

Global tender no. NCPOR/P&S/HSS-290 /GT-02

For Supply, Installation & Commissioning of clean CTD with clean winch, van and cable.

PRE-BID MEETING; Dated: 15th June, 2022

S.No.	Query/ Clarification / Request	Reply
1.	As per technical specification called for, these are customised solution and not standard on the shelf, no single manufacturer has all systems in house, 3rd party items need to be sourced from other suppliers in the world , the solution can be made available under Joint Venture. Please confirm if JV is allowed, If yes, please share the standard JV draft.	JV or consortium should be registered under Company Act 2013 and/or Limited Liability Partnership Act 2008.
2.	Under JV, the supply part i.e. sensor order to be placed with OEM supplying sensors and 3rd party items i.e. Winch, cable , container, van veen grab separately in respective currency ??, this will be a saving to NCPOR, respective OEMs shall be individually responsible for delivery of their respective product to NCPOR and responsible for integrating both clean CTD with the winch and deliverables.	JV or consortium should be registered under Company Act 2013 and/or Limited Liability Partnership Act 2008.
3.	Can the Integration amount be paid in INR??	The bid amount should be quoted in a single currency.
4.	Due to pandemic (covid), global supply chain issue faced by all manufacturer, parts suppliers, inflation in cost of raw material which has gone up many folds, increased freight and shipping costs, depleted inventory levels, laborshortages, and due to ongoing war have made challenging situation worldwide, we request inplace of EMD, Bid Security Declaration to be considered and format of the same be shared.	As per tender terms.
5.	As explained above, due to the global challenges, 3rd party item manufacturer, supplier i.e. winch , cable , container require 50% pre-payment to book the order and remaining once goods are ready, Requesting NCPOR to consider stage wise payment.	As per tender terms.

6.	Please confirm if we can offer electric winch also, as most of the ocean research vessels are opting for electric winch in place of hydraulic winch due to easy maintenance, less spares needed compared to hydraulic winch.	As per the tender specification mentioned in tender document page no 111.
S.No.		Reply
7.	Request for waive off EMD: US \$ 58,000 a. Due to Covid situation, GOI institutes coming under MoES including NCPOR did not warranted EMD and supported the potential bidder to participate by providing complied Bid with bid declaration document. We understand even from the recent global tender # NCPOR/P&S/DOM-01/GT-01 NCPOR didn't warranted EMD. We therefore request NCPOR to extend the same support for this present tender to provide our competitive offer	As per tender terms.
8.	Request for providing option to bid in two currencies (USD and GBP) a. The items requested in NIT is high value complex niche systems which need to be integrated by more than one OEM - we will propose NCPOR consider Joint Venture bidding arrangement, and required format shall be made available for bidding. b. We are fully capable of designing / building and delivering containerised clean CTD winch along with required umbilical and accessories; but have to depend on suitable manufacturer for clean CTD. c. Respective items (clean CTD) comes at its cost, and it is better respective OEMs are given responsibility for delivery of their products. Both CTD and winch manufacturer(s) shall be individually responsible for delivery of their respective product to NCPOR; and collectively responsible for integrating both clean CTD with the winch and deliverables. d. We would like to address this during the pre-bid meeting.	The amount should be quoted in a single currency only.
9.	Being high value tender we request NCPOR to	No changes in the

	<p>consider following payment option</p> <p>a. On completion of initial design and acceptance, NCPOR shall consider 30%</p> <p>b. On completion of production and testing at our facility 60% shall be made prior to shipment</p> <p>c. Balance 10% on delivery and completion of SAT in India</p>	<p>payment options. The same will be as per tender terms.</p>
10.	<p>On Performance security cum Performance BG 3%</p> <p>a. We understand from page 99 of NCPOR NIT - it is mentioned Indian bidders alone are required to provide PBG 3% towards supply and warranty and we believe 3% PBG is not applicable for foreign bidder. Please confirm</p>	<p>Applicable to all vendors irrespective of bidder's origin i.e. both domestic and foreign</p>
11.	<p>Please confirm the delivery requirement of NCPOR</p> <p>a. We notice both FOB and CIF incoterms are mentioned in the NIT.</p> <p>b. Being high value / heavy weight / high volume consignment; we request NCPOR to pick the goods EXW OEM facility and or on FOB INCOTERMS as committing CIP / CIF sea freight to India will mean additional sea voyage time and in current times; we cannot commit fixed timeline as booking sea freight logistics in itself takes few weeks and several weeks for sea voyage / shipment time to India / Goa.</p>	<p>No changes. As per tender terms</p>
12.	<p>Technical Points:</p> <p>a. Vessel deck lay out shall be provided to look at the type of level wind required</p>	<p>The whole equipment set up should be suitable for operating in any standard Deep Ocean Research Vessel, such as RV SagarKanya, RV Sagar Nidhi, RV Sindhu Sadhana etc. however not limited to the mentioned. The total solution should be feasible to be placed onboard any research vessel of opportunity.</p>

