

CORRIGENDUM -1

CORRIGENDUM -1 to Tender No. CON/T/DCONT-10,000/20FT/HC/EO&SA/2017 for PROCUREMENT OF 10,000 CONTAINERS (20FT*6000 HCEO, 34T & 20FT* 2000 HCSA, 30.48T & 20FT* 2000 HCEO, 30.48T) OF 20 FT HIGH CUBE CONTAINERS DATED 12/09/2017 of CONCOR is issued for:

1.0 Issued Amendment no. 1 to 7 to the tender

2.0 Issue clarification no. 1 to 5 in response to clarifications sought by the intended bidders during pre bid meeting held on 03/10/2017 or written queries received with respect to Pre Bid Meeting held.

Please visit on company's website, www.concorindia.co.in and also visit website of tender wizard www.tenderwizard.com/CCIL for complete details. All other terms and conditions of the bid document shall remain unchanged.

GROUP GENERAL MANAGER(TECHNICAL)

AMENDMENT NO. 1 TO 7 TO THE TENDER NO. NO. CON/T/DCONT-10,000/20FT/HC/EO&SA/2017 for PROCUREMENT OF 10,000 CONTAINERS (20FT*6000 HCEO, 34T & 20FT* 2000 HCSA, 30.48T & 20FT* 2000 HCEO, 30.48T) OF 20 FT HIGH CUBE CONTAINERS DATED 12/09/2017 UNDER CORRIGENDUM-1

AMENDMENT NO.	CLAUSE AND SECTION OF TENDER	AMENDMENT
1	Clause-1.5 of Annexure-A of Section-V	<p>Replace the clause 1.5 of Annexure –A of Section V as under:-</p> <p>Maximum Permissible Tare Weight (upper limit of weight range): 2820 Kgs</p> <p>The bidder should calculate and declare the container design tare weight and the manufacturing tolerance along with the drawings at the time of bid submission. The tolerance on tare weight shall not exceed $\pm 2\%$.</p> <p>Based on the declared design tare weight by bidder, CONCOR shall calculate the maximum and minimum allowable tare weight of individual containers. However, the maximum tare weight of any container shall not exceed the limit indicated above.</p> <p>It may also be noted that the containers outside the permissible weight range shall be rejected and not supplied to CONCOR. CONCOR reserves the right to check the tare weight of any container(s) at any stage during contract and can reject the container(s) if found out of the permissible range. If container(s) are rejected, the supplier shall be responsible to remove or dispose off such rejected containers from CONCOR premises as per Clause 4.8 Terms & Conditions, Section-III within allowable period.</p>
2	Clause 12 of Annexure-A of Section-V	<p>Replace the clause 12 of Annexure –A of Section V as under:-</p> <p>Steel Floor consist of 3.0 mm thick checkered steel plates and is laid on the plywood boards. These steel plates are butt jointed together to form one panel by automatic welding and then, continuously welded to the bottom side rail, front Sill and door Sill.</p>

3	Clause 12 of Annexure-B of Section-V	<p>Replace the clause 12 of Annexure –B of Section V as under:-</p> <p>Steel Floor consist of 3.0 mm thick checkered steel plates and is laid on the plywood boards. These steel plates are butt jointed together to form one panel by automatic welding and then, continuously welded to the bottom side rail, front Sill and door Sill</p>
4	Clause 10.4 of Annexure –C of Section –V	<p>Replace the clause 10.4 of Annexure –C of Section V as under:-</p> <p>Steel Floor consist of 3.0 mm thick checkered steel plates and is laid on the plywood boards. These steel plates are butt jointed together to form one panel by automatic welding and then, continuously welded to the bottom side rail, front Sill and door Sill.</p>
5	Clause 4.3 of Annexure – A of section – V	<p>Replace the clause 4.3 of Annexure –A of Section V as under:-</p> <p>BOTTOM SIDE RAIL Each bottom side rail is built of a steel pressing made in one piece. The bottom flange should face outwards so as to minimize corrosion and facilitate easy repair.</p> <p style="padding-left: 40px;">Shape : Channel Section Dimension : (158-162) x 48 x 30 x 4.5 mm or 162X100X40X4.5 mm</p> <p>A double Z-Section of 162 x 70 x 28 x 33 x4.5 mm can also used as an alternative to the above. If this alternative is availed. L-Section (Steel Floor guide rails) will not be required.</p>
6	Clause 8 of Annexure-A of Section-V	<p>Replace the clause 8 of Annexure –A of Section V as under:-</p> <p>Square Tube: 60 x 60 x 3.0 MM or 100X50X3 mm</p>
7	Clause 1 Point No.III of Section-I	<p>Replace the Clause 1 Point No.III of Section-I as under:-</p> <p>Total Estimated Cost:- 248.66 Crores (Excluding of Taxes and Duties).</p>

Clarification No.1 to 5 to the Tender No. CON/T/DCONT-10,000/20FT/HC/EO&SA/2017 under Corrigendum-1

Clarification No.	CLAUSE & Section No.	STATEMENT OF THE TENDER DOCUMENT	Clarification sought by the firms during pre bid meeting held on 03.10.2017 or written queries received.	CONCOR's Response
1.	Clause-1.5 of Annexure-A of Section-V (Page-54 of 106 of tender document).	Maximum permissible Tare weight (Upper limit of weight range):2750Kg	<p>It is pointed out by our principals that the Maximum Tare Weight stipulated is insufficient if proper materials are used in the production. A comparison may be worked out with Type II container tare weight of 2600 kg by adding and subtracting the difference between both container designs which are on the rear end and side panels with new door frame on both sides with added side panel thickness.</p> <p>It is pointed out that 70 Kg more to be added to the now fixed Maximum Tare Weight of 2750 Kg in the tender documents.</p>	Maximum permissible tare weight (upper limit of weight range) to be read as 2820 kgs.
2.	<p>Clause 8 of Annexure-A of Section-V (Page 58 of 106 of Tender Document)</p> <p>Clause 4.3 of</p>	<p>Top Side Rail- Square Tube: 60x60x3.0 MM</p> <p>Bottom Side Rail-</p>	<p>After reviewing the tender documents, we have the following two points for 20ft side access containers which are deviated from the tender documents.</p> <p>1. As per tender specs the top side rails is 60 x 60 x 3, but our design need to be 100 x 50 x 3, that is a consideration to meet the distance of two side panels and the structure of side door</p>	<p>Top side rail of 100X50X3 is also permitted. Clause 8 of Annexure A of Section –V shall now read as</p> <p>TOP SIDE RAIL Square Tube: 60X60X3.0 mm or 100X50X3.0 mm</p> <p>Bottom side rail of 162X100X40X4.5 is also permitted.</p>

	Annexure-A of Section-V (Page 57 of 106 of Tender Document)	<p>Shape: Channel Section Dimension: (158-162)x48x30x4.5mm.</p> <p>A double Z section of 162x70x28x33x4.5mm can also be used as an alternative to the above. If this alternative is availed. L-Section (Steel Floor Guide rails) will not be required.</p>	<p>headers.</p> <p>2. As per tender specs the bottom side rails is (158-162)x48x30x4.5, but our design need to be 162x100x40x4.5, because the bottom side rails also have a function which is to be as side door sill.</p>	<p>Clause 4.3 of Annexure A of section V now read as: Each bottom side rail is built of a steel pressing made in one piece. The bottom flange should face outwards so as to minimize corrosion and facilitate easy repair.</p> <p>Shape : Channel Section Dimension : (158-162)X48X30X4.5 mm or 162X100X40X4.5 mm.</p> <p>A double Z-section of (162X70X28X33X4.5mm) can also be used as an alternative to the above. If this alternative is availed. L-Section (steel floor guide rails) will not be required.</p>				
3.	Clause 2.0 of Section-II of Tender Document (Page 5 of 106 of Tender Document)		<p>We refer to your recent tender no. CON/T/DCONT-10000/20FT/HC/EO&SA/2017 for supply of 10000 nos. 20 feet steel dry freight containers – 10000 nos. as under:-</p> <table border="1" data-bbox="898 1313 1402 1385"> <thead> <tr> <th data-bbox="898 1313 1070 1385">Type of Container</th> <th data-bbox="1070 1313 1402 1385">Quantity</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Type of Container	Quantity			Clause 2.0 of the Section II the tender shall prevail.
Type of Container	Quantity							

			<table border="1"> <tr> <td data-bbox="889 197 1070 373">Type – I</td> <td data-bbox="1070 197 1406 373">2000 Nos. of 20 feet Hi-Cube Side Access Dry Freight Containers (Maximum Gross Weight: 30,480 kgs).</td> </tr> <tr> <td data-bbox="889 373 1070 555">Type – II</td> <td data-bbox="1070 373 1406 555">2000 Nos. of 20 Feet Hi-cube End Open Steel Dry Freight Containers (Maximum Gross Weight: 30,480 kgs)</td> </tr> <tr> <td data-bbox="889 555 1070 737">Type – III</td> <td data-bbox="1070 555 1406 737">6000 nos. of 20 feet Hi-Cube End Open Steel Dry Freight Containers (Maximum Gross Weight : 34,000kgs)</td> </tr> </table>	Type – I	2000 Nos. of 20 feet Hi-Cube Side Access Dry Freight Containers (Maximum Gross Weight: 30,480 kgs).	Type – II	2000 Nos. of 20 Feet Hi-cube End Open Steel Dry Freight Containers (Maximum Gross Weight: 30,480 kgs)	Type – III	6000 nos. of 20 feet Hi-Cube End Open Steel Dry Freight Containers (Maximum Gross Weight : 34,000kgs)	
Type – I	2000 Nos. of 20 feet Hi-Cube Side Access Dry Freight Containers (Maximum Gross Weight: 30,480 kgs).									
Type – II	2000 Nos. of 20 Feet Hi-cube End Open Steel Dry Freight Containers (Maximum Gross Weight: 30,480 kgs)									
Type – III	6000 nos. of 20 feet Hi-Cube End Open Steel Dry Freight Containers (Maximum Gross Weight : 34,000kgs)									
<p>We wish to inform you that we are the largest manufacturer of all types of containers in India. We are interested to participate in the above referred tender. However, we find from the tender documents that as per clause 2.0, Qualifying requirements of bidders (Page 5-7) of the General instructions to bidders – section – II is enclosed (Please see Annexure I for your ready reference) none of the Indian container manufacturers/OEMs are able to satisfy the qualifying criteria/requirement of the tender.</p> <p>We wish to inform you that ISO container manufacturing activity in India is extremely low as most of the</p>										

			<p>Shipping/Logistics Companies are not sourcing their requirements of Containers from Indian manufacturers. This ultimately results in a very low manufacturing of ISO containers in India. We therefore, feel that none of Indian manufacturer would meet the eligibility requirements as laid down by CONCOR for the tender under reference – (please see Annexure I) enclosed with this mail.</p> <p>Essentially, this would mean a sure elimination of all domestic manufacturers leaving a vast business opportunity from a leading Public Sector Undertaking (PSU) open exclusively for overseas suppliers. You would appreciate that this is also against Government of India's policy of encouraging all PSU's to source their requirements from indigenous suppliers as far as possible. Besides, this will also involve outgo of lot of precious foreign exchange in case CONCOR imports these containers. In addition, this is also contrary to the Government of India policy of "Make in India" to encourage indigenous production of all such items.</p> <p>We also wish to highlight that Container manufacturing involves a very general level of Engineering expertise which is abundantly available in India. Therefore meeting CONCOR's requirements of both these types will not be a problem at all, as we are the largest and oldest</p>	
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4.	Clause 2.3 & 18.5.3 of section II of the tender.	Tender Cost, EMD, Bid Security & price preference Clauses to Eligible MSE Bidders.	<p>Enclosed please find attached herewith the NSIC certificate no. NSIC/BOD/GP/Delhi/2011/2683 dated March 16th 2016 (attached). We are exempted from EMD, Tender fee, Bid security etc. in terms of letter of Ministry of MSME vide letter no. 9(14)/2007-SSI (P)-I dated March 08th, 2011 (Copy attached).</p> <p>We are also exempted from turnover criteria. Please refer to letter to Ministry of Micro Small & Medium Enterprises No. 22(1)2003/EP&M dated 29/07/2003 and there is a court order no. W.P (C) no. 7704 of 2009 dated 12/08/2010 of Delhi High Court to implement these terms as instructions to Govt. Departments and PSU's is also attached in this regard.</p> <p>Please also note that price preference of 15% is also stipulated for NSIC approved firms.</p> <p>Kindly allow acceptance of these documents in your e-procurement portal in lieu of DD of EMD & Tender fee. You are requested to kindly update this information in the Bid document and also communicate acceptance on our email info@cwickimport.com</p> <p>The details of Joint Venture with Manufacturer, we shall submit later.</p>	Clause 2.3 & 18.5.3 of section II of the tender shall prevail.
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5.	Clause 4.0, 5.0 and 6.0 of section II of the Tender Document.		<p>This refers to your Tender No. CON/T/DCONT-10,000/20ft/HC/EO & SA/2017 for supply of 10,000 Steel Dry Freight Containers due on 24.10.2017 and pre-bid meeting where in we have highlighted the following points and request you to kindly advice:</p> <p>1) The Bid submission documents need to be Digitally signed and then uploaded on Tender portal of CONCOR.</p> <p>* Our Principles are based in China, we are trying to get Digital Signature for them for which kindly advise us Class/Type of Digital Signature to be taken and the process to be followed.</p> <p>* As such all documents will be physically signed with Company Chop by Authorised Signatory of our Principle.</p> <p>* Can we digitally sign all the submission documents on their behalf as agents based on Authority Letter as per Format Annexure-7 of Tender Documents and the Upload the same?</p>	<p>Class-III digital signature is required</p> <p>Clause 4.0, 5.0 and 6.0 of section II of the tender shall prevail.</p>

	<p>Clause 10.4 of Annexure C of Section-V of Tender Document.</p>		<p>2) Fixing Arrangement of Steel Floor Plates: Point 10.4 of Type 3 Container Specifications states that Plates need to be welded intermittently to Side & Front SIL and Continuous welded to Door SIL.</p> <p>While no such comment stated for Type 1 & 2 Containers.</p> <p>We feel it is better to have Continuous welded on all sides for having strong fixing of Steel Floor, although intermittent is easier for production.</p> <p>Kindly advise.</p>	<p>Clause 10.4 of Annexure C of Section V shall now read as “Steel Floor consist of 3.0 mm thick checkered steel plates and is laid on the plywood boards. These steel plates are butt jointed together to form one panel by automatic welding and then, continuously welded to the bottom side rail, front Sill and door Sill.”</p> <p>Further, clause 12 of Annexure ‘A’ and Annexure ‘B’ shall now read as “Steel Floor consist of 3.0 mm thick checkered steel plates and is laid on the plywood boards. These steel plates are butt jointed together to form one panel by automatic welding and then, continuously welded to the bottom side rail, front Sill and door Sill.”</p>
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	<p>Clause 2.0 of the Section II of Tender Document.</p>		<p>3) Our Principles SINGAMAS GROUP have multiple factories across China. Each factory is a separate Company as per Chinese Laws and is a Subsidiary of the Mother Company: SINGAMAS MANAGEMENT.</p> <p>Considering the quantity required and Freight rates optimisation, we propose to Bid as under :-</p> <p>Bid by : SINGAMAS MANAGEMENT</p> <p>Manufacturer : Type I :- Factory A</p> <p>“ : Type II :- Factory B</p> <p>“ : Type III :- Factory C</p> <p>Bidder : SINGAMAS MANAGEMENT has Controlling Share in all Manufacturing Companies.</p> <p>Kindly advise on acceptability of such a Bid.</p> <p>Thanking you and assuring you of our best services.</p>	<p>Clause 2.0 of the Section II the tender shall prevail.</p>
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