

**RECORD NOTE OF PRE BID MEETING (HYBRID MODE)
HELD AT 12:00 HOURS ON 10.04.2026 REGARDING
“TENDER FOR RECONSTRUCTION OF Q2-Q3 BERTHS AT
MATTANCHERRY WHARF OF COCHIN PORT-(RETENDER)”
(Tender No.T10/T-2093/2026-C)**

The following officials of CoPA were present in the meeting:

1. Col Jassar S.M., Chief Engineer
2. Shri. Thadevus T.P, Dy. Chief Engineer(I)
3. Smt. Anjana N., Executive Engineer(I)
4. Smt. K.V. Moli, Sr.Accounts Officer
5. Shri. Siji. C. Mathew, Asst. Engineer (Tech-II)

The representatives from the following firms were present in the meeting:

1. M/s. Megha Infra Projects
2. M/s. RDS Project Ltd.
3. M/s. Thirumala Constructions
4. M/s. Geotech Offshore Structures Pvt. Ltd.

The meeting in hybrid mode commenced at 12.00 Hrs with Chief Engineer welcoming all the participants.

Dy. Chief Engineer-I informed that some prospective bidders have submitted written queries which will be discussed and clarified, along with the queries being raised during the meeting. Subsequently, various queries raised by the bidders were discussed in detail. Dy. Chief Engineer - I also informed that the bidders can furnish written queries upto 5.00pm on 12.04.2026 and will be answered.

Replies to the written queries and the queries raised by the representatives were given to the extent immediately possible and it was informed that formal replies/responses of the department to all the queries will be shortly uploaded in the tender portal as an Addendum / Corrigendum.

The meeting concluded by 12:30 pm, thanking all the participants.

Sd/-

CHIEF ENGINEER

COCHIN PORT AUTHORITY

An ISO-9001:2008 & ISPS Compliant Port

ADDENDUM / CORRIGENDUM NO.3

**TENDER FOR
RECONSTRUCTION OF Q2-Q3 BERTHS AT MATTANCHERRY WHARF OF COCHIN
PORT (RETENDER)
(Tender No T10/T-2093/2026-C)**

PRE BID QUERIES AND COPA'S RESPONSES THEREON

SI No	Section / Clause / Sub Clause No	Tender Specification	Queries from Bidder	Response of CoPA
Bidder 1				
1	Section I, Clause 2 of NIT and Clause 12(a) of Instructions to Tenderers	<p>Minimum Eligibility Criteria:</p> <p>a) Experience : The tenderers should have experience of having successfully completed or substantially completed the works mentioned below during the last 7 (seven) years ending 31st March 2026, at least either:</p> <p>(i) Three similar works each costing not less than Rs.26,56,28,846.00 (OR)</p> <p>(ii) Two similar works each costing not less than Rs.33,20,36,058.00 (OR)</p> <p>(iii) One similar work costing not less than Rs.53,12,57,693.00</p> <p>Note: In case of substantial completion, the certificate shall be produced as substantially completed.</p> <p>b) Financial Turnover : Average Financial Turnover of the tenderer over the last three financial years ending 31st March 2025 of the previous financial year [2022-'23, 2023-'24 & 2024-'25] shall not be less than Rs.19,92,21,635.00</p> <p>Explanatory Notes to a) & b): Similar work(s) means "Construction of a berth/ jetty/ bridge/ marine structure in sea/ river/ backwater/ marine environment with bored cast in situ pile foundation"</p>	<p>Modification of Definition of Similar Work It is requested that the clause be revised as follows: "Construction/repair/rehabilitation of berth/ jetty/ bridge/ marine structure in sea/ river/backwater/marine environment, with or without bored cast-in-situ pile foundation." This modification would allow inclusion of specialized agencies with strong river, marine construction and rehabilitation experience, while still ensuring technical competence.</p>	Not acceptable. Tender condition shall prevail.

2	<p>Section II, Clause 8.1 of General Conditions of Contract</p>	<p>The Contractor may subcontract with the approval of the Engineer or his nominee but may not assign the Contract without the approval of the Employer in writing. Subcontracting does not alter the Contractor's obligations.</p> <p>Notwithstanding any subcontracting with such approval as required under above and notwithstanding that the Engineer shall have received copies of any sub-contract, the Contractor shall be solely responsible for the quality and proper execution of the works, performance of all conditions of contract in all respects as if such subletting had not taken place and as if such work has been done directly by the Contractor.</p> <p>If any Sub-Contractor engaged upon the works at the site executes any work, which in the opinion of the Engineer or his nominee is not in accordance with the Contract condition, written notice may be given to the Contractor requesting him to terminate such sub contract and the Contractor, upon receipt of such notice shall terminate such sub contract and the said Sub Contractor shall forthwith leave the works, failing which the Employer shall have right to remove such Sub Contractors from site. No action taken by the Employer under this clause shall relieve the Contractor of any of his liabilities under the contract or give rise to any compensation, extension of time or otherwise.</p>	<p>Acceptance for Association with Specialized Agencies (MoU Basis)</p> <p>We request that bidders be permitted to associate with agencies having proven experience in bored cast-in-situ piling works through a formal Memorandum of Understanding (MoU). Such agencies can undertake the piling works under the overall responsibility and contractual obligation of the bidder.</p> <p>This approach is widely adopted in infrastructure projects to ensure both specialization and accountability without restricting competition.</p>	<p>Tender conditions shall prevail.</p> <p>The Bidder can engage agencies for specialized works through sub contracting with the prior approval of the Employer.</p> <p>Please refer Clause 8.1 of GCC, Section-II & Clause No.3 of Special Conditions of Contract, Section-III.</p>
3	<p>Section I, Clause 2 of NIT and Clause 12(a) of Instructions to Tenderers</p>	<p>Minimum Eligibility Criteria:</p> <p>a) Experience :</p> <p>The tenderers should have experience of having successfully completed or substantially completed the works mentioned below during the last 7 (seven) years ending 31st March 2026, at least either:</p> <p>(i) Three similar works each costing not less than Rs.26,56,28,846.00 (OR)</p> <p>(ii) Two similar works each costing not less than Rs.33,20,36,058.00 (OR)</p> <p>(iii) One similar work costing not less than Rs.53,12,57,693.00</p> <p>Note: In case of substantial completion, the certificate shall be produced as substantially completed.</p> <p>b) Financial Turnover :</p> <p>Average Financial Turnover of the tenderer over the last three financial years ending 31st March 2025 of the previous financial year [2022-'23, 2023-'24 & 2024-'25] shall not be less than Rs.19,92,21,635.00</p>	<p>Consideration of Ongoing Works as Eligible Experience</p> <p>We request that ongoing projects of similar nature ("Construction/repair/rehabilitation of berth/ jetty/ bridge/ marine structure in sea/ river/backwater/marine environment, with or without bored cast-in-situ pile foundation."), supported by satisfactory progress /performance certification from the client, be considered for eligibility.</p>	<p>Ongoing works with minimum 90% financial progress also will be considered for Experience of MEC supported by satisfactory progress and performance certification by the Employer.</p>

		Explanatory Notes to a) & b): Similar work(s) means “Construction of a berth/ jetty/ bridge/ marine structure in sea/ river/ backwater/ marine environment with bored cast in situ pile foundation”				
4	Section I, Clause 4(Table-2) of NIT	No	Particulars	Date and Time	Request for Extension of Bid Submission Date In addition to the above, we kindly request an extension of the bid submission date by at least two (2) weeks. This will enable us to finalize technical tie-ups (including MoU with specialized piling agencies), site visits, complete detailed technical evaluations, and submit a comprehensive and competitive bid aligned with project requirements.	Please see Addendum/ Corrigendum No.5
		1	Tender e-publication date	01/04/2026		
		2	Download period of Bid Documents	01/04/2026 to 28/04/2026		
		3	Date of pre-bid meeting	09/04/2026 at 11:00 hrs		
		4	Last date for seeking clarification	08/04/2026 at 15:30 hrs		
		5	Last date and time of submission of bid	28/04/2026 up to 15:00 hrs		
		6	Date and time of opening the bid	28/04/2026 after 15:30 hrs		
Bidder 2						
5	Section I, Clause 2 of NIT and Clause 12(b) of Instructions to Tenderers	Minimum Eligibility Criteria: a) Experience : The tenderers should have experience of having successfully completed or substantially completed the works mentioned below during the last 7 (seven) years ending 31st March 2026, at least either: (i) Three similar works each costing not less than Rs.26,56,28,846.00 (OR) (ii) Two similar works each costing not less than Rs.33,20,36,058.00 (OR) (iii) One similar work costing not less than Rs.53,12,57,693.00 Note: In case of substantial completion, the certificate shall be produced as substantially completed. b) Financial Turnover : Average Financial Turnover of the tenderer over the last three financial years ending 31st March 2025 of the previous financial year [2022-'23, 2023-'24 & 2024-'25] shall not be less than Rs.19,92,21,635.00 Explanatory Notes to a) & b): Similar work(s) means “Construction of a berth/ jetty/ bridge/ marine structure in sea/ river/ backwater/ marine environment with bored cast in situ pile foundation”.		Financial Turnover Criteria: Whether, for the purpose of evaluating the average annual financial turnover, the latest CA certified financial statement for year (FY 2025–26), may also be considered in addition to the specified financial years.		CA certified financial statements for the last three financial years ending on 31 st March 2026/ 31 st March 2025 shall be considered.
6	Section III, Clause 6 of General Description of work	6.Facilities to be provided by the Port 6.1 Contractor's work area: 6.1.1 The land of about 3060 m2 near to the construction location, will be made available to the contractor, free of rent for setting up site office, store, casting		Site Infrastructure / Working Space: Whether provision can be made for allocation of approximately 30 meters length along the operating Berth No. Q4 for fabrication and launching of		(i) Allocation of 30 meters length along the operating Berth No.Q4 for fabrication and launching of piling gantry for a period

		yard, batching plant etc., as shown in the drawing No. 9781-06-2025 at Section IV- Part (III). The work area shall be fenced with GI/ Aluminium/ Galvalume sheet for a height of 3/5 m as per the directions of Engineer-in-Charge without any additional payment. 6.1.2 Extra land if any required by the contractor may be allocate on availability of land as per license / lease norms of Cochin Port.	piling gantry for a period of 2 months afterthe issue of work order.	of 2 months after the issue of work order will be considered subject to operational restrictions at Q4 berth. (ii) Please see modified clause at Sl. No. 9 of Addendum/ Corrigendum No.4 , regarding the fencing at Contractor's work area (iii) Please see the Revised drawing No. 9781-06-2025 R1 dated 16/04/2026 at Section IV- Part (III) at Appendix-I of Addendum / Corrigendum No. 4
7			Plant & Equipment: Whether a proven alternate method for erection of precast members of superstructure may be used in place of crane mounted on pontoon.	The tenderes has the option to submit the methodology as per Annexure-6 of tender document.
Bidder 3				
8	Section-I - Clause 16.1 of Instruction to Bidders	Clause16- Bid Security / EMD: 16.1 Each tender should be accompanied by an Earnest Money amounting to Rs. 1,32,82,000/- (Rupees One Crore Thirty Two Lakh Eighy Two Thousand Only) EMD shall be deposited /furnished either through Demand Draft / Banker's Cheque / Pay Order / Insurance Security Bond drawn in favour of Financial Adviser & Chief Accounts Officer, Cochin Port Authority from any Nationalized Bank/ Scheduled Bank in India or through an irrevocable Bank Guarantee (BG) valid for a period of 180 days from the date of opening of tender, enforceable and encashable at Cochin, drawn from any Nationalized Bank/ Scheduled Bank operating in India, as per the proforma at Annexure - 12 . In case, BG is furnished for EMD, BG shall be verified independently by the Port with the bank before finalization of technical offers; In the event of lack of confirmation of issue of the BG by the bank, the bid shall stand disqualified. The Earnest Money	As per Clause 16.1 of the tender document, each bidder is required to furnish an Earnest Money Deposit of Rs. 1,32,82,000/- (Rupees One Crore Thirty Two Lakh Eighty Two Thousand Only) in the prescribed form, failing which the bid shall be treated as non-responsive and rejected. In this regard, we submit that as per the Public Procurement Policy for Micro and Small Enterprises (MSEs) issued by the Government of India pursuant to the MSME Development Act, 2006, all Central Ministries, Departments, and Central Public Sector Enterprises (CPSEs) are required to grant exemption from Earnest Money Deposit to registered Micro and Small Enterprises. We further note that major port authorities, including Deendayal Port, Visakhapatnam Port, and V.O. Chidambaram Port, have been extending this exemption to MSME-registered bidders in their tenders. We	Registered Startups as recognized by the Department for Promotion of Industry and Internal Trade (DPIIT) are only exempted from payment of Bid Security / EMD.

		deposit will not carry any interest. Any bid not accompanied by an acceptable Bid Security shall be treated as Non-responsive and shall be rejected by the Employer. Payment can also be made online mode (NEFT/RTGS) as per Bank details at Annexure - 14 .	therefore respectfully request Cochin Port Authority to kindly grant exemption from the requirement of EMD to our firm, upon submission of a valid Udyam Registration Certificate, in line with the Government of India's Public Procurement Policy for MSEs issued pursuant to the MSMED Act, 2006.	
9	Section-I, Annexure-6	DETAILS OF PROPOSED APPROACH & METHODOLOGY Bidder shall furnish a detailed method statement (Technical Note) for carrying out of the works, along with a construction programme [Preferably in MS project / Primavera] showing sequence of operation and the time frame for various segments of temporary and permanent works showing critical path of activities	Freedom to Adopt Own Construction Methodology Contractor may be permitted to adopt it's own construction methodology with the approval of the department for more economical execution without using floating barges and without affecting time and specification of work	Please refer Sl. No.7.
10	Section-I Clause 5(A)(ii) and (iii) of the NIT-&Price Bid Schedule II – Item No. 16	Clause 5(A) ii &iii (ii) Construction of a berth of 111.80 m length and 31.0 m width supported on 1200 mm dia. bored cast-in-situ piles founded at about (-)40m CD including fixing of Super cone Fenders, Cast iron bollards, D Fenders, SS ladders, SS mooring rings etc. The beams are precast concrete construction and slab is a combination of pre-cast and cast-in-situ portions. (iii) An approach bridge of about 12.40 m length with 11.60 m width supported on 1200 mm dia. bored cast-in-situ piles founded at about (-)35m. The beams are precast concrete construction and slab is a combination of pre-cast and cast-in-situ portions. Price Bid Schedule II – Item No. 16 “Providing and laying in-situ Reinforced cement concrete of M40 grade for various components such as junction concrete for Pile Muff and beams & insitu portion of pile muff, beams and Slabs etc. using graded course & fine aggregates excluding reinforcement work but including cost of materials, labour, shuttering, leveling, compacting, curing, mixing with Bipolar concrete penetrating corrosion inhibiting admixtures, providing necessary arrangements on slab and beam for fixing bollards, fenders, brackets, installing all pipe support and mechanical/ electrical fittings, fixtures, steel work with necessary welding to reinforcement, anchoring into concrete, pipes for electrical	Permission for In-Situ Concreting of Certain Beams in lieu of Pre-Cast As per the scope of work described in the NIT, the beams for the main berth, approach bridge, and mooring dolphin are specified as precast concrete construction, with the deck slab comprising a combination of precast and cast-in-situ portions. Item No. 16 of the Price Bid Schedule also provides a rate for in-situ RCC of M40 grade for various structural components including beams and pile muffs. In certain situations during execution, precast construction of all beams may present practical difficulties arising from site-specific constraints such as limited casting yard space, access restrictions in the marine environment, and the sequential nature of construction over water. In such cases, permitting a limited number of beams to be cast in-situ, in accordance with the applicable technical specifications and material requirements, would offer the Contractor flexibility without compromising the structural integrity or quality of the completed works. We therefore respectfully request that the Contractor be permitted to carry out in-situ concreting for a certain number of beams, with the prior approval of the Engineer-in-Charge, strictly in accordance with the relevant	Contractor will be permitted to carry out in-situ concreting for a certain number of beams, if approved by our Consultants IIT Madras and with the prior approval of the Engineer-in-Charge

		cables etc. complete as per drawings, detailed specifications and directions of Engineer-in-charge.”	technical specifications prescribed in the contract, and without any extension of time or additional cost to the Employer.	
11	Section-II- Clause 51.6 of the General Conditions of Contract – and Section-I Clause 25 of Contract Data–	<p>Clause 51.6-Secured Advance The Engineer or his nominee shall make advance payment in respect of materials and plant brought to site but not yet incorporated and installed in the Works in accordance with conditions stipulated in the Contract Data.</p> <p>75% of cost of materials and plant brought to site for incorporation into the works only shall be paid as Secured Advance. Materials which are of perishable nature should be adequately insured.</p> <p>The Contractor, on signing an indenture in the form to be specified by the Engineer, shall be entitled to be paid during the progress of the execution of the work upto 75% of the assessed value of any materials which are in the opinion of the Engineer non-perishable, non-fragile and non-combustible and are in accordance with the contract and which have been brought on the site in connection therewith and are adequately stored and/or protected against damage by weather or other causes but which have not at the time of advance been incorporated in the works. When materials on account of which an advance has been made under this sub-clause are incorporated in the work the amount of such advance shall be recovered/deducted from the next payment made under any of the clause or clauses of this contract.</p> <p>Such secured advance shall also be payable on other items of perishable nature, fragile and combustible with the approval of the Engineer provided the Contractor provides a comprehensive insurance cover for the full cost of such materials. The decision of the Engineer shall be final and binding on the Contractor in this matter. No secured advance, shall however, be paid on high-risk materials such as ordinary glass, sand, petrol, diesel etc.</p> <p>Clause 25 of Contract data (3)</p> <p>25 Amounts of the advance payments-Advance payments as applicable to the contract are:</p>	<p>Release of 75% Payment Against Pre-Cast Units Cast and Stacked at Site.</p> <p>As per Clause 51.6 of the GCC and the Contract Data at Clause 25, a Secured Advance of 75% of the assessed value is payable to the Contractor for non-perishable, non-fragile, and non-combustible materials brought to site but not yet incorporated into the works, subject to proper storage, protection, and the satisfaction of the Engineer-in-Charge. Pre-cast beam and slab units, once cast and fully cured, are non-perishable, high-value structural elements manufactured specifically for incorporation into this project. Pre-casting is a major parallel activity whose timely completion is critical to the overall construction programme. However, since payment under the existing contract provisions is ordinarily admissible only after placement and incorporation of the units into the permanent works, the Contractor is unable to bill for a substantial portion of work physically completed and lying ready at site. This results in a significant blockage of working capital and may adversely affect the pace and continuity of the pre-casting programme.</p> <p>We therefore respectfully request that 75% of the quoted rate for pre-cast units be released against units that have been cast, cured, inspected, and accepted by the Engineer-in-Charge, and are stacked at the approved casting yard or project site, with the remaining 25% to be released upon placement and incorporation of the units into the permanent works. This approach is consistent with the spirit of the Secured Advance provisions under Clause 51.6, would allow the pre-casting activity to be sustained as an uninterrupted parallel operation, and would ultimately contribute</p>	Please see modified clause at Sl. No.7 of Addendum / Corrigendum No.4 , regarding the payment against pre-cast concrete units.

		Nature of Advance	Amount (Rs)	Conditions to be fulfilled	to timely completion of the project.	
		1. Mobilization	Upto 5 % of the Contract price in two equal instalments	On submission of Unconditional Guarantee.		
		2. Equipment (Plant and Machinery)	90% for new and 75% of depreciated value for old equipment. Total amount will be subject to a maximum of 5% of the Contract price.	After equipment is brought to site		
		3. Secured Advance for non-perishable Materials brought to site	75% of Invoice value or Market value whichever is Lower.	a) Thenon perishable materials, in accordance with Tender specification such as Steel, Fenders & Bollards.		
				b) Such materials have been delivered to site and are properly stored and protected against damage or deterioration to the satisfaction of the Engineer or his nominee. The contractor shall store the bulk material in measurable stacks.		
				c) The Contractor's records of the requirements, orders, receipt and use of materials are kept in a form approved by the Engineer or his nominee and such records shall be available for inspection by the Engineer or his nominee.		
12	Section-IV- Clause 9.1 – of Technical Specifications & Price Bid	9.1. Demolition works The contractor shall inspect the site and carry out the required investigation by himself about the present position and condition of the			Permission to Use Dismantled Material for Filling Purposes As per Section 9.1 of the Technical Specifications, all unusable dismantled materials	Not acceptable. Tender condition shall prevail.

<p>Schedule II, Part A – Item Nos. 1 and 3</p>	<p>existing structures and assess the difficulties and the work involved in its dismantling and removal. The dismantling shall be done carefully without causing any damage to the remaining portions / structure. Following dismantling works are to be carried out:</p> <p>(a)Deck slab (10.70 x 11.0 m size) including, beams of about 1.3m x 0.60m size shall be cut and removed for the area indicated on the drawing of about 111.8m x 10.7m in berth area and 12m x 10.7m in mooring location.</p> <p>(b) RCC Screwcrete piles of size 1200 mm dia. to be cut up to (-) 2.0 m or as directed by the Engineer-in-charge - in - charge for the length of structure, mentioned above.</p> <p>Usable materials after dismantling the structures, if any, shall be the property of the Port and serviceable materials shall be suitably stacked as directed by Engineer-in-charge-in-Charge and the unusable dismantled materials/debris shall be suitably disposed off as directed by the Engineer-in-charge-in-Charge. No debris shall be deposited at the Project Site or in Backwaters. The retrieved steel reinforcement bars of piles, beams and slabs obtained from dismantling shall become the property of the property of the Port and shall be suitably stacked as directed by Engineer-in-charge-in-Charge without any extra payment. All protective measure and care shall be taken to avoid falling of concrete pieces in the back waters during the course of dismantling and fallen materials if any, shall be removed from the back waters by the contractor. The debris shall be cleared on completing each day 's work as directed by the Engineer-in-charge-in-Charge. The cut face shall be kept clean and exposed faces shall be plastered with C M 1:3.</p> <p>Schedule-II (Item 1&3 of Part A)</p> <p>1) Demolishing R.C.C. work manually/ by mechanical means including stacking of steel bars and disposal of unserviceable material within 50 metres lead as per direction of Engineer - in- charge.</p> <p>2) Disposal of building rubbish /</p>	<p>and debris are to be disposed of as directed by the Engineer-in-Charge, and no debris shall be deposited at the project site or in backwaters. Correspondingly, Part A of the Price Bid Schedule provides for demolishing approximately 2,700 m³ of RCC work and disposal of the resulting debris to an approved dumping ground beyond 50 m initial lead, at an approximate haulage distance of 6 km from the project site. The scope of dismantling at the existing Q2 and Q3 berths involves removal of deck slabs, beams, and cutting of 1200 mm dia. RCC piles, generating a substantial quantity of broken concrete and associated material. Transporting the entire volume of this dismantled material to a dumping ground approximately 6 km away involves considerable cost, time, and traffic movement within the operational port area. Where such dismantled concrete material, after breaking down to an appropriate size, is assessed by the Engineer-in-Charge to be suitable for use as filling or sub-base material at designated locations within the port area, reuse on site would be a practical, economical, and environmentally responsible alternative to full disposal. We therefore respectfully request that the Contractor be permitted to use suitable dismantled material for filling purposes at locations approved and directed by the Engineer-in-Charge, subject to the material meeting the specifications applicable for the intended use. Appropriate adjustments in payment for haulage and disposal may be made to the extent such material is so utilized, as mutually agreed with the Engineer-in-Charge.</p>	
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		malba / similar unserviceable, dismantled or waste materials by mechanical means, including loading, transporting, unloading to approved municipal dumping ground or as approved by Engineer-in-charge, beyond 50 m initial lead, for all leads including all lifts involved.				
Bidder 4						
13	Section-I- Contract Data	Sl. No	Description	Reference Clause No. in GCC	<p>Price Escalation for Non-Civil Items The current market scenario shows significant volatility in raw material costs for Copper, Steel, and specialized alloys. Please clarify if Price Variation/Escalation is applicable for Electrical items, Cathodic Protection items, or if it is restricted to Civil Works only.</p>	<p>(i) Price variation is limited to Civil items as mentioned in Clause 47 of GCC of the tender document. (ii) Please see modified No.6 & No.11 Corrigendum No.4 base price of material</p>
		33.	Base Rate for materials to be considered for price variation	(47)		
			(i) Cement consumed for various items of work	N A		
			(ii) Reinforcement steel used under various items	N A		
			(iii) Structural Steel used under various items:	N A		
			(iv) Mild steel plates for fabrication of liners:	N A		
<p>General Conditions of contract (GCC) Clause 47 Price Adjustment. 47.1 No price adjustment shall be made for works except for the provisions under clause 47.1.A herein under and clause 47.2 for any subsequent change in legislation. 47.1.A For Civil contract works, with intended completion period of the contract more than 12 months, Price adjustment shall be made for the variation in price of materials such as cement, reinforcement steel and structural steel, bitumen and bitumen emulsion. Compensation for variation in cost of the materials shall be regulated as described below subject to the condition that such compensation for variation in prices shall be only for the work done during the stipulated period of the contract including such period for which the validity of the contract is extended. The rates quoted for the items in the Schedule of Quantities shall be based on the Base rates of the materials provided in the Contract Data and these base rates are applicable at the Supplier's local delivery point and shall not include cost of loading to Contractor's vehicle, transporting to work site and unloading and stacking at work site During execution and actual</p>						

		procurement by the Contractor, increase or decrease in the cost of materials over the Base rate (which results in an increase or decrease of cost to the Contractor in carrying out the works) shall form an addition or reduction as the case may be to or from the contract price and shall be paid to or allowed by the Contractor accordingly, provided that such increase or decrease shall relate only to the quantities of material which the Engineer is satisfied as reasonably required for the works. While considering the reasonable requirement of the materials for the work, allowance towards wastage/unusable cutting bits shall be permitted as provided in the Contract Data. The prices of materials considered for regulating the payment as aforesaid shall be the price charged by the suppliers approved by the Engineer at the supplier's local delivery point and this shall not include the cost of loading to the Contractor's vehicle, transporting to the work site and unloading and stacking at work site																				
14	Section-I- Contract Data	<table border="1"> <thead> <tr> <th>Sl. No</th> <th>Description</th> <th>Reference Clause No. in GCC</th> </tr> </thead> <tbody> <tr> <td>33.</td> <td>Base Rate for materials to be considered for price variation</td> <td></td> </tr> <tr> <td></td> <td>(i) Cement consumed for various items of work</td> <td>N A</td> </tr> <tr> <td></td> <td>(ii) Reinforcement steel used under various items</td> <td>N A</td> </tr> <tr> <td></td> <td>(iii) Structural Steel used under various items:</td> <td>N A</td> </tr> <tr> <td></td> <td>(iv) Mild steel plates for fabrication of liners:</td> <td>N A</td> </tr> </tbody> </table>	Sl. No	Description	Reference Clause No. in GCC	33.	Base Rate for materials to be considered for price variation			(i) Cement consumed for various items of work	N A		(ii) Reinforcement steel used under various items	N A		(iii) Structural Steel used under various items:	N A		(iv) Mild steel plates for fabrication of liners:	N A	Base Rate Clarification In the Price Variation table, the Base Rate for civil items under Sl. No: 33 is mentioned as "Not Applicable". Please clarify the intended mechanism for price adjustment for these items or provide the applicable base indices.	Please refer Sl. No.13.
Sl. No	Description	Reference Clause No. in GCC																				
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	(iv) Mild steel plates for fabrication of liners:	N A																				
15			Approved Make List We request the Authority to provide a comprehensive Approved Make List (Vendor List) for major materials, including Steel-Structural and Reinforcement, Sheet Pile, Cement, Electrical components, and Cathodic Protection systems, long lead items to ensure uniform bidding.	Please see the List of Approved Materials / Make at Addendum / Corrigendum No. 4																		
16	Clause 4.6 of Technical Specification Clause 4.4 of Technical	4.6. Lifting, handling, erecting and driving The sheet piles shall be of one single length as far as possible, as rolled in the mill, without any joint in between. It should be straight with tolerance	Sheet Pile Fabrication To optimize transportation logistics and manage site access constraints for long-lead items, is it permissible to transport sheet pile sections in	The sheet piles shall be of one single length as far as possible, as rolled in the mill, without any joint in between.																		

<p>Specification</p>	<p>limit as permitted by code and shall not have any defect. It shall be procured from reputed manufacturer whose name, address, name of the project where it has been used, manufacturer's catalogue on various sections available and recommended procedure shall be enclosed with bid document.</p> <p>The sheet piles are to be driven as per norms and according to standard practice. In general sheet piles are to be driven in stages starting from one end using 2 levels of guide wailings to maintain vertically. The bidder shall enclose a write up with his bid document, giving details on how he is going to install the sheet piles.</p> <p>Hammers shall be impact / vibratory type as per manufacturer's specifications. Pile driving hammers shall be correctly positioned on the pile so that the hammer is aligned as near to the axis of the pile as is practically possible. Freely suspended piling hammers shall be equipped with correctly adjusted leg guides and inserts. Where a hammer is mounted on a rigid leader, the leader shall be stable. The anvil block or driving plate shall be of sufficient size to cover as much as possible of the cross-section of the pile.</p> <p>Pilings shall be carefully located as directed. Pilings shall be placed plumb with out of plumbness as per tolerance limit specified to manufacturer EN / ASTM specifications. Temporary Wales, templates, guide structures shall be provided to ensure that the pilings are placed and driven to the correct alignment. At least two templates shall be used in placing each piling and the maximum spacing of templates shall not exceed 6m. Pilings properly placed and driven shall be interlocked throughout their length with adjacent pilings to form a continuous wall throughout the length or run of piling wall.</p> <p>4.4. Fabrication and Finish.</p> <p>The fabrication of pile shall be in accordance with API Specification 2B. The longitudinal and circumferential seam welds shall be inspected 100% using UT and X-ray methods. The inspection shall be carried out with the third party to be approved by Engineer-in-charges' representative. All the inspection records shall be subjected to third</p>	<p>two pieces and weld them to the full design length on-site prior to pitching?</p>	<p>Refer Clause-4 of Technical Specification at Section –IV (I) for making any joint.</p>
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		party approval. The fabricated sheet pile shall be blast cleaned and painted before transporting to the site. The coating system shall be in accordance with clause 3.9. Any damaged part of the coating during transportation to site shall be repaired before lowering the guide pin pile into the drilled hole.		
17			<p>Liability for Excess Material (Cut-offs) Material (Cut-offs) – If sheet piles are ordered as per BOQ/drawings, but actual site conditions (hard strata/refusal) if due to any unforeseen items prevent driving to full design depth: Will the cost of the excess material (cut-offs) be measured and paid for under the “Supply” component? Please clarify the payment boundary between “Supply” and “Driving”.</p>	Not acceptable. Tender condition shall prevail.
Bidder 5				
18	Clause 1.4.17 of Technical Specification	<p>1.4.17. Completion of Test On completion of test all reaction piles, anchorages and initial test piles shall be cut off up to seabed level. Regular piling can be commenced only on successful completion of Initial Pile Load test.</p>	<p>Clause 1.4.18 of the Technical Specifications states that "Regular piling can be commenced only on successful completion of Initial Pile Load test". Furthermore, the Price Bid indicates that mooring dolphin piles are to be utilized for supporting the test kentledge.</p>	It is clarified that the existing piles in the dismantled portion of Mooring Dolphin location may be utilized as support for the load test.
19			<p>Given that technical standards require a 4-week curing period for concrete before a load test can be conducted, and considering the additional time required for data interpretation and reporting (approx. 10 days), the current sequence implies a mobilization delay of nearly two months before any piling for the main berth can begin.</p>	Tender condition shall prevail.
20			<p>To ensure adherence to the 24-month project completion schedule, please clarify if the contractor will be permitted to commence regular piling for the main berth concurrently with the testing of the mooring dolphin area, or if all project piling must remain on hold until the final dolphin test results are approved.</p>	Not acceptable. Tender condition shall prevail.
Bidder - 6				

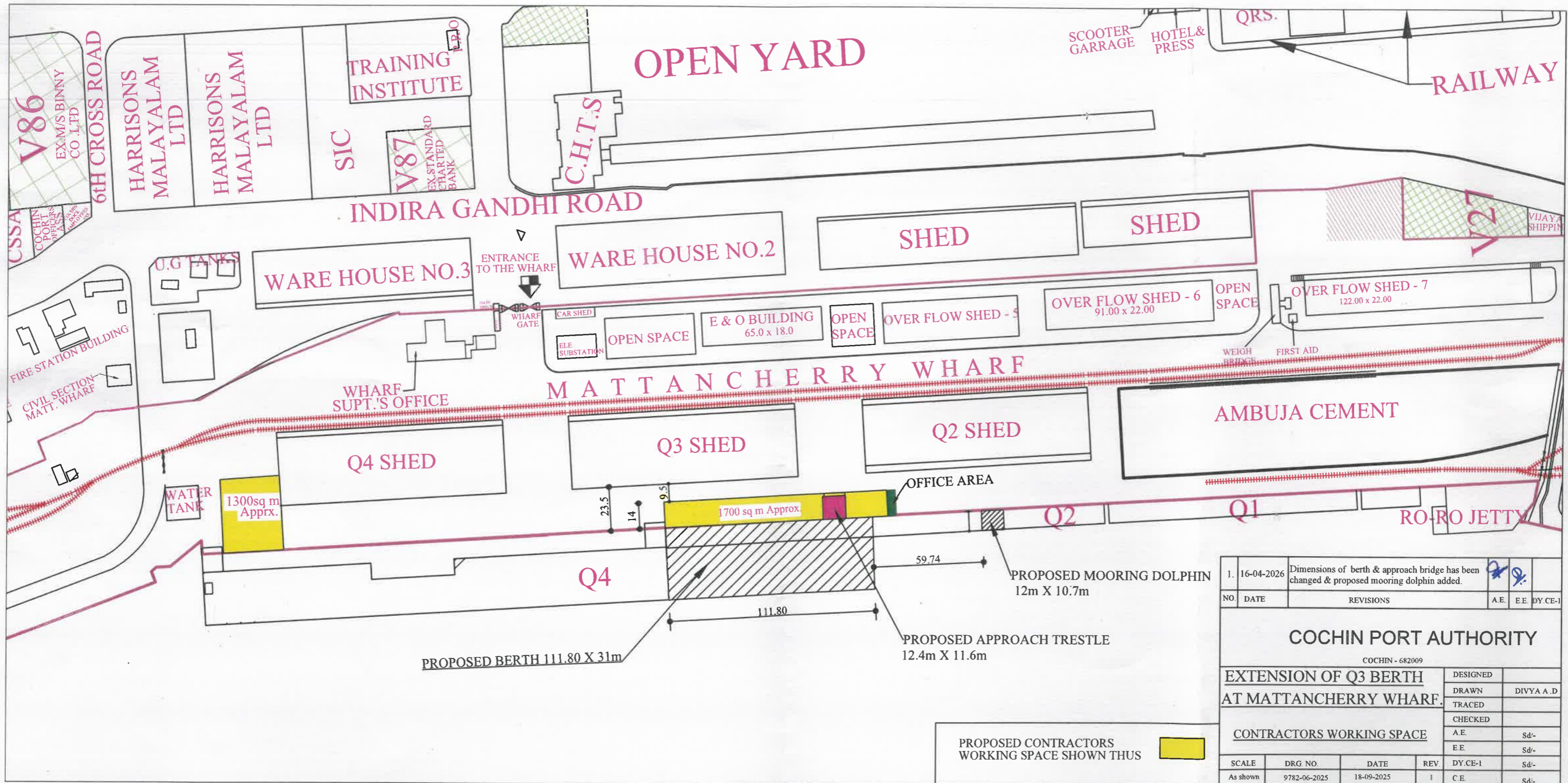
21	Section I, Clause 2 of NIT and Clause 12(a) of Instructions to Tenderers	<p>Minimum Eligibility Criteria:</p> <p>a) Experience : The tenderers should have experience of having successfully completed or substantially completed the works mentioned below during the last 7 (seven) years ending 31st March 2026, at least either:</p> <p>(i) Three similar works each costing not less than Rs.26,56,28,846.00 (OR)</p> <p>(ii) Two similar works each costing not less than Rs.33,20,36,058.00 (OR)</p> <p>(iii) One similar work costing not less than Rs.53,12,57,693.00</p> <p>Note: In case of substantial completion, the certificate shall be produced as substantially completed.</p> <p>b) Financial Turnover : Average Financial Turnover of the tenderer over the last three financial years ending 31st March 2025 of the previous financial year [2022-'23, 2023-'24 & 2024-'25] shall not be less than Rs.19,92,21,635.00</p> <p>Explanatory Notes to a) & b): Similar work(s) means "Construction of a berth/ jetty/ bridge/ marine structure in sea/ river/ backwater/ marine environment with bored cast in situ pile foundation"</p>	<p>Kindly amend the condition as similar work(s) means "Construction of berth/jetty/bridge/marine structure in Sea / river /backwater /marine environment, with or without bored cast-in-situ pile foundation or construction of groynes."</p>	Not acceptable. Tender condition shall prevail.
22	Section II, Clause 52.2 & 52.3 of General Conditions of Contract	<p>52.2 Performance Security shall be as below:</p> <p>a) For civil works : 5% of the Contract value</p> <p>b) For all Electrical and Mechanical works: 10% of the Contract value</p> <p>52.3 The Performance Security shall be provided by the Contractor to the Employer not later than 21 days for domestic bids and 28 days for international bids from the date of letter of acceptance and shall be furnished in one of the following forms:</p> <p>i Banker's Cheque/ Demand Draft/Pay Order of a Scheduled Bank.</p> <p>ii An irrevocable Bank Guarantee (BG) enforceable and encashable at Cochin, drawn from any scheduled bank operating in India as per the proforma.</p>	<p>Kindly change the performance security condition as</p> <p>(a) For Civil Works: 2.5% of contract value.</p> <p>(b) For all Electrical & mechanical works: 5% of contract value.</p> <p>52.3 The Performance Security shall be provided by the Contractor to the Employer not later than 21 days for domestic bids and 28 days for international bids from the date of Letter of Acceptance and shall be furnished in one of the following forms.</p> <p>i) Bankers Cheque /Demand Draft /Pay order of a Scheduled Bank.</p> <p>ii) An irrevocable Bank Guarantee (BG) enforceable and encashable at Cochin or insurance Security Bond drawn in favour of the FA & CAO, CoPA from any Nationalized Bank/ Scheduled Bank in India.</p>	Tender condition shall prevail. Refer 52.2 of under Modifications to GCC at Section –III, Special Conditions of Contract and also see modified clause at Sl. No.4 & No.8 of Addendum/ Corrigendum No.4 , regarding the Performance Security .

23	Section II, Clause 48.2 of General Conditions of Contract	<p>48 Retention</p> <p>48.1 The Employer shall retain from each payment due to the Contractor the proportion stated in the Contract Data until Completion of the whole of the Works.</p> <p>48.2 For civil works, Retention Money shall be deducted at 5% of the gross amount of the bill from the first Running Account bill onwards till the recovered sum amounts to 5% of the contract value or the value of the work done whichever is higher. Retention money shall be refunded to the Contractor within 14days from the date of payment of final bill.</p> <p>48.3 No retention money shall be deducted for Electrical works.</p>		Kindly amend as 48.2 For Civil Works, Retention money shall be deducted at 2.5% of the gross amount of the bill from first Running Account Bill onwards till the recovered sum amounts to 2.5% of the Contract Value of the work done whichever is higher. Retention Money shall be refunded to the Contractor within 14 days from the date of payment of final bill.	Not acceptable. Tender condition shall prevail.	
24	Section II, Clause 52 of General Conditions of Contract	<p>52 Securities</p> <p>52.1 Security Deposit (SD) shall be at 10% of the contract value or value of the work done whichever is higher and it shall consist of two parts:</p> <p>a) Performance Security to be submitted at award of the work</p> <p>b) Retention Money to be recovered from Running Bills as detailed in Clause 48 above.</p> <p>The total amount thus deposited towards SD will be retained as security for the due and proper fulfilment of the contract and will not carry any interest. Such deposit shall be forfeited on failure to perform or non-fulfilment by the Contractor of the terms and conditions of the contract.</p>		Kindly amend the condition as 52.1 Security Deposit (SD) shall be at 5% of the contract value or value of work done whichever is higher and it shall consist of two parts	Not acceptable. Tender condition shall prevail.	
25		Sl. No	Description	Reference Clause No. in GCC	Can you make this condition as the Defect Liability Period is Six Months from the date of completion.	Not acceptable. Tender condition shall prevail.
		15	The Defects Liability Period is One year from the date of completion of the work. The Defect Liability period for the Fenders and Bollards is 5 (Five) years	(13)	The Defect Liability Period for Fenders and Bollards is 3 (Three)years .	

Sd/-

CHIEF ENGINEER

APPENDIX- I
ADDENDUM / CORRIGENDUM No.3



NO.	DATE	REVISIONS	A.E.	E.E.	DY.CE-1
1.	16-04-2026	Dimensions of berth & approach bridge has been changed & proposed mooring dolphin added.			
COCHIN PORT AUTHORITY					
COCHIN - 682009					
EXTENSION OF Q3 BERTH AT MATTANCHERRY WHARF.			DESIGNED		
			DRAWN	DIVYA A. D.	
			TRACED		
			CHECKED		
			A.E.	Sd/-	
			E.E.	Sd/-	
			DY.CE-1	Sd/-	
SCALE	DRG. NO.	DATE	REV.	DY.CE-1	Sd/-
As shown	9782-06-2025	18-09-2025	1	C.E.	Sd/-