vessels.</p> <p>g) Signed blank copy of Price format.</p> <p>h) Letter of authority/Power of attorney if any.</p> <p>i) Filled up "Form of Tender" as per enclosed proforma.</p> <p>j) Additional information, if any, furnished by the Bidder.</p> <p>k) General Conditions of Contract duly signed and stamped on each page.</p>	<p>1.1.1 Part-I (Techno- Commercial) will contain the following documents.</p> <p>(i) THESE DOCUMENTS WILL BE HEREBY CONSIDERED AS BID ESSENTIAL DOCUMENTS/BID RESPONSIVE DOCUMENTS. NON-SUBMISSION OF ANY OF THE ESSENTIAL /RESPONSIVE DOCUMENTS WILL LEAD TO REJECTION OF BIDS.</p> <p>a) Brief particulars of the firm.</p> <p>b) Current Trade License, Sales Tax / Vat Clearance Certificate, if applicable and Audited Balance Sheet and Profit & Loss A/c. for last 3(three) years (i.e. 2014-15, 2015-16 and 2016-17).</p> <p>c) Details of Similar Works previously carried out by the firm with value of the work as per Annexure - VIII.</p> <p>d) Authentic performance Certificate of similar completed works carried out mentioning total value of work and period of completed works along with relevant work-orders. For ongoing contracts, the bidder must submit satisfactory performance certificate along with relevant work-order from Engineer of Contract or his representative.</p> <p>e) One Bid document duly signed and stamped on each page.</p> <p>f) Letter of authority/Power of attorney if any.</p> <p>g) Authentic document related to registration under GST Authority.</p> <p>h) Certificate/declaration of compliance with Minimum Wages Act.</p> <p>i) A separate letter addressing to General Manager, Marine confirming that the tenderer has accepted all terms and conditions laid down in the bid document.</p> <p>j) Bank Solvency Certificate for Rs 2,07,32,000 (Two Crore, seven lakh, thirty two thousand only) from any Nationalised Bank's / Scheduled Bank.</p> <p>Note: A self-declaration describing as to which document is not submitted and the reason behind the same.</p> <p>OTHER IMPORTANT DOCUMENTS:</p> <p>a) A detailed deployment planning for the Tendered Work including repair work, maintenance and docking of the vessels.</p> <p>b) Signed blank copy of Price format.</p> <p>c) Filled up "Form of Tender" as per enclosed proforma.</p> <p>d) Additional information, if any, furnished by the Bidder.</p> <p>e) General Conditions of Contract duly signed and stamped on each page.</p> <p>f) Managerial & Supervising set up which will be used for carrying out the scheduled works and acting liaison with HDC, KoPT representatives.</p>
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	<p>l) Managerial & Supervising set up which will be used for carrying out the scheduled works and acting liaison with HDC, KoPT representatives.</p> <p>m) Total No. of officers & staff (with certification/qualification) to be deployed for carrying out the smooth operation.</p> <p>n) How supply logistics will be carried out.</p> <p>o) Certificate / declaration of compliance of Contract Labour Regulation Abolition Act (1970)</p> <p>p) Certificate / declaration of complying with the Workmen Compensation Act.</p> <p>q) Copy of ESI Registration Certificate. In case the firm is not covered under ESI Act or exempted, they should furnish necessary documents along with an Affidavit in original affirmed before a 1st Class Judicial Magistrate in a Non-Judicial Stamp Paper worth Rs.10/- to that effect as per enclosed KoPT approved format. In addition to that the Tenderer must indemnify KoPT against all damages and accidents occurring to their staff in a Non-Judicial Stamp Paper worth Rs.50/- as per enclosed format.</p> <p>r) Certificate/declaration of compliance with Minimum Wages Act.</p> <p>s) Copy of Provident Fund Registration Certificate and up-to-date payment challan.</p> <p>t) Authentic document related to registration under GST Authority.</p> <p>u) A separate letter addressing to General Manager, Marine confirming that the tenderer has accepted all terms and conditions laid down in the bid document.</p> <p>v) The contractor shall submit an undertaking that the offered Tug is free from all encumbrances and lien. However, encumbrances/lien of financier are accepted.</p>	<p>g) Total No. of officers & staff (with certification/qualification) to be deployed for carrying out the smooth operation.</p> <p>h) Certificate/declaration of compliance with Minimum Wages Act.</p> <p>i) Copy of ESI Registration Certificate. In case the firm is not covered under ESI Act or exempted, they should furnish necessary documents along with an Affidavit in original affirmed before a 1st Class Judicial Magistrate in a Non-Judicial Stamp Paper worth Rs.10/- to that effect as per enclosed KoPT approved format. In addition to that the Tenderer must indemnify KoPT against all damages and accidents occurring to their staff in a Non-Judicial Stamp Paper worth Rs.50/- as per enclosed format.</p> <p>j) Copy of Provident Fund Registration Certificate and up-to-date payment challan.</p> <p>k) Authentic document related to registration under GST Authority.</p> <p>l) The contractor shall submit an undertaking that the offered Tug is free from all encumbrances and lien. However, encumbrances/lien of financier are accepted.</p> <p>m) Complete and signed copy of enclosed "Integrity Pact".</p> <p>n) A Technical description of the Tug to be submitted in the format given in Annexure VII and the same to be enclosed in Part-I (Technical and Commercial aspects) of the offer. The contractor will have to submit copies of all statutory certificates including certificate from the appropriate statutory authority certifying the Bollard Pull test carried out not earlier than 5 years from the date of submission of bid.</p> <p>Note: A self-declaration describing as to which document is not submitted and the reason behind the same.</p>
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	<p>w) Complete and signed copy of enclosed "Integrity Pact".</p> <p>x) A Technical description of the Tug to be submitted in the format given in Annexure VII and the same to be enclosed in Part-I (Technical and Commercial aspects) of the offer. The contractor will have to submit copies of all statutory certificates including certificate from the appropriate statutory authority certifying the Bollard Pull test carried out not earlier than 5 years from the date of submission of bid.</p> <p>Note:- In case of non-applicability of any of the above, Self-declaration of non-applicability of the document in this contract will be acceptable. The self-declaration must be self-attested. Non-submission of any of these will lead to rejection.</p>	
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