

Query reply by Various bidders against tender no RE/MUM/EXP/ES-1907

Sr. No	Point Nos. of Scope of Work	Scope of work mentioned in tender document	Deviation suggested by bidders	BHEL Reply
1	10	In case of shallow draft at discharge port, midstream discharge may be done. However, in case of difficulties in midstream/anchorage discharge due to safety reason, the vessel has to berth at Mongla port and discharges on Barge at port alongside. Any detention to vessel should be avoided and if incurred, will be borne by bidder. The decision of BHEL shall be final for type of discharge i.e midstream/ anchorage or after vessel berthing at Mongla port and no additional charges shall be payable if midstream /anchorage discharge is not feasible. Vessel should have to wait till suitable condition are there as far as draft and tidal conditions prevailing at Mongla port for unloading on barges either at port or midstream.	In this regard we wish to submit, The decision will be taken after considering draft or midstream discharge so the decision of the Bidders/ Vessel owner shall be final for the type of discharge. Also if suitable condition is not available to unload and vessel has to wait, Detention charged on that will be on account of BHEL.	No Change in NIT. No vessel detention is payable. Bidder has to choose Vessel and Vessel owner accordingly.
2	13	It will be bidders responsibility to safely discharge the heavy lifts on Flat barge and ensure the relevant type of barge with relevant Hydraulic stools/beams/hook off crew/ equipment's including choking/lashing arrangements etc. are in place before unloading the heavy lifts from the vessel for placement on Barge provided by cargo receiver.	Placement of barge will be cargo receiver's responsibility, safety and equipment for unloading will be made available by bidder. Hence any demurrage/ detention of vessel due to non-placement of barge will be to cargo receiver's account.	Bidders has to coordinate with receiver at discharge port. No change in NIT conditions. No vessel detention is payable. Bidder has to choose Vessel and Vessel owner accordingly.
3	22	These packages will have to be discharged on the wharf/Trucks/Barge arranged by Contractor/BHEL at Discharge Port. The payment will be made according to actual freight ton freighted (imported)	wharf/Trucks/Barge to be arranged by cargo receiver/ BHEL	wharf/Trucks/Barge to be arranged by cargo receiver/ BHEL
4	23	Safe Discharge of Heavy Lift Cargo and non-heavy lift cargo including hazardous cargo at discharge port on to Barges / Trucks	Barges / Trucks / Trailers to be arranged by cargo receiver/ BHEL	Barges / Trucks / Trailers to be arranged by cargo receiver/ BHEL

		/ Trailers. (Barges/ Trucks/Trailers will be arranged by the Contractor/BHEL).		
5	30	In case of any congestion at discharge port, the contractor shall do all necessary work for vessel berthing, if required, at discharge port. BHEL shall not be responsible for any vessel idling/detention charges due to delay in berthing including: a. Delay in allocation of berth at discharge port. b. Delay in berthing for the want of arrangement of requisite Trucks/Trailers/Barges for direct delivery from the vessel. c. Delay of want of documents from consignee	As cargo receiver is responsible for placement of Barges / Trucks / Trailers, detention charged due to delay in placement of these will be charge to BHEL.	Bidders have to coordinate with receiver at discharge port. No change in NIT conditions. No vessel detention is payable.
6	31	No vessel detention shall be payable in any case including delay in vessel berthing or delay in discharge of cargo because of swell/tide/draft conditions/port congestion/delay in placement of barges/trailers because of non-coordination at discharge port.	As cargo receiver is responsible for placement of Barges / Trucks / Trailers, detention charged due to delay in placement of these will be charge to BHEL	Bidders has to coordinate with receiver at discharge port. No change in NIT conditions. No vessel detention is payable.
7	36	Any vessel waiting time cost for tide settlement will in the scope of bidder.	This factor beyond control of bidder should be compensated by BHEL	No change in NIT conditions. No vessel detention is payable.