



2019-DGS-574282

भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

No. 13-Admn(7)/MIS/2019

Dated: 25.10.2019

NOTICE INVITING TENDER

Sub: Scope of study for the removal of 6000GT restriction for operation of vessels under the Agreement.

Bids are invited through Open Tender Inquiry for Carrying out study for impact assessment of removal of 6000GT restriction for operation of vessels between Indian & Bangladesh, in accordance with the scope of work at Annexure-A to this Notice Inviting Tender..

2. The eligibility criteria for the bidders are as under:
 - (i) As per Annexure - B
 - ii) Technical bid, duly filled and signed in the format as per Annexure-C, alongwith the supporting documents be submitted.
3. The other terms and conditions shall be as under:
 - (i) The study should be completed alongwith submission of report within period of two months from date of award of work.
 - (ii) The bidders are required to deposit an earnest money [EMD] of Rs. 25,000/- (Rupees Twenty Five Thousand Only) by way of demand draft drawn in favour of "The Directorate General of Shipping", payable at "Mumbai", physically on or before the last date of submission of the bid, to the Directorate General of Shipping, Kanjur Marg(East), Mumbai. The copy of DD should uploaded and physically submitted in the

बीटा बिल्डिंग, 9वीं मंज़िल, आई थिंक टेक्नो कैम्पस, कांजूर गाँव रोड, कांजूरमार्ग (पूर्व) मुंबई-400042

9th Floor, BETA Building, I-Think Techno Campus, Kanjur Village Road, Kanjur Marg (E), Mumbai-400042

फ़ोन/Tel No.: +91-22-2575 2040/1/2/3 फ़ैक्स/Fax.: +91-22-2575 2029/35 ई-मेल/Email: dgship-dgs@nic.in वेबसाइट/Website: www.dgshipping.gov.in

Administration branch of DGS before the date / time of opening of the technical bid. The tender not accompanied with earnest money shall be rejected summarily. The earnest money of unsuccessful tenderers will be refunded without any interest/bank commission/ collection charges after the order has been issued in favour of successful party. EMD amount of the successful tenderer will be refunded without any interest/bank commission/collection charges after the submission of the security deposit in the form of Bank Guarantee.

(iii) The successful bidder will have to submit an interest free **performance security deposit** in form of Bank Guarantee valid for a period of **3 (Three) months** from the award of contract, of an amount equivalent to 10% of annual contracted work as an interest-free 'Security Deposit' with the DGS, which will be refundable after satisfactory completion of the work ordered and the contract period.

(iv) The act of backing out of contract would be automatically debar the firm from any further dealing with DGS and EMD/Security Deposit amount would also be forfeited.

(v) No advance payment in any case would be made.

4. Financial bid shall be submitted in the format as per **Annexure-D** in sealed cover.

5. The tender is not transferable.

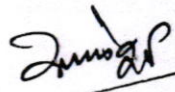
6. DGS reserves the right to accept or reject any or all tenders without assigning any reasons.

7. The DGS shall not be responsible for any loss or damage caused to any of the contractor's employee during the period of contract owing to negligence on his/his employee's part.

8. In case of any dispute, the settlement will be made in the Courts of Mumbai.

9. The interested firm may submit e-bid and separate sealed envelopes for "Technical Bid" and "Financial Bid" in a sealed cover super scribed **"Quotation for Carrying out study for the removal of 6000GT restriction for operation of vessels under the Agreement as per Annexure-A"** addressed to the Deputy Director General of Shipping(Coastal Branch), Directorate General of Shipping, 9th Floor, Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai-400042 latest by **1.00 PM on 15th November, 2019**. The Quotations received after the stipulated date/time shall not be entertained. The technical bids will be opened first on **15th November, 2019 at 3.00 PM** in the office of the Directorate General of Shipping, Kanjur Marg, Mumbai. The financial bid of only those firms will be opened which meets the minimum eligibility conditions in technical bids. The date & time for opening the financial bids will be intimated separately to the bidders who qualify the technical bids. The tender will be awarded to the firm which meets the eligibility criteria and quotes the lowest rate.

10. The interested firms who have submitted quotations may present themselves or through their authorized representative at the time of opening of quotation, if so desired. Over writing must be avoided and if done should be countersigned by the authorized person.

for 
(S.G. Bhandare)
Dy. Director General of Shipping

Scope of study for the removal of 6000GT restriction for operation of vessels under the Agreement.

1. Agreement on Coastal Shipping between the Government of the Republic of India and the Government of the People's Republic of Bangladesh was signed on 06th June, 2015 at Dhaka to carry out coastal movement of cargo between the two countries. This Agreement was made to secure harmonious development of the maritime commercial navigation between the Contracting Countries. The Standard Operating Procedure between the two countries was also signed on 15th November 2015 at New Delhi to promote and facilitate the day to day commercial operation on the vessels plying between the two countries in accordance with the agreement and to minimize any unnecessary hindrance in operation for the optimum benefit to the peoples of the two countries.
2. The benefits of the Coastal Shipping agreement between India and Bangladesh includes the smooth cargo movement for the North-east region of India through Coastal and Inland waterways using Bangladesh so that the dependency on rail and road transportation may be removed. After signing of this agreement the transship cargo movement of Bangladesh has shifted from Singapore to India. This agreement has given the opportunity to approx 08 vessels of Bangladesh and 01 vessel of India to carry total 11125 MT in last one year which may increase to multiple times if larger vessels will be allowed. Currently, vessels of size up to 6000GT are only permitted to operate under the Coastal Shipping Agreement due to size restrictions in the River-Sea Vessel Notification. The restriction of vessels size be constrained by the route itself and not separately by tonnage. e.g. ship operating between Chennai and Chittagong, commercially provide cost effective service with larger vessels. The restriction of vessel is in view of Article II of the agreement dated 6.06.15, which refers to RSV or equivalent standards. The SOP must therefore apply to all sizes of vessels of Indian and Bangladesh flag operating a service between two countries. Size restriction should be vis-a-vis respective ports only. The issue of allowing vessels of larger GT (without restriction) with relevant SOLAS certificates for foreign going vessels to operate between the sea ports of the two country in addition to RSVs which operate in inland waters also can be negotiated. So that benefits of priority berthing and tariff can be extended to such vessels. However, if we include vessels of any size which are meeting the international standards also in to the Agreement, the benefits of the Agreement can be extended to all sizes of ships. This will benefit Shipping industry as more numbers of vessels will be able to operate under the Indo-Bangladesh Coastal Shipping Agreement.

3. Ports included in the Coastal Shipping between the two countries are as under:

India

Chennai
Krishnapatnam
Kakinada
Visakhapatnam
Paradip
Dhamra
Haldia
Kolkata

Bangladesh

Mongla
Chittagong
Paira
Cox's Bazar

4. It has therefore been decided that a detailed study on the benefits of allowing larger vessels may be conducted.
5. The aim of the said report is to find out:-
- a) What kind of cargo can be transported between India and Bangladesh under Coastal Shipping Agreement if limit of 6000 Gross Tonnage (GT) is removed?
 - b) What kind of vessels may operate between two countries if there is no limit of GT?
 - c) What are the feasibilities that India and Bangladesh ships or cargo is benefitted by removal of GT limit?
 - d) Impact of removal of GT limitation on cost of operation of vessel.
 - e) Whether higher tonnage vessel can visit designated ports without any issue related to draft of port
 - f) What will be the benefits on the carriage of Third Country EXIM Trade cargo if 6000 GT limit is removed?
 - g) Analysis of profitable routes for the larger vessels of both countries after removal of 6000 GT limit.
 - h) Impact of transportation of automobiles (car, trucks, tractors etc.) by larger vessels between both the countries after removal of 6000 GT limit.
6. The said report is required to be submitted to MoS in 2 ½ months so the consultant is required to complete the work in 2 months.

TECHNICAL BID-I

Annexure-B

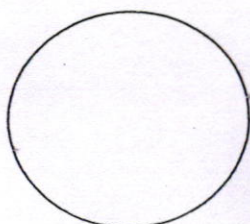
Technical requirement of the company/consulting firm/organization for consideration to participate in bidding to provide scope of study for the removal of 6000GT restriction for operation of vessels under the Agreement

Sr. No.	Eligibility criteria	
1.	The firm / company/organisation can be either a registered partnership firm or company. In case partnership firm, partnership deed is required to be submitted. Registration particulars to be submitted in case of company or proprietary concern.	
2.	The firm/ company should be in the existence for over 05 years in the trade as on 31.05.2019. Turnover in the past 3 years i.e Financial Year 2016-17, 2017-18 and 2018-19 must be Rs. 1 Crore or more, to be substantiated with Audited balance sheet.	
3.	The firm/company should have a previous similar experience in coastal shipping/International shipping / International trade matters consultancy. Copies of such work orders to be submitted.	
4	The firm/company must have expertise in shipping and Sea Trade sector	
5	The bidder should have a PAN Number and be registered under GST to be submitted.	
6	Technical bid, duly filled and signed in the format as per Annexure-B , alongwith the supporting documents be submitted in sealed cover.	

Date:

Name and Signature of Bidder with Corporate Seal and Mobile

No.



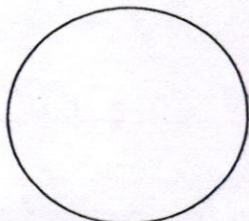
ANNEXURE-C**TECHNICAL BID-II**

1.	Name of the firm / company / partnership concern		
2	Address		
3.	Name of the authorized signatory (Authorization to be attached)		
4.	Specimen Signature of the Authorized signatory.		
5.	Telephone Number of the Authorized signatory and other Telephone Number of the firm.		
6.	Whether the firm had enclosed EMD. If " Yes: then DD/Pay order no.		
7.	Turnover	Year	Rs.
		2016-17	
		2017-18	
		2018-19	
8.	Whether the copy of Income Tax Returns for FY 2016-17, 2017-18 and 2018-19 mentioned in row 8 are enclosed.		
0	PAN number (copy to be enclosed)		
10	GST registration (copy to be enclosed)		

Date:

Name and Signature of Bidder with Corporate Seal and Mobile

No.

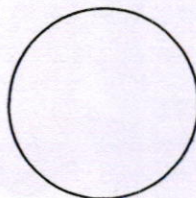


ANNEXURE-D

FINANCIAL BID

Particulars	Cost for completion of study (in rupees, words and figure)
Carrying out study for the removal of 6000GT restriction for operation of vessels under the Agreement as per Annexure-A.	
+GST	
Total cost:	

Date:



Name and Signature of Bidder with

Corporate Seal and Mobile No.