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Kolkata Port Trust
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No. Mech/DC-III/2969

Dated the 16th November , 2018

Dear Sirs,

Sub: Budgetary quotation for providing Container handling equipment
for the work “Container operations in KP Docks (KPD)”

KoPT intends to float e-tender for obtaining and finalize rates for providing Container handling equipment for the work “Container operations in KP Docks (KPD)”.

For the said work, containers will be unloaded/loaded from geared vessels at KPD-I. Thereafter, its delivery/receipt either at KPD-I or at KPD-II will be carried out with the help of container handling equipment like Reach Stackers (RSTs) and Tractor Trailers (TTs) as will be provided by the contractor. Further, the contractor has to handle rail bound container from vessels at KPD –I to NSD and from NSD to KPD-II rail yard as well.

Stevedoring activity is not under the scope of the prospective tenderer.

A brief scope of work for the subject work is given below:

A) Scope of Work:

A.I For container handling work in KPD-I & KPD-II :

- i. Containers will be unloaded by Ship's gear, horizontal transportation by TT, unloading in KPD-I yard by RST and delivery at KPD-I yard by RST.
Similarly for reverse operation, receiving of container at KPD-I yard by RST, horizontal transportation by TT to KPD-I berth for loading by Ship's gear.
- ii. Container will be transferred from KPD-I yard to KPD-II yard for rail loading. Similarly, for reverse operation, containers will be transferred from KPD-II yard to KPD-I yard from subsequent shipment at KPD-I.
- iii. At KPD-II yard containers will be loaded by RST in TT, horizontal transportation by TT to rail yard and subsequently loading in wagon by RST.
Similarly for reverse operation, unloading containers from rail wagon by RST, horizontal transportation by TT from rail yard to KPD-II yard and unloading at KPD-II yard by RST.
- iv. The container carrying trailers of the contractor may have to cross the Karl Marx Sarani/Coal Dock Road for movement/transportation of containers between KPD-I and KPD-II via different gates as may be fixed by KoPT. For this purpose the contractor shall have to liaison with Customs P.O. (Preventive Officer) for escort of the containers. All costs of booking of Customs P.O. shall have to be borne by the contractor and KoPT will reimburse the cost at actual of such booking of Customs P.O.

A.II For Container handling work in between KPD-I & NSD and between NSD & KPD-II :

- i. Containers will be transferred from KPD-I yard to NSD by TT where containers will be unloaded by BKCT equipment.

Similarly, for reverse operation, containers (after loading at NSD by BKCT equipment) will be transferred by TT to KPD-I yard.

- ii. Containers will be transferred from KPD-II yard to NSD by TT where containers will be unloaded by BKCT equipment.

Similarly, for reverse operation, containers (after loading at NSD by BKCT equipment) will be transferred by TT to KPD-II yard.

- iii. The container carrying trailers of the contractor have to cross the Karl Marx Sarani/Coal Dock Road for movement/transportation of containers between KPD-I to NSD and vice-versa or between NSD to KPD-II and vice-versa via different gates as may be fixed by KoPT. For this purpose the contractor shall have to liaison with Customs P.O. (Preventive Officer) for escort of the containers. All costs of booking of Customs P.O. shall be borne by the contractor and KoPT will reimburse the cost at actuals for such booking of Customs P.O.

Keeping in mind of the above job, the prospective contractor shall deploy RSTs & TTs for the following activities for fulfillment of the desired objective of the total work:

For the sake of easier evaluation, separate multiplying factor for each separate handling activity has been assigned below:

Container handling activity	Assigned factor out of quoted rate for handling 1 TEU
(a) For ship to shore transfer or vice-versa by Party's Crane	0.62
(b) For movement between berth and yard by trailer hired by the party	0.09
(c) For lift off/Lift on at yard during the process of landing/shipment by equipment hired by the party or any other lift on/lift off activity in yard for transfer of container or as per order of KoPT	0.145
(d) For lift off during delivery/receiving	0.145
(e) For inter-dock transfer by TT (i.e. between KPD-I & NSD, KPD-II & NSD and KPD-I & KPD-II)	0.4

Note: (i) The sum of the above 4 separate activities from (a) to (d) = 1

(ii) **Rates to be quoted shall be exclusive of applicable GST which will be paid extra at actuals.**

(iii) Factors for different types of containers against 20 ft. load container (1 TEU) is given below:

(a) 40 ft. Load containers = 1.5 times 20 ft. Load container

(b) Rate of OD container = 1.25 times the respective 20 ft./40 ft. Container

& Rate of empty container = 0.40 times the respective 20 ft./40 ft. Container

(iv) **Presently, container handling activity in the above table under (a) i.e. for ship to shore transfer or vice-versa by Party's Crane will not be under the scope of the instant work. However, KoPT may take up the job subsequently.**

The intending tenderer is requested to offer their budgetary quotes for the other container handling activities only i.e. items from (b) to (e).

On the basis of the above scope of work, you as prospective tenderer are requested to submit your budgetary quotation on per loaded TEU Marine Freight container basis for the activities as referred above under the work of handling of containers at KPD-I & KPD-II and NSD as per above scope of work.

Rate per loaded TEU Marine Freight Container (in Rs.)	Rate in figure	Rate in words

Other major terms of the subject work are as mentioned below:

A) (i) Minimum Guaranteed Performance(MGP)/Productivity and applicable penalty structure for ship face operation:

Productivity Norm for vessels : (a) The contractor will get 100% of the payable amount if productivity is 8 moves per hour or more,

(b) The contractor will get 80% of the payable amount if, productivity is between 6 to 8 moves per hour,

(c) The contractor will get 60% of the payable amount if, productivity is less than 6 moves per hour,

N.B.: Some items of detention shall be excluded and the same will not be on account of contractor's responsibility while calculating productivity of vessels(in number of moves per hour).

(ii) Notification Time related issues/penalty for back end operations: There shall be no penalty for receiving/delivery activity.

B) Transit Security:

In respect of Transit Security, it is informed that the contractor has to book Customs Preventing Officer; hence, initially all costs on this account viz. cost of movement of customs P.O. (as would be charged by Customs authority) including cost of escort vehicle will also be borne by the contractor. For this purpose the contractor shall have to liaison with Customs P.O. (Preventive Officer) for escort of the containers. All costs of booking of Customs P.O. shall be borne by the contractor and KoPT will reimburse the cost of such booking of Customs P.O.

C) Transit Security Deposit to KDS:

The contractor shall have to provide a non-interest bearing refundable transit security in the form of Security Deposit to KoPT for an amount Rs.5,00,000/- (Rupees five lakh only) in the form of Demand Draft. This is over and above the security deposit of the work (which is 10% of the estimated contract value per year).

D) Volume of Work

The total expected volume of work will be around 3000 moves of containers per month. Further, expected volume of containers has been indicated in the table given as Annexure.

E) Additional Issues:

- The contractor is fully responsible and liable for any damage/loss caused to container and contents of it during the course of operation from container terminal at KPD-I to at KPD-II, from KPD-I to NSD and vice versa & KPD-II to NSD and vice-versa and abide to reimburse the entire cost as per bills

submitted by the Container Agent/Importer/Exporter or CHA on behalf of Importer/Exporter without involving Kolkata Port Trust.

- b. **Maximum allowable age of RST and TT:** All handling equipment like RST and TT should be below 5 years from the date of manufacturing as on the date of commencement of the contract or during the contract duration. All papers relating to the equipment in this connection shall have to be submitted to the Engineer of the Contract before submitting bills for the work.
- c. Yard maintenance activity inside Dock will be KoPT's responsibility.
- d. The contractor shall have to strictly comply with the relevant provisions of the Dock Workers (Safety, Health and Welfare) Act, 1986 and Regulations made on that basis. He will be answerable to Inspectorate Dock Safety, Kolkata, KoPT and/or any other statutory authorities any unwanted incident occurrence during the course of operations of the subject work.
- e. **Minimum number of TT/RST to be deployed per day :** The contractor shall deploy 3 RSTs and 8 TTCs (Tractor Trailer Combination) for round the clock availability for container handling operations of the subject work. The contractor shall also make adequate provision for standby RST/TTC so as to replace any breakdown of RST/TTC during round the clock operation.
- f. **Technical Specification of RST & TT:** The RSTs should have minimum capacity of 45T below spreader and stacking capacity of '4+1 high'. The TTs should be capable of transporting 2 nos. 20 ft or 1 no. 40 ft or 1 no. more than 20 ft. (i.e. ODC containers) ISO marine freight containers.
- g. **Payment Terms:** Subject to satisfactory execution of the work and complying all terms of the tender, 100% payment will be made to the contractor on monthly basis within 30 days from the date of receipt of the bill complete in all respect including the relevant WDC (work done certificate) as will be issued by the Traffic Deptt. as detailed above and after reduction/adjustment of dues, penalty etc as applicable under provisions of the contract .
- h. KoPT will not make payment to the contractor for restacking of containers at KPD yard required for operational purpose as may be required by KoPT.
- i. (i) Stuffing/Destuffing of LCL containers will not be allowed inside KPD.
(ii) No physical appraisal of cargo by Customs inside any container will be allowed,
(iii) 6 Reefer Points would be provided at KPD-I for connecting to 24 reefer boxes at a time.
- j. The duration of contract shall be 3 years.

Considering the above broad terms, you are requested to submit your budgetary quotation as per the above format under a sealed cover superscribing the envelope **'Budgetary quotation for providing container handling equipment for the work "inter dock horizontal movement of containers in KDS"** and addressed to the Chief Mechanical Engineer, 8, Garden Reach Road, Kolkata-700043. Your budgetary quotation should reach to the above address on or before 20.11.2018.

Thank you,

Yours faithfully,

(D.Das)

Dy. Chief Mechanical Engineer-IV
for Chief Mechanical Engineer
(email: ddas@kolkataporttrust.gov.in)

Annexure

Activity	Expected monthly volume of containers (nos.)
(i)(a) Transferring of containers by TTs from vessels at KPD-I, unloading at staking yard and subsequent delivery at KPD-I	3000
(i)(b) Similarly for reverse operation: Receiving of containers at KPD-I, stacking at yard and transferring to berth for shipping at vessels at KPD-I	
(ii)(a) Transfer of containers from KPD-I yard to KPD-II yard with Customs P.O. escort and subsequent loading on railway wagons at KPD-II rail yard	300
(ii)(b) Similarly for reverse operation: Unloading of containers from rail wagons at KPD-II rail yards, transferring it to KPD-I yard with Customs P.O.	
(iii)(a) Transferring of import containers from KPD-I yard to NSD (to be unloaded by BKCT equipment at NSD)	100
(iii)(b) Similarly for reverse operation: Transferring of containers from NSD (after loading by BKCT equipment at NSD) to KPD-I for export.	
(iv)(a) Transferring of import containers from NSD yard (to be loaded by BKCT equipment at NSD) to KPD-II rail yard and loading on rail wagons	100
(iv)(b) Similarly for reverse operation: Unloading of export containers from rail wagon at KPD-II rail yard & transferring it to NSD (to be unloaded by BKCT equipment at NSD)	