



வ.உ.சிதம்பரனார் துறைமுக ஆணையம்
वी.ओ. चिदम्बरनारपत्तनप्राधिकरण
V.O.CHIDAMBARANAR PORT AUTHORITY
पत्तन, पोतपरिवहनऔरजलमार्गमंत्रालय
CIVIL ENGINEERING DEPARTMENT
MINISTRY OF PORTS, SHIPPING AND
WATERWAYS भारतसरकार **GOVERNMENT OF INDIA**
ADMINISTRATIVE OFFICE, HARBOUR ESTATE,
TUTICORIN 628 004, TAMIL NADU



No. E(C) / F.59 / PD/ NCB III Dredging /E 3845/2024/D.1753

Date: 28.06.2024

To

All Bidders.

Corrigendum 4

Sub: Dredging the dock basin in front of North Cargo Berth III to (-)15.10m for handling of vessels up to 14.20m draught and dredging in the widened portion of the Port entrance, turning circle portion and channel patches at V.O. Chidambaranar Port – Reply to the Pre bid Queries - reg.

Ref: 1. Port's Ir No. E(C) / F.59 / PD/ NCB III Dredging /E 3845/2023/D. 1548 dt 12.06.2024
2. No. E(C) / F.59 / PD/ NCB III Dredging /E 3845/2024/D. 1701 Date: 20.06.2024

Gentlemen,

In addition to the pre bid clarification furnished vide letters cited under reference, the reply to the further queries / amendment to the Tender document is attached herewith.

2. The amendment and clarification along with enclosures will form part of the Tender document to be signed in all pages by the Tenderers and to be enclosed along with the Tender documents.

Encl: As above

yours faithfully,

Sd/-

CHIEF ENGINEER

Pre- Bid Clarification for " Dredging the dock basin in front of North Cargo Berth III to (-)15.10m for handling of vessels up to 14.20m draught and dredging in the widened portion of the Port entrance, turning circle portion and channel patches at V.O. Chidambaranar Port"

Sl. No.	Queries by the Bidder	Clarification / Amendments by the Port
1.	we request your consideration for removal of channel patches from the scope or alternatively allow for TSHD dumping offshore (say within 5 kms) after CSD cuts the material.	With reference to the BoQ item No.4, the conveyance of the dredged materials to the reclamation location may be done either using floating / submerged / land pipeline or any other suitable method(s) may also be adopted.
2.	Please also note that we expect quite some fines from the reclamation area to come back to dredging area and in vicinity. This can only be handled by using a TSHD and taking this material to somewhere offshore dumping ground. Can you notify us of the dumping location of such fines? Kindly note that it is impossible to capture all these fines inside reclamation area and another area is required where such fines can go to.	Geofabric will be laid over the bund to retain the dredged materials inside the reclamation location at the north of cooling water channel. Hence, requirement of a separate offshore dumping ground doesn't arise.
3	We kindly request you to re-evaluate the dredging in the patches in the Channel to resolve the complexities upfront to ensure that the project planning and the budgeting accurately reflects the challenges at hand.	Kindly refer reply at Sl.No.1 above.
4	Please note that the during the site visit we were able to see armour rocks in the mouth of the channel above water level. please clarify if the same will be removed before the start of the dredging works. Please also provide the depths available at these areas. Please also note that the additional pumping distance, the geometry of the dredging footprint and relatively low layer thickness of material to be dredged have a negative impact on the efficiency of the dredger and the costs which are not reflected within the project budget.	The armour stones in the entrance area will be removed before commencement of dredging activity in that area.
5	Please confirm that the transit light tower which falls under the dredging area will not be in the scope of the dredging contractor.	Yes. Removal of transit light tower in the dredging area of NCB III is not under the scope of the dredging contractor.