

Queries received from prospective bidders during Pre-Bid Meeting held on 21.12.2022 and comments/ remarks by DFCCIL

S. No.	Clause/ Ref. of RFP	Name of the participant	Query/Suggestion	Reply
1	Section – I & Clause 2; Section - IV	CWC	It is suggested that the tenure of the contract may be increased upto 10 to 15 years instead of 5 years as mentioned in the RFP.	Period of contract has already been defined in Section – 1 of RFP as five years, hence suggestion NOT AGREED to.
2	Clause 2; Section – IV & Clause 65; Section- V	Hind Terminals Pvt. Ltd.	Interpretation of clause 65 of Section- V; General Terms and Conditions of RFP document regarding extension was requested as whether the tenure will be certainly extended in case there is no breach/ violation of agreement or policy provisions by GCTO	The tender will be awarded for a period of 5 (five) years. The extension, if any, will be at the discretion of DFCCIL. No breach/violation of agreement or policy provisions of GCTO will be necessary but not the only factor for the extension of tenure. DFCCIL reserves the right to not extend the tenure beyond five years.
3	-	Adani Logistics Ltd.	In case of re-bid, will there be a 'First Right Of Refusal' lies with the GCTO	Not Agreed to
4	Clause 11; Section IV & Clause 37; Section - V	Adani Logistics Ltd.	It is requested to provide the Auto-Cad drawing of the land boundary of the land earmarked for leasing to GCTO for development of GCT.	Schematic map enclosed as Annexure - II is published (attached) with this document. All possible assistance will be provided to the successful bidder.
5	-	Adani Logistics Ltd.	Is there a right to exclusivity for GCT in terms of connectivity under this RFP	No.
6	-	Adani Logistics Ltd.	Whether M/s Pristine has been granted In-Principle Approval for their terminal at New Rewari	Yes, M/s Pristine has been granted approval for Rail Connectivity to its PFT on private land.
7	Clause 2; Section – VI	(1) J.M. Baxi, (2) Adani Logistics Ltd. and (3) Prisitne Logistics & Infraprojects Ltd.	What is the amount of land license fees for the land to be leased under this RFP	The land license fees will be charged at the rate of 1.5% per annum of market value of land (for details please see IR circular No. 2021//25/5 dated 04.10.2022)
8	18.1 of Schedule – 2 in GCT Policy	(1) Adani Logistics Ltd. and (2) Hind Terminals Pvt. Ltd.	Whether the GCTO will have exclusive right for handling (loading/unloading) of cargo.	Yes, under clause 18.1 Schedule – 2 of GCT Policy issued by Indian Railways, all activities regarding handling (loading/unloading) of cargo at GCT shall be done by GCTO or its authorized agency, for which handling charges/fees as decided by GCTO, may be charged

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9	-	Essar Group	Whether the GCTO can charge wharfage from other users?	The GCTO can levy a charge on other users for providing storage/stacking etc space on the land leased to it. It should not be confused with the term "Wharfage", either as a technical term used by Indian Railways or its rate
10	-	PSA India	Whether there will be separate siding code for this GCT	Yes.
11	-	PSA India	It requested for extension of bid submission date by seven days time	Noted, the last date for submission of bids has been extended till 13.01.2023.
12	-	J M Bakshi	Whether the area to be leased includes any for development of Road connectivity.	No, there is a public road for accessing the terminal. The bidders are strongly encouraged to make a site visit and make an <u>informed assessment</u> .
13	-	JSW	Has DFCCIL made any traffic projections for this terminal	No.
14	-	PSA and J M Baxi	With whom the agreements for land license, construction and GCT be signed	The land license agreement will be signed between the Railway Division and GCTO. The construction and GCT agreements will be signed between DFCCIL and GCTO.
15	-	All Cargo Logistics	Can this GCT be approved as ICD.	Approval of ICD rests with the Department of Customs. The GCTO will have to apply to Commissioner, Customs.
16	-	Hind Terminal	The exact distance to be added for notification of siding to be on through distance basis may be specified	Distance of GCT terminal from serving station is notified at the time of commercial notification of the siding/terminal. The same will be done in this case after necessary approvals as per Railway Board's policy.

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17	-	DFCCIL	Clarification on calculation of financial bid parameters i.e. percentage of TAC	Due to the design of IREPS module, it converts the quoted bid percentage as percentage of value of work; i.e. Rs 7,96,70,323/- . However, this value has no significance whatsoever, as the financial bid parameter is the percentage share of TAC to be retained by the bidder. Please refer to the detailed explanation at point no. 4 of Annx VIII of the RFP No. HQ-OPBD0BD(GFTD)/1/2022 dt. 13.12.2022.
PBO through Emails				
18	-	Bothra Group	Is there any Railway land available in the vicinity?	No.
19	-	Bothra Group	If answer for query number 1 is yes , how much land is available at what distance.	Not applicable.
20	-	Bothra Group	How the TAC will increase annually ; is there going to be a formula ?	Policy for Terminal Access Charge (TAC) is decided & notified by the Railway Board. As the bid parameter is the percentage share of TAC to be retained by the bidder, in case of increase/ decrease in TAC by Railway Board, the revenue share will continue to be calculated as %age of TAC quoted by bidder.
21	-	Bothra Group	What are the heads of charges to be paid to IR in addition to the share of TAC and tentative amount per year?	As of now, the Land License fees along-with all statutory charges are to be paid by GCTO to IR. The share of TAC as per bid will be reimbursed to GCTO. Other obligations of bidder/ GCTO are clearly mentioned in RFP.
22	-	Bothra Group	For building the GCT do we need any approvals? Request to share the list of approvals.	The obligations of bidder/ GCTO and statutory requirements are clearly mentioned in relevant paras of RFP. GCTO shall be solely responsible for meeting compliances under laws of the land.

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23	-	Bothra Group	Do we have exclusivity for DCT i.e. what are the DCTs planned in next 5 years within 50 KM radius of this DCT?	Term 'DCT' is not clear. No exclusivity is granted.
24	Period of Contract	Essar Ports	We request DFCCIL to consider the extension in the blocks of five years is automatically carried-out subject to satisfaction of provisions of the Agreement and upon fulfilling the policies (or) to give the first right of refusal to the successful GCTO upon the re-bid of the GCT by DFCCIL	Extension of contract allotment period is not agreed to.
25	Statutory Approvals	Essar Ports	DFCCIL to clarify on requirement of any other statutory approvals to carry-out the defined scope of work during development & operations	The obligations of bidder/ GCTO and statutory requirements are clearly mentioned in relevant paras of RFP. It shall be the responsibility of the GCTO to meet with all required compliances under the law of land.
26	Statutory Approvals	Essar Ports	DFCCIL to clarify whether "Environmental Clearance" is required for such value-added services, which are primarily limited for only handling the proposed container traffic in the already approved railway freight corridor	The statutory clearance/ approval required for specific value-added service may vary case to case. GCTO shall obtain such clearances/approval mandatorily.
27	License Fee	Essar Ports	DFCCIL to share the "present" applicable industrial-rate / government issued market-value of land / adjoining land-rate, based on which DFCCIL shall charge the License Fee (which bidder notes that the circular shall be amended on time-to-time basis on or before signing of Land-License Agreement).	The land license fees will be charged at the rate of 1.5% per annum of market value of land (for details please see IR circular No. 2021//25/5 dated 04.10.2022).
28	TAC	Essar Ports	DFCCIL to clarify or provide whether any escalation / a standard procedure of escalation of TAC, as similar to the escalation provided for License Fee.	Policy for Terminal Access Charge (TAC) is decided & notified by the Railway Board. As the bid parameter is the percentage share of TAC to be retained by the bidder, in case of increase/ decrease in TAC by Railway Board, the revenue share will continue to be calculated as %age of TAC quoted by bidder.

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29	Storage Provision - Loading Platform	Essar Ports	DFCCIL to clarify whether the loading platform can be also used for storage of containers and DFCCIL to clarify available free-period	Yes, the loading platform may be used for storage of containers. No wharfage shall be levied by DFCCIL/Railway for storing/stacking of goods on land licensed to the GCTO. Also see reply to point 4 of this document
30	Storage Provision - Loading Platform	Essar Ports	DFCCIL to clarify whether the bidder has flexibility to charge "Storage-charges" for using Loading Platform as Storage beyond the free-period	Yes, GCTO may fix the charges for Handling of cargo & other value added services, as per provisions of GCT Policy IR issued vide Freight Marketing Circular no. 13 of 2022.
31	General - Traffic Handled during past 03 years	Essar Ports	DFCCIL to share the year-wise in-ward / out-ward container traffic handled in the last 03 years in & around the proposed Rewari Terminal	See reply to point 7 of this document.
32	General - Other Container DCT's	Essar Ports	DFCCIL to share its plans in developing similar container handling GCT's in the nearest vicinity / stations	DFCCIL has published an EOI on date 02.12.2022 calling for applications for Cargo Terminals under GCT Policy 2022 of IR. It is available on DFCCIL website.
33	General - Other Freight Handling	Essar Ports	DFCCIL to clarify regarding permission to handle other freight traffic other than container handling, upon under-utilization of GCT	As per provisions of RFP, all commodities other than Containers are restricted at this proposed GCT.
34	General - Container Handling	Essar Ports	We request to share the ICDs / ICTs with-in the proposed Rewari GCT Vicinity	As per clause 11 of Section - IV, Bidders are requested to satisfy themselves by actual inspection of the site and all conditions liable to be encountered during the construction of the terminal. DFCCIL has published an EOI on date 02.12.2022 calling for applications for Cargo Terminals under GCT Policy 2022 of IR. It is available on DFCCIL website. ICDs are not under the purview of DFCCIL but the Department of Customs
35	General - Container Handling	Essar Ports	Request to confirm the expected readiness of DFC corridor to handle double stacking containers	WDFC has been commissioned from New Rewari to New Chadotar and New Bhandu stations.

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36	General - Project-Cost	Essar Ports	The project-cost given in the annexure-III doesn't include the "Contractor's" Profit-Margin. Though the Operator develops the GCT, the operator has to sub-contract, which in-turn the project-cost needs to be enhanced suitably. We request DFCCIL to consider the enhanced project-cost (with margin) which will help the bidder to approach the banks for any debt requirements.	Project cost mentioned in the RFP is indicative in nature. It may be noted that DFCCIL is not liable for any assistance to finance the project.
37	General - Tender Submission Extension	Essar Ports	We request to extend the tender submission process till 31 st Jan/2022 considering the time required to have vendor registration process; various internal approval processes to bid and the ongoing year-end 2022 holidays	Noted, the last date for submission of bids has been extended till 13.01.2023.
38	Clause No. 7/pg. No.5	J.M.Baxi	Bidders are instructed to quote the % share of Terminal Access Charges not more than 50%. We request the authority that the Bidders should have the flexibility to quote without any capping as followed by the Indian Railways in the tender floated for development of GCT at Inchhapuri station.	Not agreed to.
39	Clause No. 2.3/pg. No.8	J.M.Baxi	Please provide the details and existing conditions of approach road to the facility for smooth movement of heavy vehicles. Also, how will the trailers plying in and out of the facility get connected to the adjacent Rewari Narnaul Highway? In Pre-bid meeting it was addressed that the responsibility of the approach road would not come under the scope of GCTO. However, it has been mentioned in the tender document, that the upkeep & maintenance of approach road should be undertaken by GCTO. Please clarify the same.	As per clause 11 of Section - IV, Bidders are requested to satisfy themselves by actual inspection of the site. There is no approach road within the land to be leased to GCTO. Either construction or maintenance/upkeep of approach road is not in the scope of this RFP.
40	Clause No. 20/pg. No 29	J.M.Baxi	If GCTO opts for water and electric connectivity from DFCCIL, what are the applicable charges?	Charges will be applicable on the basis of requirement made by GCTO.

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41	Clause No. 2/pg. No. 40	J.M.Baxi	Please provide the breakup of the overall land area of 6.125 Acre which will be license to GCTO.	Schematic map enclosed as Annexure - II is published (attached) with this document. All possible assistance will be provided to the successful bidder.
42	Clause No. 34 /pg. No. 100	J.M.Baxi	<p>Agreement period of 5 years (including construction period) is very short and discourages the GCTO in investing for development of the facility. Moreover, initial period of 2-3 years would be required for volume ramp up.</p> <p>Hence, request the authority to increase the tenure of the agreement to 35 years as provided in the "Policy for Management of Railway Land' dated 04.10.2022 as per Clause 1(a), Pg. NO. 6.</p> <p>Further, the construction period must be excluded from the GCT Agreement period as followed by the Indian Railways in the tender floated for development of GCT at Inchhapuri</p>	Not agreed to.
43	Clause No. 4.1/pg. No.104	J.M.Baxi	What is the applicable market value of the railway land provided for the GCT? This will help in determining the land licensee fee.	The land license fees will be charged at the rate of 1.5% per annum of market value of land (for details please see IR circular No. 2021//25/5 dated 04.10.2022)
44	General	J.M.Baxi	Please confirm the rights exclusively to GCTO for all handling at the terminal as provided in the GCT Policy-Schedule-2, Clause No. 18.1.	Yes, under clause 18.1 Schedule – 2 of GCT Policy issued by Indian Railways, all activities regarding handling (loading/unloading) of cargo at GCT shall be done by GCTO or its authorized agency, for which handling charges/fees as decided by GCTO, may be charged
45	General	J.M.Baxi	Please provide us the existing cargo traffic movement passing and handled at New Rewari Station.	For the period of April-Nov 2022, a total of 813 and 680 freight trains have been taken over and made over (passing by) respectively at New Rewari interchange.
46	Annexure II/Page No. 45	J.M.Baxi	The schematic map of the defined / allocated facility enclosed as Annexure-II is not legible. Please provide a legible map in PDF & AutoCAD format.	Schematic map enclosed as Annexure - II is published (attached) with this document.

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47	Annexure – XIV / Peg. No. 78	J.M.Baxi	Please confirm whether the Bidders are required to execute the Pre-Contract Integrity Pact on white paper or non-judicial stamp paper. If it is to be executed on the non-judicial stamp paper, kindly advise the amount of stamp paper.	It is to be executed on the non-judicial stamp paper of value of Rs. 100/- (Rupees Hundred only).
48	Clause No. 11(d)/pg. No.5	J.M.Baxi	We are keen to participate in the tender and the time given for evaluation is very less. We will require sufficient time to conduct site visits, market studies, assessment of viability of the project and complete internal approval process. Hence, it is requested that the Bid Due Date may kindly be extended by minimum 4 (Four) weeks.	Noted, the last date for submission of bids has been extended till 13.01.2023.
49	-	Adani Logistics Ltd.	Construction period should be excluded from period of contract Overall contract period should be 20 years for private developer to recover investment.	Not agreed to.
50	-	Adani Logistics Ltd.	Since this is an online bid, Our understanding is that self-attestation is not required.	Yes, self attestation by authorized signatory is required.
51	-	Adani Logistics Ltd.	We understand that CTO License is equivalent to Registration Certificate as Transportation firm or Logistics	Yes, CTO Licensees are eligible as Transporter
52	-	Adani Logistics Ltd.	What are the conditions for renewal / extension?	See reply to point 2 and 3 of this document. Also the RFP document may be read carefully.
53	-	Adani Logistics Ltd.	Please provide boundary of proposed AUTOCAD file	Schematic map enclosed as Annexure - II is published (attached) with this document.
54	-	Adani Logistics Ltd.	We request DFCCIL to share details of contiguous land available adjacent to the proposed GCT land parcel.	Query not covered under the scope /purview of pre-bid meeting.
55	-	Adani Logistics Ltd.	GTCO should have exclusively rights to handle all incoming or outgoing cargo at the terminal by deploying their own or contracted equipment. (as per Schedule 2, Clause 18.1, Pg. - 22)	Para 18.1 of GCT policy 2022 of IR is applicable under this RFP.
56	-	Adani Logistics Ltd.	Exclusively should be provided to selected bidder. Development of CRT should not be permitted.	Not agreed to.

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57	-	Adani Logistics Ltd.	DFCCIL may kindly specify amount of license fees applicable for the project. This will help bidders to account for the license free in their financial analysis.	The land license fees will be charged at the rate of 1.5% per annum of market value of land (for details please see IR circular No. 2021//25/5 dated 04.10.2022)
58	-	Adani Logistics Ltd.	All banks add NWC (Not Withstanding Clause) in bank guarantees issued by them. DFCCIL should permit minor modifications (including NWC) in BG by banking authorities.	Not Agreed to. Format as specified in Tender Document to be followed.
59	-	Adani Logistics Ltd.	Awarding the tender to two different GCTOs through the same station might cause conflict of interest.	Exclusivity in connectivity to cargo terminal is not being given under GCT policy of 2022 of IR.
60	-	Adani Logistics Ltd.	Need more clarity on the details of terminals that will be connected through New Rewari Station	M/s Pristine has been granted approval for Rail Connectivity at New Rewari to its PFT on private land. DFCCIL has published an EOI on date 02.12.2022 calling for applications for Cargo Terminals under GCT Policy 2022 of IR. It is available on DFCCIL website
61	-	Adani Logistics Ltd.	Date of tender submission and bid opening is 03.01.2023 in one location and 06.01.2023 in another. Kindly reconfirm the dates	Last date for submission of the bid has been extended as 13.01.2023. Please see corrigendum for more information.
62	-	Adani Logistics Ltd.	The bid qualification criteria should encourage the bidder to generate more revenue in absolute figures rather than quoting a lower revenue share	Bid criteria is as per the provisions of the GCT Policy, 2022 issued by the Railway Board.
63	-	Pristine Logistics & Infraprojects Ltd	Please specify the amount of Land License Fees for Year-1 of operation	The land license fees will be charged at the rate of 1.5% per annum of market value of land (for details please see IR circular No. 2021//25/5 dated 04.10.2022).
64	-	PSA AMEYA	The timeline from tender issuance to bid submission is very short and the dates are coinciding with year end Holidays. We request DFCCIL to extend the date upto 16 th January 2023	Noted, the last date for submission of bids has been extended till 13.01.2023.

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65	-	PSA AMEYA	The period of agreement of 5 years is very short. Apart from transshipment traffic, developing the more sustainable origin/destination traffic (DPD/DPE/Domestic) will require substantial effort and can be done over medium and long term. The 5-year period will dis-intevis GCTO from developing OD traffic. We request DFCC to consider extending the period to 15 years minimum.	Not agreed to.

- Note :**
- 1. List of participants attended the Pre-Bid Meeting on 21.12.2022 is attached as Annexure.**
 - 2. Please see Addendum/ Corrigendum issued on IREPS Portal and DFCCIL's website for more clarification/ information.**

Annexure - I

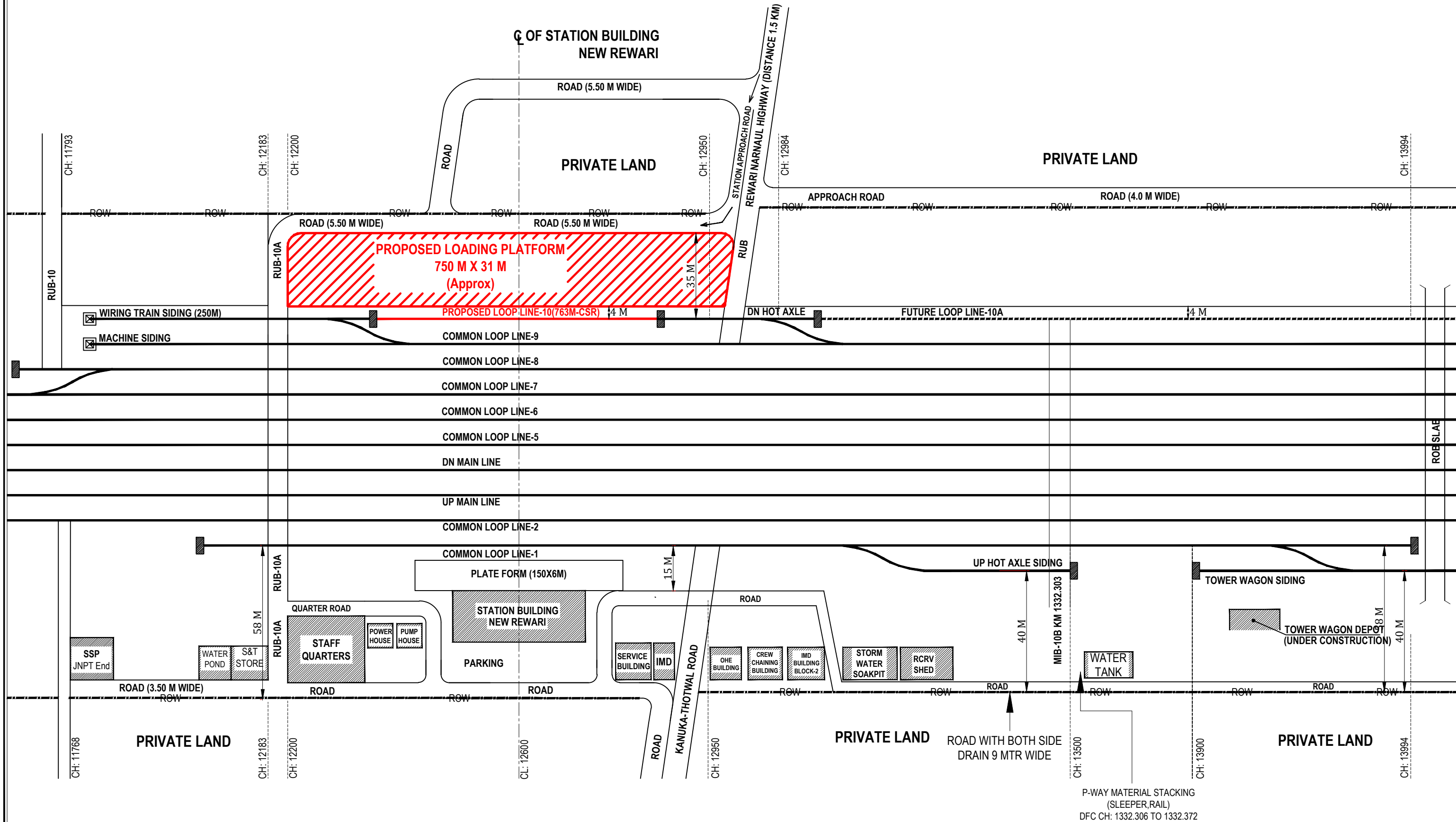
S.No.	Name of Participants	Organization's Name
Off-line Participants		
1	Amit Sharma	Prism Logistics Pvt. Ltd.
2	Piyush Rathor	Prism Logistics Pvt. Ltd.
3	Saurabh Sharma	PSA India
4	Suneel Bakshi	PSA India
5	B.K.Shukla	Hind Terminals Pvt. Ltd.
6	Abhinav Gupta	Hind Terminals Pvt. Ltd.
On-line participants		
1	Achyut Sharma	Pristine logistics
2	Arun Adak	Ameya logistics
3	Birender Singh	
4	Chandra Prakash Pandey	MVS consultancy
5	ganesh sharma	
6	Jayant Ganiga	
7	Jonathan	PSA Global
8	K Rabin Kumar Dora	CWC
9	Khamil Kareem	JM Baxi
10	Kishore Reddy Essar	Essar Port
11	M S Meel	HRIDC
12	MVS CONSULTANCY	MVS CONSULTANCY
13	Nitin Agarwal	GMR Group
14	Pawan kumar yadav	Adani Logistics
15	PK Saw/GM RLD CWC	CWC
16	Prabhakar Mishra	JM Baxi
17	PScrwc	CRWC
18	punit lohia	JSW
19	Rahul Bhagwat AGM, Adani Logistics Limited	APSEZ
20	Ravi	Pristine logistics
21	Rishi Raj Singh - Invest India	Invest India
22	Samresh Kumar	CONCOR
23	Samresh Kumar	CONCOR
24	Sana	CWC
25	SFA Logistics Park Private Limited	SFA Logistics Park Pvt. Ltd.
26	shyam sunder	
27	surya narayan singh	CJ Darcl Logistics Ltd.
28	Syed Sajjad Ali	
29	Tanvi Verma	CJ Darcl Logistics Ltd.
30	Tarkesh tiwari	
31	vidhi gandhi	HDFC Bank
32	Vivek Yadav	
33	Yogesh Mishra	CJ Darcl Logistics Ltd.

New JNPT End
New Ateli JS [27.40 KMs]

New Rewari Junction Station

New Dadri End
New Dharuhera [14.00 KMs]

← UP/DOWN →



P-WAY MATERIAL STACKING
(SLEEPER, RAIL)
DFC CH: 1332.306 TO 1332.372