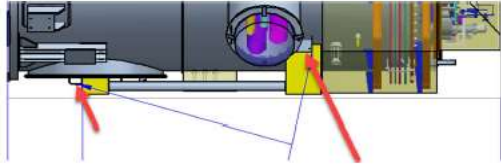


Sr.No.	Queries from bidder	Reply from Purchaser
1	Please confirm if any other Port of Loading is permitted ?	As per our preliminary survey, this is not possible due to limitation of bridges, tunnels etc. Therefore, route defined in the specifications shall be used.
2	Kindly elaborate the "G" factor in easy to understand what acceleration speed is ideal or sudden break is to avoided etc etc	"G" is the gravitational acceleration ( $G = 9.81 \text{ m/s}^2$ ).These accelerations are expressed as <b>product of the gravitational acceleration (G)</b> and a specific acceleration coefficient for different type of road/sea transportation. Refer Table 1 of section 7 technical specification for allowable values.The ACB and its components are designed for these limits of accelerations and same shall be taken care while transport/handling/loading/unloading operations.
3	Can the movement be done by Road from Pick-up point to FOS Sur Mer Port or till destination, without any routing through Sea?	As per our preliminary survey, this is not possible due to limitation of bridges, tunnels etc. Therefore, route defined in the specifications shall be used.
4	Ref to Sr Nos 2(8) of "Tender for transportation of 3 ACB's" : Can the movement be done by Road from Pick-up point to FOS Sur Mer Port or till destination, without any routing through Sea?	As per our preliminary survey, this is not possible due to limitation of bridges, tunnels etc. Therefore, route defined in the specifications shall be used.
5	Ref to Sr Nos 2(8) of "Tender for transportation of 3 ACB's" : Point "Duration" : the movement is very critical & specialised one hence it would be requiring a lot of technical expertise, further we would largely be dependent upon vessel availability, port congestion etc hence it is desirous to allow the overall timeline for transportation initiation to 50 days & thereafter further 50 days for delivery.	Based on ITER-India survey, 30 days are sufficient and hence specifications mentioned shall be considered.
6	Ref to Sr Nos 4 (b) of "Tender for transportation of 3 ACB's" : As understand after the consignment reaches at FOS SUR MER, the entire handling, delivery etc to be done by nominated agency M/s DAHER International. In that case, how it would be the responsibility of Bidder to unload the consignment at delivery point.	Delivery point for the successful bidder is Fos Sur Mer including unloading from ship and loading on vessel/vehicle from DAHER. Afterwards, transport till final destination (ITER organization) is under scope of M/s Daher International based on partnership agreement signed by the service provider with M/s Daher

Sr.No.	Queries from bidder	Reply from Purchaser
7	Ref to Sr Nos 6 of “Tender for transportation of 3 ACB’s” : Para “Packaging requirement” : - Execution of packaging of the consignment would be the scope of purchaser and packaging cost to be incurred by the bidder or ITER	Packaging requirements: While component level packaging will be done by supplier, successful bidder shall cover Full ACBs as well as its individual ports in The good quality weatherproof and sea worthy tarpaulin sheet properly fixed and secured to avoid loosening during transports and predicted winds.
8	The movement of all 3 ACB’s is to be executed in single lot, please confirm If otherwise	The movement of all 3 ACB's is to be executed in single lot.
9	The consignment would be loaded on vehicle at M/s SIMIC through crane or through hydraulic jack system ?	The consignment loading on vehicle at M/s SIMIC is under the scope of Purchaser and it is not scope of the bidder.
10	There has been mention of “Storage” in Article 5 of Annexure A3 to template : which storage is being mentioned here and for what duration ?	This is storage at ports of origin or delivery point.
11	Now a days we get scan copy / E-copy of all the documents / receipts etc, please confirm Original	Original or Copies required for release of payment is mentioned in the clause no. 1.8.3.1.2 of Part-A(III) Terms and conditons of the tender document
12	Why gearless coaster vessel mentioned – can we not load on a geared vessel	Geared/Gearless having required capacity for handling operations can be used for transportation. The vessel should be able to handle the cargo at both the ports.
13	Are we supposed to contact DAHER now or not ? Rates with DAher already finalised ?	The rate/cost related to any scope of this tender have not been finalized. It is upto bidder to contact their local partners. The successful bidder would have a partnership agreement with Daher on a later date.
14	Insurance – who would be the beneficiary in the insurance policy ?	ITER-India, Institute for Plasma Research
15	Saddle is provided by you or bidder has to arrange .	 <p data-bbox="1104 1433 2045 1464">Above shown yellow saddle is provided by Purchaser (ACBs manufacturer)</p>

Sr.No.	Queries from bidder	Reply from Purchaser
16	Hydraulic cold jack ? would the shipper use these at their expenses to load the consignment at pick-up point ?	As per the technical specification, at pick up points, The bidder scope is INCOTERM 2020: FCA at collection point (free on Truck)
17	Dimension & weight for dismounted packages & packing is required	Kindly refer Annexure-T2: Packing list for ACBs and T1 for drawings
18	T3 – lifting gear to be provided by OCPL at which location ? could you please provide	Lifting gear to be provided at Marghera and FOS Sure Mer ports for unloading, handling and loading activities
19	Routing plan : OT container – FR/BB possible ?	The cargo cannot be transported on any type of container.
20	Route survey : please provide route survey report from pick-up point to delivery location.	It is in the scope of bidder
21	Vehicle specification not given – hydraulic axles to be used or any suitable mechanical vehicle is permissible ?	Any suitable vehicle which can accommodate given size, weight, lashing requirements and transport accelerations.
22	The profit sharing 50:50 between the Bidder & Daher would be for the reimbursement amount to be paid to DAHER ( for the work executed by Daher from For Sur Mer port to destination only) .. please confirm if otherwise.	The profit sharing 50:50 between the successful bidder and Daher would on Part B_Price Bid Format Table I ACBs transport (3 ACBs) Sr. No. 6 {Sub Total of sr.no (1 to 5)}. Bidders should keep in mind that the 7% Gross Profits & Overheads value is above the bid amount & is not a part of the price bid format. Hence, as per the arrangement, 3.5% of the profits above the bid value will remain with the successful bidder and 3.5% is to be reimbursed to Daher. Necessary amendment in Note 2 of Part B Price Bid format is provided for further clarity.
23	The TOTAL gross weight of the package in packing list is 27310 kgs instead of 28310 Kgs, kindly advise	Kindly refer Packing list and The Gross weights are clearly mentioned
24	Ref to Annexure-A2, Unpriced Bid Format, Note 2 wherein reimbursement of certain port related expenses has been mentioned, kindly clarify specifically if the Shipping Line charges, CFS charges would be paid on actual basis or it has to be considered as part of the contractual value.	CFS and Shipping Line Charges will not be applied in this case
25	Ref to Annexure-A2, Unpriced Bid Format, Note 2 wherein reimbursement of certain port related expenses has been mentioned, kindly clarify specifically if the stamp duty applicable on cargo would be directly paid by you to govt account ?	Terminal handling charges may incur and will be reimbursed at actual.
26	about Accelrometer & penalties if not adhered to, however doesn't state any limit	Kindly refer Table 1 of section 7 for the limit