

CENTRAL DISPATCH DIVISION
HEEP, BHEL, HARIDWAR

TENDER NO. BHEL/HWR/CDX/ENQ/2425-006 Dated 22/11/2024

CORRIGENDUM DATED 18/12/2024

1. Due date of bid submission and opening of subject Tender has been extended up to **27/12/2024 (Friday)**

Revised due date and time of submission of bid: **27/12/2024 at 15:45 Hrs**

Revised due date and time of opening of bid : **27/12/2024 at 16:00 Hrs**

2. All other terms & conditions of the subject Tender will remain same as earlier.
3. Frequently Asked Questions (FAQs) related to above referred tender enquiry is also attached along with this corrigendum.

Note: - Bidders are required to submit signed & stamped copy of this corrigendum along with Techno Commercial offer.

Manager (CDX)

BHEL Haridwar
CDX Department

Frequently Asked Questions (FAQs)

Reference: Tender Enquiry No. BHEL/HWR/CDX/ENQ/2425-006 dated 22.11.2024.

Q No. 1: Considering chances of construction of new highways, there are possibilities for diversion of route which may result longer route during actual transportation of consignment hence quoting rates in Rs. Per KM is not feasible.

Ans: There is always chances for route change during actual execution however based on past experience and wisdom, bidder has to consider all factors and quote the rates in Rs. Per KM basis (by dividing your expected total cost to total distance given in NIT).

Q No. 2: During actual execution, if due to change in route or enroute railway shut downs If execution cost increases whether BHEL will increase award of work value or reimburse these charges?

Ans: As per tender terms Clause No. 24 "No extra claim on account of any civil work, by-pass construction, MoRTH permission, railways shut down, distance travelled during actual execution etc shall be entertained by BHEL".

Q No. 3: Whether BHEL has pre-defined route through which transportation is to be done?

Ans: No, BHEL has not fixed the route through which transportation is to be done. The contractor shall arrange a detailed transportation feasibility report/detailed route survey for the total route/movement for the consignment and submit a detailed transportation feasibility report to BHEL duly vetted by IRDA approved surveyor at least one month before lifting of consignment.

Q No. 4: If route survey may be done jointly with BHEL?

Ans: No, as per NIT Clause 23, 24 & 31, It is transporters responsibility to conduct IRDA approved route survey and submit the same to BHEL Haridwar before actual execution.

Q No. 5: Considering route and change over from one and half axle to Girder Bridge and vice versa, transit time for safe delivery of consignment is less, whether it may be increased?

Ans: No, transit time given in NIT is firm and it is based on project requirement.

Q No. 6: Whether EMD is exempted for MSE bidders?

Ans: Yes, as per NIT Clause No. 11, EMD is exempted for MSE bidders, subject to production of statutory documents.

Q No. 7: As mentioned in NIT, "transportation of stators shall mandatorily be done through Girder Bridge only", Please clarify whether ownership or pre-bid tie up for Girder Bridge is mandatory for participation in tender enquiry?

Ans: Considering safety of consignment, public property, it is mandatory to transport stators through Girder Bridge only, however ownership or pre-bid tie up for Girder Bridge is not mandatory for participation in tender enquiry.

Q No. 8: As mentioned in NIT, “transportation of stators shall mandatorily be done through Girder Bridge only”, please clarify how sharp turns will be taken by using Girder Bridge?

Ans: Considering safety of enroute bridges and structures, it is mandatory to Transport the stators through Girder Bridge, however the locations where it is not feasible to use Girder Bridge, transporter may use alternate hydraulic axle configurations (keeping safety in view) also.

Q No. 9: What is the stamp paper value in Uttarakhand state for executing EMD through Bank Guarantee mode?

Ans: Stamp duty is in accordance with the Indian Stamp Act applicable to state of Uttarakhand.

Q No. 10: What is the bank detail for issuing EMD through Bank Guarantee mode?

Ans: Bank detail is already given in Clause No. 11 of NIT.

Q No. 11: Whether certificate issued by OEM is acceptable for load carrying capacity of axles?

Ans: Yes, as per Clause No. 1 (i) of NIT, Notarized copy of Original Equipment Manufacturer (OEM) certificate mentioning load carrying capacity of Hydraulic axles is also acceptable.

-----End of FAQs-----

CDX Department
BHEL Haridwar