



KOLKATA PORT TRUST
HALDIA DOCK COMPLEX
Plant & Equipment Division

Details of contracts awarded through nomination during the month of June, 2015

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Tender No.	Item/ Nature of Work	Mode of Tender Enquiry	Date of Publication of NIT	Type of Bidding (Single/ Two Bid System)	Last Date of Receipt of tender	Nos. of tender recd.	Nos. and names of parties qualified after technical evaluation	Nos. and names of parties not qualified after technical evaluation	Whether contract awarded to lowest tendered/ evaluated L1	Contract No. & Date	Name of Contractor	Value of Contract (Rs.)	Scheduled date of completion.	Remarks
Resolution No. R/292/HDC/P &E/3/06/2015 of the 10th meeting of Board of Trustees of KoPT, held on 08.06.2015.	Repairing/ revamping of Caisson Gate No.1 at Lock Entrance under Haldia Dock Complex, Kolkata Port Trust.	Nomination basis	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	Nomination basis	GM (Engg.)/ 147 Caisson Repair / O- 15 dated 12.06.2015	Land-Marine Equipment Services Pvt. Ltd.	151.17 Lakhs.	31.10.2015	Recorded reasons for awarding contract on nomination basis is given in Annexure – I.

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HALDIA DOCK COMPLEX

Annexure – I

An order was placed with Jessop & Co. Ltd. (Jessop) for major repairing/revamping of Caisson Gate No. 1 on 12.08.2009. The scheduled completion period was 12 months from the date of placement of order.

In spite of rigorous persuasions by HDC and expression of concern pertaining to poor performance of Jessop, with respect to the instant contract, Jessop has persistently and flagrantly neglected to carry out their obligations under the contract, even after elapse of more than 5 years.

There was no site activity from 12.04.2011 to 15.09.2011 and from 25.10.2012 to 31.07.2013, for reasons entirely attributable to Jessop.

Jessop repeatedly failed to attend progress review meetings, on different occasions, and to submit detailed plan/programme for execution of work, proposed deployment of plant, equipment, labour, materials etc., in compliance with contract provisions.

The progress of work got adversely affected as not a single representative of Jessop was available since October, 2014, for overall supervision and monitoring of site activities. Jessop failed repeatedly to adhere to their own commitments, given on various occasions, with respect to completion of work. It was a matter of record that the progress of work was not at all satisfactory and the work was not likely to be completed by Jessop on account of their lapses.

Caisson Gates play a vital role to maintain water level inside the impounded Dock system. Caisson Gate at Lock Entrance is a Single Point of Failure (SPOF) with respect to all operational activities within the impounded Dock system.

The Outer Caisson Gate is in deteriorated condition and the same is being operated under close observation and reduced pressure. The Outer Caisson Gate is scheduled to be interchanged, after completion of repairing of Caisson Gate No. 1.

Thus, there was no other option but to request Land Marine Equipment Services Private Limited (LMESPL) [sub-contractor of Jessop for the instant work – as approved by HDC] to continue the work. LMESPL had expressed that they would be able to complete the balance work by their own.

LMESPL have experienced work force (both skilled & unskilled) in their domain and have also Supervisors/Engineers, who have become acquainted with the job, by dint of close association and involvement in the project.

LMESPL has also offered a discount of 6% on the existing rates of Jessop for the corresponding items of balance work. Imposition of risk & cost clause as well as related legal complications would be avoided in case of engagement of LMESPL, on nomination basis, at a rate which is lower than the existing rates of Jessop.

In this scenario, in case of inviting an open tender, a considerable time would be required to complete the entire procedure, including finalization of contract and engagement of new inspecting agency, and there would be no progress of work during that period of time.

In case of inviting a fresh tender, any participation of prospective bidder for such type of repairing work is difficult to predict. For the instant work, an open tender was invited for pre-qualification of bidders, where only 3 (three) bidders viz. (i) Jessop & Co. Ltd., (ii) Hoogly Dock and Port Engineers Ltd. & (iii) Shalimar Works (1980) Ltd. participated. Other reputed firms like GRSE, L&T and Braithwaite did not show any interest. Subsequently, the tender was issued to the above three pre-qualified bidders. But only one offer from Jessop was received.

Further in the year 2012, GRSE was approached to take up the job but they expressed their inability to do so.

Considering these aspects, the contract with Jessop & Co. Ltd. was terminated w.e.f. 27.04.2015 and the same was ratified in 10th meeting of Board of Trustees of KoPT held on 08.06.2015 vide Resolution No. R/292/HDC/P&E/3/06/2015.

In terms of sanction of the Board of Trustees of KoPT vide Resolution No. R/292/HDC/P&E/3/06/2015 of the 10th meeting held on 08.06.2015 the order was placed on Land-Marine Equipment Services Pvt. Ltd. on nomination basis.


एस. मुखोपाध्ये 28/06/15
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