

Sagarmala Development Company Limited
(A Government of India Undertaking)
1st Floor, 124-Thapar House, Janpath Lane, New Delhi – 110001

Request for Proposal (RFP) for “Appointment of consultants for preparation of Detailed Project Report for improvement of Kakinada Anchorage Port Facilities under the Sagarmala Programme”

Corrigendum – I

1. The clauses mentioned in the RFP to be modified are as follows :-

S. No.	Existing Clause	Modified Clause
1.	Page 20 of RFP Clause 2.9.4 – Minimum Qualification Criteria Technical Capacity: <i>The Applicant (Sole Bidder or Lead member in case of the consortium) shall have, over the past 10 (ten) years preceding the PDD, undertaken a minimum of 5 (five) advisory/consultancy assignments (“Eligible Assignment”)</i>	Page 20 of RFP Clause 2.9.4 – Minimum Qualification Criteria <u>should be read</u> as Financial Capacity: <i>The Applicant (Sole Bidder or <u>Lead Member combined with Consortium Member, in case of the consortium</u>) shall have, over the past 10 (ten) years preceding the PDD, undertaken a minimum of 5 (five) advisory/consultancy assignments (“Eligible Assignment”)</i>
2.	Page 20 of RFP Clause 2.9.4 – Minimum Qualification Criteria Financial Capacity: <i>The Applicant (Sole Bidder or Lead member in case of the consortium) shall have received a minimum income of INR 10 crore or USD 5 (five) million per annum in India from Consultancy fees during each of the 3 (three) financial years preceding the Proposal Due Date.</i>	Page 20 of RFP Clause 2.9.4 – Minimum Qualification Criteria <u>should be read</u> as Financial Capacity: <i>The Applicant (Sole Bidder or <u>Lead Member combined with Consortium Member, in case of the consortium</u>) shall have received a minimum income of INR 10 crore or <u>USD 1.5 (one point five) million per annum in India</u> from Consultancy fees during each of the 3 (three) financial years preceding the Proposal Due Date.</i>
3.	Page – 29, Clause 2.16.6 Proposal Due Date – 4 September 2018	Page – 29, Clause 2.16.6 <u>should be read</u> as Proposal Due Date – 17 September 2018

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4.	Page – 61, Form 4B, Summary of Costs (Amount in INR) <table><tr><td></td><td colspan="2">Costs per Month</td><td colspan="2">Cost</td></tr><tr><td>Item</td><td>Amount in Figure</td><td>Amount in Words</td><td>Amount in Figure</td><td>Amount in Words</td></tr><tr><td>Costs of Financial Proposal</td><td></td><td></td><td></td><td></td></tr><tr><td>Goods and Services Tax</td><td></td><td></td><td></td><td></td></tr><tr><td>Other taxes and duties</td><td></td><td></td><td></td><td></td></tr><tr><td>Total costs of Financial Proposal (Quoted Rate)</td><td></td><td></td><td></td><td></td></tr></table>		Costs per Month		Cost		Item	Amount in Figure	Amount in Words	Amount in Figure	Amount in Words	Costs of Financial Proposal					Goods and Services Tax					Other taxes and duties					Total costs of Financial Proposal (Quoted Rate)					Page – 61, Form 4B, Summary of Costs <u>should be read</u> as (Amount in INR) <table><tr><td></td><td colspan="2">Cost</td></tr><tr><td>Item</td><td>Amount in Figure</td><td>Amount in Words</td></tr><tr><td>Financial Proposal – Phase 1</td><td></td><td></td></tr><tr><td>Financial Proposal – Phase 2</td><td></td><td></td></tr><tr><td>Sub-Total Financial Proposal</td><td></td><td></td></tr><tr><td>Goods and Services Tax</td><td></td><td></td></tr><tr><td>Other taxes and duties</td><td></td><td></td></tr><tr><td>Total cost of Financial Proposal (Quoted Rate)</td><td></td><td></td></tr></table>		Cost		Item	Amount in Figure	Amount in Words	Financial Proposal – Phase 1			Financial Proposal – Phase 2			Sub-Total Financial Proposal			Goods and Services Tax			Other taxes and duties			Total cost of Financial Proposal (Quoted Rate)		
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6.	Page – 64, Clause 5.1, 7 (i) Construction of Wharf for Mechanical handling near T Shed 'G' in New Port area at Anchorage Port of Kakinada: The existing wharves which were designed for manual operations were constructed long ago and have completed their service life. Hence, it is proposed to construct new wharf near T Shed “G” for a length of 90 mts. for mechanical handling at new port area	Page – 64, Clause 5.1, 7 (i) <u>should be read</u> as Construction of Wharves for mechanical handling in New Port area at Anchorage Port of Kakinada The existing wharves which were designed for manual operations were constructed long ago and have completed their service life. Hence it is proposed to construct new wharves: a) Near Transit Shed “G” for a length of 90 mts. b) Near Security Complex and beside Transit Shed “I” for a length of 110 mts. Please refer Annexure 1.

S. No.	Existing Clause	Modified Clause
7.	Page – 65, Clause 5.1, 7 (iv) Special repairs to existing groynes at Kakinada Anchorage Port: To carryout trade activities for imports and exports in Kakinada Anchorage Port, the commercial canal is the vital link connecting the sea at Kakinada bay is about 61 M wide at low water level and has a depth of 2.5 M below low water and riveted on its sides. The commercial canal from the point at Jagannaickpur Bridge (canal over Road Bridge) to the tip of the AGA Lights of the South / Northern extended the groynes towards sea subsequently long back prior to the year 1970. There is a need to strengthen the groynes & revetment by carrying out required special repairs / renewals to continue to have a trade activities through the commercial canal. The southern Bank of Commercial Canal from Canal over bridge at Jagannaickpur to Fisheries office is badly damaged. Therefore, there is every need to construct a Diaphragm wall to control the encroachments as well as to regulate the fishing boats and cargo boats. The Diaphragm wall is proposed to be designed for a dredge level of (-) 2.50 Mts., with top level at (+) 2.50 Mts and founding level at (-) 7.50 Mts. The present south groyne of about 3.30 Km from Yetimoga to Aga light is badly damaged. The present cross section adopted long back is not sufficient to withstand the Cyclonic waves. Hence, a section with a top width of 5.00 Mts with (1:1 ½) Slope with stone packing of Rough Stone. The cross section needs to be re-designed withstand the cyclonic waves. Further, North side revetment 4490 Mts., long and North groyne 936 Mts., long is badly damaged and is proposed for renovation.	Page – 65, Clause 5.1, 7 (iv) <u>should be read as</u> Special repairs to existing groynes at Kakinada Anchorage Port: To carryout trade activities for imports and exports in Kakinada Anchorage Port, the commercial canal is the vital link connecting the sea at Kakinada bay is about 61 M wide at low water level and has a depth of 2.5 M below low water and riveted on its sides. The commercial canal from the point at Jagannaickpur Bridge (canal over Road Bridge) to the tip of the AGA Lights of the South / Northern extended the groynes towards sea subsequently long back prior to the year 1970. There is a need to strengthen the groynes & revetment by carrying out required special repairs / renewals to continue to have a trade activities through the commercial canal. The southern Bank of Commercial Canal from Canal over bridge at Jagannaickpur to Fisheries office is badly damaged. Therefore, there is every need to construct a Diaphragm wall to control the encroachments as well as to regulate the fishing boats and cargo boats. The Diaphragm wall of 1100 Mts. length is proposed to be designed for a dredge level of (-) 2.50 Mts., with top level at (+) 2.50 Mts and founding level at (-) 7.50 Mts. Further in continuation to Diaphragm wall of 1100 Mts., long, there is a existing revetment on South side with a stretch of 1700 Mts. along Yetimoga village. The existing revetment damaged at several places, hence the revetment needs to repairs for renovation. The present south groyne of about 3300 Mts., from Yetimoga Village end point to Aga light is badly damaged. The present cross section adopted long back is not sufficient to withstand the Cyclonic waves. The cross section needs to be re-designed to withstand the cyclonic waves with sufficient top width of 5.00 Mts with (1:1 1/2) Slope with stone packing of Rough Stone. Further, North side revetment 4490 Mts., long and North groyne 936 Mts., long is badly damaged and is proposed for renovation.

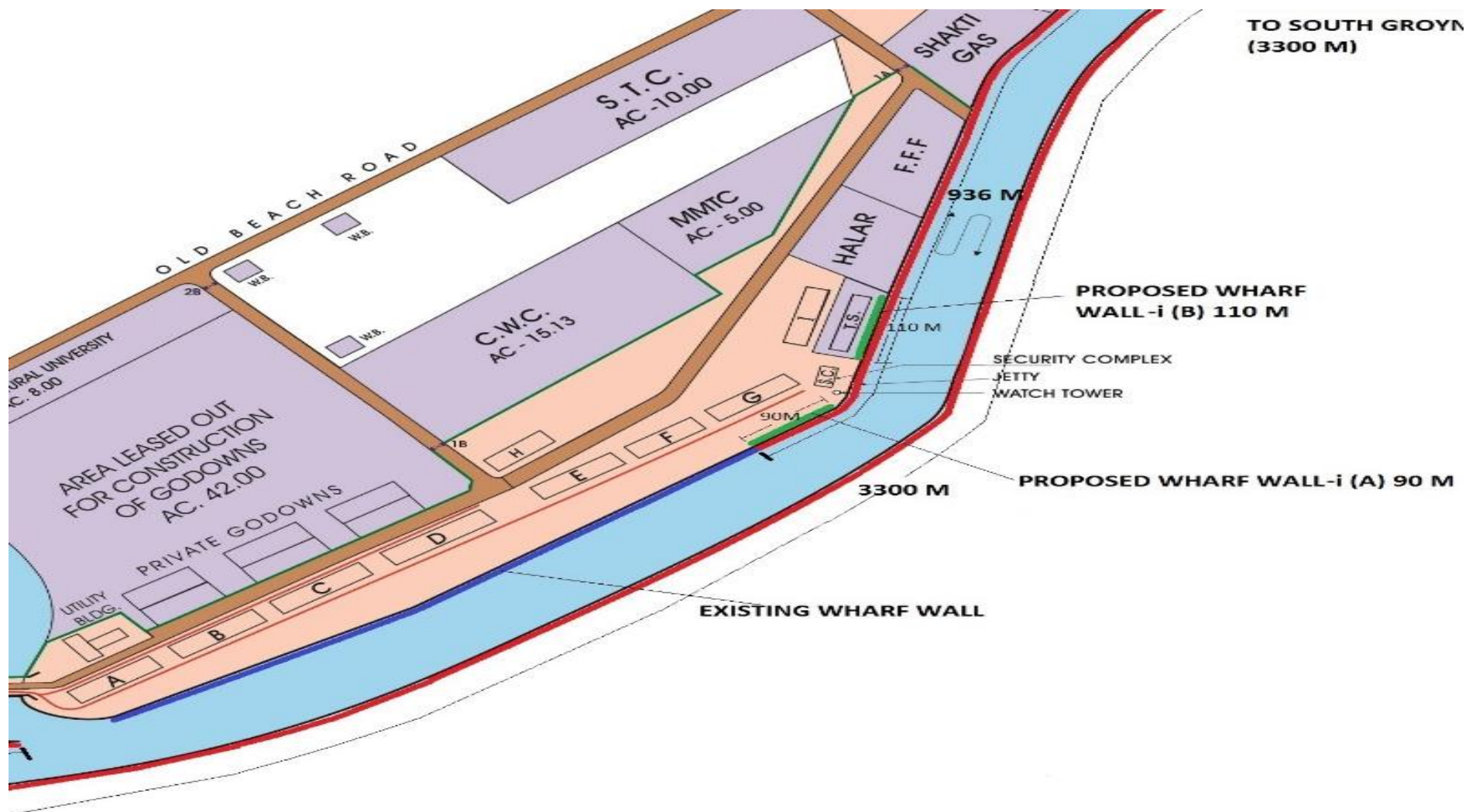
S. No.	Existing Clause	Modified Clause
8.	Page – 65, Clause 5.1, 7 (v) Renovation of Transit Sheds A to I (9 Nos) in New Port area at Anchorage Port of Kakinada: Kakinada Anchorage Port has 9 No. of transit sheds from No. A to I with each transit shed consists of 3 compartments except transit shed D which consists of 4 compartments. At present all 9 transit sheds are in unserviceable condition as no major repair work has been done since the completion of their construction. Hence, the existing transit sheds at Kakinada Anchorage Port needs to be renovated duly re-designing the floor level of the Transit Sheds with reference to the existing Port roads and replacing the existing A.C. Sheet roof with new roof as per latest trends in the industry.	Page – 65, Clause 5.1, 7 (v) <u>has been deleted</u>
9.	Page – 66 Plan for Kakinada Anchorage Port	Page – 66 Plan for Kakinada Anchorage Port provided in Annexure 2.
10.	Page – 66 Capital Dredging of Kakinada Anchorage Port	Page – 66 <u>should be read as</u> Maintenance Dredging of Kakinada Anchorage Port
11.	Page – 67, Clause 5.1, 13 13) Any additional work in connection with the scope of work which the A.P. Port Department feels essential shall be carried out by the Consultant firm during the period of contract.	Page – 67, Clause 5.1, 13 <u>has been deleted</u>

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12.	Page – 67, Clause 5.1,	Page – 67, Clause 5.1, 14 and 15 <u>have been added</u> <u>Phase 2</u> 14. The Consultant shall also furnish detailed drawings for the above works which are Good for Construction 15. The Consultant shall provide assistance during the Bidding phase.																																																			
13.	Page – 68, Clause 5.2 <table border="1"> <thead> <tr> <th>Deliverable and Payment Schedule Activity/ Deliverables</th><th>Activity Duration (in Weeks)</th><th>Payment Schedule (% of total fee quoted)*</th></tr> </thead> <tbody> <tr> <td>Submission of Inception Report</td><td>T + 2</td><td>10%</td></tr> <tr> <td>Submission of Draft DPR including Financial Feasibility and Economic Analysis</td><td>T + 14</td><td>30%</td></tr> <tr> <td>Approval of Final DPR</td><td>T + 16</td><td>40%</td></tr> <tr> <td>Approval of Bid Documents</td><td>T + 18</td><td>20%</td></tr> <tr> <td>Total</td><td>18</td><td>100%</td></tr> </tbody> </table> T – Project Start Date–It would be counted from the date of Letter of Award	Deliverable and Payment Schedule Activity/ Deliverables	Activity Duration (in Weeks)	Payment Schedule (% of total fee quoted)*	Submission of Inception Report	T + 2	10%	Submission of Draft DPR including Financial Feasibility and Economic Analysis	T + 14	30%	Approval of Final DPR	T + 16	40%	Approval of Bid Documents	T + 18	20%	Total	18	100%	Page – 68, Clause 5.2 <u>should be read as</u> <table border="1"> <thead> <tr> <th>Deliverable and Payment Schedule Activity/ Deliverables</th><th>Activity Duration (in Weeks) *</th><th>Payment Schedule (% of total fee quoted for Phase 1)</th></tr> </thead> <tbody> <tr> <td>Submission of Inception Report</td><td>T + 2</td><td>10%</td></tr> <tr> <td>Submission of Survey Reports</td><td>T + 8</td><td>20%</td></tr> <tr> <td>Submission of Draft DPR including Financial Feasibility and Economic Analysis</td><td>T + 14</td><td>30%</td></tr> <tr> <td>Approval of Final DPR</td><td>T + 16</td><td>40%</td></tr> <tr> <td>Total</td><td>18</td><td>100%</td></tr> </tbody> </table> * T – Project Start Date–It would be counted from the date of Letter of Award <table border="1"> <thead> <tr> <th>Deliverable and Payment Schedule Activity/ Deliverables</th><th>Activity Duration (in Weeks) ^</th><th>Payment Schedule (% of total fee quoted for Phase 2)</th></tr> </thead> <tbody> <tr> <td>Submission of GFC drawings</td><td>A + 4</td><td>40%</td></tr> <tr> <td>Monthly payment</td><td>3 months</td><td>15% per month, at the end of each month</td></tr> <tr> <td>Signing of contract</td><td></td><td>15%</td></tr> <tr> <td>Total</td><td></td><td>100%</td></tr> </tbody> </table> ^ A – date of Approval for Phase 2	Deliverable and Payment Schedule Activity/ Deliverables	Activity Duration (in Weeks) *	Payment Schedule (% of total fee quoted for Phase 1)	Submission of Inception Report	T + 2	10%	Submission of Survey Reports	T + 8	20%	Submission of Draft DPR including Financial Feasibility and Economic Analysis	T + 14	30%	Approval of Final DPR	T + 16	40%	Total	18	100%	Deliverable and Payment Schedule Activity/ Deliverables	Activity Duration (in Weeks) ^	Payment Schedule (% of total fee quoted for Phase 2)	Submission of GFC drawings	A + 4	40%	Monthly payment	3 months	15% per month, at the end of each month	Signing of contract		15%	Total		100%
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This Addendum has been issued with the approval of Competent Authority.

Annexure 1

Sd/-
(D K Rai)
Director (Sagarmala), Ministry of Shipping



Annexure 2

KAKINADA ANCHORAGE PORT

