



पारादीप पत्तन न्यास
PARADIP PORT TRUST
PARADIP PORT - 754 142, ODISHA (INDIA)

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 SHIPPING



MGMT. SYS
 RVAC 071
 DUTCH ACCREDITATION
 COUNCIL RvA

No.:MD/SHS/TECH-16/2021/394

Dated, the 18th April 2022

To

M/s. Dredging Corporation of India Limited,
 "DREDGE HOUSE", HB Colony, Main Road,
 MMTC Colony, Visakhapatnam-530022
 Andhra Pradesh, India

Sub: Work Order for "Maintenance dredging of Approach Channel, Entrance Channel, Mahanadi River Channel, Turning Circle, Docks & Sand Trap of Paradip Port Trust for the year 2022-23" on nomination basis.

Ref: 1.DCI's willingness letter No.DCI/CGM/03/2020-22 Dt.10.01.2022
 2.PPA's Letter No.:MD/SHS/TECH-16/2021/ Dt.14.01.2022
 3.DCI's offer letter No.DCI/MKTG/PPT/2022 Dt.25.03.2022
 4.Minutes of Meeting held on Dt.22.03.2022 through VC Mode between DCI and PPA Officials under the Chairmanship of Development Advisor (Ports), MoPS&W

Dear Sirs,

With reference to the above, this is to inform that your revised offer of Rs.18240.50 Lakhs excluding GST for "Maintenance Dredging of Approach Channel, Entrance Channel, Mahanadi River Channel, Turning Circle, Docks & Sand Trap of Paradip Port for the year 2022-23" has been accepted as per the following terms & conditions & as per the minutes of meeting held under the Chairmanship of Development Advisors(Ports), MoPS&W. Please deploy two Nos suitable Trailer suction hopper dredgers of hopper capacity minimum 7000 Cum for the work by 1st May 2022.

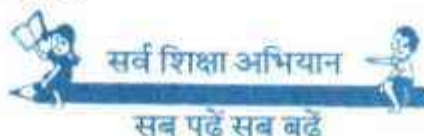
Terms & Conditions

2. **PAYMENT:** The payment shall be made as per your revised offer as given below:
2022-23

Sl. No	Description of Work	Quantity in Million Cu.Mtr.	Rate Per M ³ (In.... Rs)	Amount (INR in Lakhs)
i.	Approach Channel	4.5 Million Cu.Mtr.	Rs.141.40	Rs.6363.00
ii.	Entrance Channel	2.5 Million Cu.Mtr.	Rs.146.90	Rs.3672.50
iii.	Turning Circle	1.0 Million Cu.Mtr.	Rs.144.70	Rs.1447.00
iv.	Docks	2.0 Million Cu.Mtr.	Rs.147.90	Rs.2958.00
v.	Sand Trap	1.5 Million Cu.Mtr.	Rs.191.00	Rs.2865.00
vi.	Mahanadi River Channel	0.50 Million Cu.Mtr.	Rs.187.00(#)	Rs.935.00
TOTAL		12.0 Million Cu.Mtr.		Rs.18240.50 Plus GST

(N.B.-#Unit Rate for Mahanadi River channel is inclusive of mobilisation & demobilisation charges for Additional Dredgers)

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3. Bulk wet density of dredged materials of Approach Channel, Entrance Channel, Mahanadi River Channel, Turning Circle, Docks & Sand Trap will be assessed on monthly basis by collecting minimum 05 samples from the hopper of TSHD(s) and by testing through a Recognized University / National Laboratory. The average bulk density from the test reports duly signed by the representatives of DCI & PPT will be considered for calculation of dredging quantities and payment purpose. Cost of soil sampling & tests / analysis shall be borne by DCI Ltd.
4. The base price (P0) shall be considered as the Market rate of diesel / fuel oil as on Dt.01.03.2022.
5. **The Performance Security Deposit @ 3% of work order value is to be deposited by you with FA&CAO, PPT / or submitted in shape of Bank Guarantee. Signing of Agreement and Submission of Security Deposits should be made within fifteen days from the date of issue of this work order.**
6. All other terms & conditions with scope of works & minutes of meetings approved by DA(Ports), MoPS&W for the work "Maintenance Dredging of Approach Channel, Entrance Channel, Mahanadi River Channel, Turning Circle, Docks and Sand Trap of Paradip Port for the year 2022-23" are applicable as follows:
7. **SCOPE OF WORK:**

Maintenance dredging of 12.0 Million M³ quantity from Approach Channel Entrance Channel, Mahanadi River Channel, Turning Circle, Docks & Sand Trap of Paradip Port Authority for one year i.e. for the year 2022-23 including Mobilization / De-mobilization.

- (i) The Contract involves deployment of Two numbers highly maneuverable Trailer Suction Hopper Dredger of minimum 7000 Cu. M. Hopper capacity for maintenance dredging of Approach Channel, Entrance Channel, Mahanadi river Channel, Turning Circle, Docks & Sand Trap of Paradip Port Authority. Each dredger should have preferably two (02) suction pipes of capable of dredging to a depth equal to the design depth plus 4 metres. The maintenance dredging shall be commenced by one dredger latest by Dt.01.05.2022 & by second dredger latest by Dt. 07.05.2022. Two Dredgers must continue dredging from Dt.07.05.2022 to Dt.31.10.2022. The Sand Trap and Mahanadi River Channel shall be commenced between Dt.01.11.2022 and Dt.01.12.2022 and to be completed on or before Dt.31.03.2023. These are minimum requirements and the contractor is free to deploy the higher capacity dredgers as deemed fit to achieve the required output in Channel, Harbour and Sand Trap to complete dredging in schedule time. If the Mahanadi River Channel is not feasible by above TSHD, then the contractor may deploy an additional suitable dredger for dredging of Mahanadi River channel only. Quantity of 10.0 Million Cu.M. shall be dredged from the Approach Channel, Entrance channel, Turning Circle & Docks during this deployment. Maintenance dredging of Channels shall continue till 15th November. One of the dredger may be released after 1st November subject to completion of dredging of 9.0 million

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- Cu.M. by both the dredgers. Another dredger shall continue dredging till 15th November or till completion of required quantity from channel Turning Circle & docks whichever is later. In case Cyclone hits during May to October and siltation takes place, then extra quantity will be dredged by the Dredgers during the period or after 15th November as per instructions of Port. Payment for extra quantity due to cyclone will be made with same rates, terms & conditions as per this contract.
- (ii) The maintenance dredging of the Sand Trap shall be commenced by deploying a trailer suction hopper dredger of minimum 7000 Cu.M. hopper capacity or more between 1st November and 1st December and to be completed on or before 31st March 2023. Total in-situ quantity of 1.5 Million Cu.M. shall be dredged from the Sand Trap & 0.5 Million Cum from Mahanadi River Channel by hopper measurement. Dredger shall be released after achieving schedule quantity. If the Mahanadi River Channel is not feasible by above TSHD, then the contractor may deploy an additional suitable dredger for dredging of Mahanadi River channel only.
 - (iii) The maintenance dredging of 1.4 Million Cu.M. to 2.0 million Cu.M. shall be carried out from Docks at the time of availability of vacant berths during Channel dredging. Left out quantity from the docks & channels after monsoon dredging will be carried out during Sand trap dredging. For Docks dredging, time extension for one month after 15th November will be given only if berths are not available for dredging during monsoon season or schedule dredging quantity not achieved. The payment of docks dredging is to be made basing on hopper measurement quantity & Sand Trap is to be made as per in-situ basis.
 - (iv) Normally third dredger will not be allowed except for Mahanadi River Channel to avoid traffic congestion in the Channel. However, 3rd Dredger may be allowed subject to approval from Deputy Conservator, if performance of above two dredgers are not meeting the target line.
 - (v) There are on an average of 12 to 14 shipping movements carried out in a day, which uses entrance channel and approach channel. Both the Dredgers will be allowed for one hour dredging in the channel in between shipping movements. Accordingly dredger will follow the incoming & outgoing vessels and carried out dredging in priority dredging area as per requirement. The achievements and maintenance of depths and widths as required in the tender condition are the responsibility of the contractor.
 - (vi) If Mahanadi river channel is not feasible by the TSHD of Hopper Capacity 7000 cum or more, then an additional suitable dredger may deploy for MRC dredging during schedule time.
 - (vii) If required, Deputy Conservator, PPA may at his discretion allow the contractor extra 15 days beyond the schedule dredging completion date to complete the required quantity.
 - (viii) The materials to be dredged in following areas are sand and silt. The details of dredging depth, dimensions and total area-wise quantity 12.0 Million Cu.M. are as follows Plus any silted quantity due to cyclone to be dredged for the year 2022-23.

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Sl. No.	Areas to be Dredged		Dimensions (Sq.Mtr.)	Depth Below CD (Mtr.) To be achieved	Quantity to be Dredged per Year	Minimum Quantity to be Dredged
1.	Approach Channel from 0 KM to 10 KMS		10000 M X 300 M	-18.7 M	4.5 M.Cu.M	4.00 M.Cu.M
2.	Entrance Channel from 1200 M to 2200 M (i.e. 1 KM. Eastwards from North Break Water)		From 1200 Mtrs to 2200 Mtrs.	- 17.1 M	2.5 M.Cu.M	2.30 M.Cu.M
3.	Turning Circles with Inner Entrance Channel		520 Mtrs. Dia and 600 Mtrs. Dia 0 to 1200 Mtrs. Inner Entrance Channel	- 17.1 M	1.0 M.Cu.M	0.90 M.Cu.M.
4	Docks	Central Dock	750 M X 235 M	- 15.0 M	2 M.Cu.M	1.80 M.Cu.M
		East Dock	700 M X 240 M	- 15.0 M		
		South Dock	750 M X 350 M	- 17.1 M		
		North Dock	1000 M X 270 M	- 17.1 M		
5	Sand Trap (In Situ)		1000 M X 300 M	- 18.0 M	1.5 M.Cu.M	1.00 M.Cu.M.
6	Mahanadi River Channel		1000 M X 100 M	- 3.5 M	0.5 M.Cu.M	To be decided
TOTAL :					12.0 M.Cu.M	10.00 M.Cu.M.
7	Any siltation quantity due to Cyclone				Full siltation quantity.	

The firm may dispose the dredged materials at the designated dumping ground or on land with their own arrangements and without any additional cost to PPT. However, timeline and applicable regulations must be complied. The dumping ground at sea is located north side of the channel about 4 to 6 nautical miles from the dredging area. The positions of the sea dumping ground indicated in the chart will be supplied. The geographical coordinates of the Dumping ground at sea are as follows:

A	Lat. 20 deg 16.65' N	Long. 086 deg 48.57" E
B	Lat. 20 deg 18.30' N	Long. 086 deg 45.67' E
C	Lat. 20 deg 16.65' N	Long. 086 deg 44.67' E
D	Lat. 20 deg 15.05' N	Long. 086 deg 47.57' E

08. SPECIFICATION OF DREDGER

Specification of Dredgers used for maintenance dredging are as follows:

- (a) Two numbers of Trailer Suction Hopper Dredgers (TSHDs) having Hopper capacity of minimum of 7000 Cu. Mtrs or more. with highly manoeuvrable with twin screw, bow thrusters (independent of dredging system) and

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adequate engine power for positioning herself for carrying out maintenance dredging of Channels, harbour, jetty face & the site exposed to sea and swell conditions in monsoon months. All above machineries to be maintained in good operational condition throughout the contract period.

- (b) It should have jet pumps in good condition. Jet pumps should be able to generate at least 6 bars pressure for dislodging the seabed materials.
- (c) It should have the capability to maintain an average speed of 8 knots.
- (d) It must be fitted with modern dredging and position fixing equipments such as Drag Head Level Indicator, Jet Pumps indicator, Draft Load Monitor Indicator with paper chart, Echosounder, Electronic position fixing system (DGPS) for display & recording the dredging track.
- (e) It should have efficient Dredge position control monitoring system consisting of DGPS, necessary software capable of being loaded with survey data like Hypack or similar software.
- (f) DLM software shall display displacement of empty vessel just before dredging and total displacement of vessel just after dredging and before dumping as per draft displacement of Hydrostatic table.
- (g) The load and draft indicators to be inspected and certified by a Classification Society being a member of International Association of Classification Societies (IACS) within one month before the deployment of the dredger for monsoon dredging and renewed annually.
- (h) It should have efficient de-hoppering / dewatering system. De-hoppering shall be carried out before dredging in each load.
- (i) Bow Thrusters (independent of dredging system) and average speed of 8.0 Knots should be certified by a Classification Society being a member of IACS. The certificate issue date should be within one month before the deployment of the Dredger.
- (j) It should have preferably 02 (two) suction pipes capable of dredging to a depth equal to the design depth plus 4 Mtrs.
- (k) Hopper Capacity: The dredgers to be deployed for the Approach Channel, Entrance Channel, Mahanadi River Channel, Turning Circle & Docks dredging must have hopper capacity of at least 7000 Cu.Mtrs each with a daily dredging output of at least 55,000 M³ to 60,000 M³ of solid combining both the dredgers. In case of Sand Trap, one dredger shall be deployed to achieve an output of 20,000 Cum. insitu quantity or more by doing sea dumping or shore pumping to complete the dredging in time. If required another suitable dredger may be deployed by the Contractor to dredge at Mahanadi River Channel BECAUSE OF DEPTH CONSTRAINTS TO COMPLETE DREDGING IN TIME.

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09. DEPLOYMENT SCHEDULE:

02 Numbers of Trailer Suction hopper dredgers of minimum 7000 Cu.M. hopper capacity must be deployed on or before Dt.07.05.2022 for dredging of Approach Channel, Entrance Channel & other areas.

In the event of failure on part of the you to commence the work at least by one earmarked dredger latest by Dt.01.05.2022, the Deputy Conservator shall reserves the right at his own discretion to deploy and pay other Contractor to carry out the same work. All expenses consequent thereon or incidental thereto shall be borne by the contractor and shall be recoverable from him by the Board.

For the Sand Trap and Mahanadi River Channel dredging, the dredger shall be deployed between 1st November and 1st December. Total insitu quantity of 1.5 Million Cu.M. shall be dredged from the Sand Trap and 0.5 Million Cu.Mtr. of Hopper Measurement to be dredged from Mahanadi River Channel. If required, an additional suitable Dredger may be deployed for the above work.

In the event of failure on part of you to commence Sand trap dredging latest by 01st December, the Deputy Conservator shall reserves the right at his own discretion to deploy and pay other Contractor to carry out the same work. All expenses consequent thereon or incidental thereto shall be borne by the contractor and shall be recoverable from him by the Board.

Docks dredging shall be carried out during availability of vacant berths during dredging of Approach Channel, Entrance Channel & Sand Trap as per direction of Deputy Conservator/ Representative of Deputy Conservator. If required another suitable dredger of lesser hopper capacity may be deployed by the Contractor to dredge at Mahanadi River Channel BECAUSE OF DEPTH CONSTRAINTS TO COMPLETE DREDGING IN TIME. The programme of dredging as approved by the Deputy Conservator or his Representative will be followed for the work.

10. PERFORMANCE SECURITY DEPOSIT :

- (a) The Contractor shall furnish within 15 days from the date of issue of LOA, an irrevocable and unconditional Bank Guarantee as per prescribed format from a scheduled bank having its branch office at Paradip , for a sum equivalent to 3% of the contract value, which should be kept valid till completion of contract with three months additional claim period. The Bank Guarantee shall be encashed by PPT if the contractor fails to comply any one of the followings:
 - i) Both the dredgers must dredge minimum 45.0 lakhs Cu.M. quantity by 31st July 2022.

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- ii) Both the dredgers must dredge minimum 90.0 lakhs Cu.M. quantity by 31st October 2022. If both the dredgers complete dredging of 90 Lakhs Cu.Mtrs. by 31st October 2022, then, PPT will have the liberty to reimburse 25% of the amount encashed as per Clause No.4(a) above.
- iii) The dredger must have to dredge minimum 10.0 lakhs Cu.M. in-situ quantity from Sand Trap by 31st March 2023. If the dredger completes dredging of 10 Lakhs Cu.Mtrs. by 31st March 2023, then, PPT will have the liberty to reimburse another 25% of the amount encashed as per Clause No.4(a) above.
- b) All the Bank Guarantees shall be valid for a period of one year from the date of commencement of service with three months additional claim period.
- c) Any shortfall of the amount of B. G. due to encashment needs to suitably replenish with the equal amount with the validity for the balance period of the contract with additional 3 months claim and continue dredging till completion of the schedule quantity failing which dredging company may be blacklisted for a period upto two years from participating in any tender of Paradip Port Trust.
- d) In case Bank guarantees are from a Bank outside Paradip, then it should be countersigned by the Branch In-charge of Paradip or give consent to pay the encashed amount forthwith unconditionally on presentation of the Bank Guarantee.
- e) 5% will be recovered as retention money from your running dredging bills towards faithful performance of the dredging work to be carried out under this contract. The 5% retention money withheld from the running bill towards faithful performance of the contract will be returned after completion of dredging for the year 2022-23. Alternatively, you may also deposit this 5% retention money in shape of Bank Guarantee (As per PPA format) in advance, then, there will be no deduction from the running bills. The B. G. shall remain valid initially for a period of one year from the date of commencement of service with three months additional claim period.

11. LIQUIDATED DAMAGES(L.D.):

- (i) Liquidated damage will be deducted at the rate of 1% of contract value for a delay of one day or part thereof, if the dredging work does not commence by Dt.01.05.2022 as per the requirement of Paradip Port Authority.
- (ii) Liquidated damage will be deducted at the rate of 1% of contract value for a delay of one day or part thereof, if the second dredger does not commence the dredging by Dt.07.05.2022 as per requirement of Paradip Port Authority.

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- (iii) If any dredger during dredging in Approach Channel, Entrance channel & Harbour remains idle for any reason other than unfavorable weather condition or schedule routine maintenance and minor breakdown of more than 6 days in a month, 1% of contract value per day or part thereof will be imposed on the firm as Liquidated Damages during the calendar month.
- (iv) Both Dredgers must have Bow thruster (independent of dredging system) during dredging of Docks / Berth-face in working condition failing which 5% of the dredging quantity during non operational of bow thruster will be deducted as L.D for the month.
- (v) In case of Sand Trap dredging, if the dredged in-situ quantity is less than 1.0 million Cu.M. by 31st March 2023 then liquidated damage is applicable at the rate of dredging charge per M³ for the shortfall amount to be dredged to achieve the quantity of 1.0 million Cum.
- (vi) If the minimum dredging quantity i.e 4.0 million Cu.m. from Approach Channel, 2.3 million Cu.M from Entrance Channel, 0.9 million cum from Turning Circle, 1.8 million Cu.M. from Docks and 1.0 Million Cu.M. from Sand trap during stipulated period is not completed satisfactorily, the Board reserves the right to engage suitable & available dredgers at risk and cost of the contractor to complete the remaining work.

12. PERIOD OF CONTRACT AND PAYMENT:

Period of contract is from Dt.01.05.2022 to Dt.31.03.2023. However, PPT reserves the right to extend the contract for a reasonable period at the same rates, terms & conditions, if the new tender is not finalized / commenced. Payment towards maintenance dredging of Approach Channel, Entrance Channel, Mahanadi River channel, Turning Circle & Docks carried out by each dredger shall be considered basing on hopper measurement quantity. In case of Sand Trap, payment will be made basing on the in-situ quantity.

Running Bill for above work shall be considered for payment at the end of each calendar month on submission of work done certificate duly certified by the Deputy Conservator or his Representative and the same amount will be adjusted against the final bill for the deployment.

The bills shall be submitted in triplicate. Running bills & Final bills will be settled within 30 days & 45 days respectively after submission of the bills in proper shape.

13. METHODS OF MEASUREMENT FOR PAYMENT

- (a) One Port Representative will stay on board each dredger for guiding and monitoring the dredging activities during Maintenance Dredging of Approach Channel, Entrance Channel, Mahanadi River Channel, Turning Circle, Docks and Sand Trap. Contractor shall have to provide Boarding, Accommodation and Service Boat to the said Port Representative to go on board the Dredger, as and when required. Payment for dredging in this contract shall be based on the quantity of hopper measurement removed

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from the sea bed of the Approach Channel, Entrance channel, Mahanadi River channel, Turning Circle & Docks areas and insitu quantities dredged from Sand Trap. Insitu quantities of Sand Trap shall be ascertained from pre & post soundings taken before commencement and after completion of dredging respectively. Pre & post survey will be carried out jointly with third party NTCPCW, IIT Madras. Area of Sand Trap with 1:4 slope will be considered for insitu measurement. Sounding sortings of matrix cell average in every 20 metres matrix cell in Hypack mapper program shall be considered from the edited tin soundings of Multibeam Echo sounder raw data. Intermediate soundings will be considered for raising running bill. The programme of dredging as approved by the Deputy Conservator or his Representative will be followed for the work. The Deputy Conservator shall issue the completion certificate only after achieving the quantity in the schedule period.

(b) SOUNDINGS PROCEDURE FOR SAND-TRAP.

Before any dredging operations are commenced, soundings will be taken by the contractor over the areas to be dredged jointly with the Deputy Conservator or his Representative. The soundings shall be mutually verified and agreed upon between the Deputy Conservator OR his Representative and the contractor and shall be recorded on a plan which shall be signed by the Deputy Conservator or his Representative and the Contractor in token of their acceptance of the same. Blue print of sounding chart shall be provided to the contractor for their reference & raising the bills. Periodical sounding will also be taken jointly with the firm to monitor the progress of dredging and for monthly payment. Soundings will also be similarly taken, agreed and recorded after the whole of the work has been completed. From the differential soundings between Pre & Post charts to be considered for measurement of in-situ quantity of the materials dredged from Sand Trap shall be computed by Simpson's rule for final payment. Pre & Post survey of Sand Trap shall be carried out by Multi Beam Echosounder for payment jointly with the third party, NTCPCW, IIT Madras. For the purpose of taking of soundings, Board shall provide an all weather survey launch which is equipped with Seabeam 1185 Multi Beam Echosounder having digital display & recording in pen drive / external hard disc with DGPS & Motion sensor (Heave Compensator).

(c) HYDROGRAPHIC CHART

For the purpose of Pre, intermediate & Post survey, Hydrographic Survey acquisition of raw soundings & post processing will be carried out by using Hypack max & Hysweep software for Multibeam echo sounder. Raw soundings will be converted to the edited soundings after deducting the tides. Sounding sortings in every 20 metres matrix cell average in Hypack mapper program shall be considered from the edited tin soundings. Charts are to be prepared in the scale 1:1000 or 1: 2000 and shall be constructed on UTM or WGS84. The soundings will be taken to 1st decimal of metre and reduced to the Chart datum by deducting the tides collected from the Tide gauge. Sound velocity will be measured before survey for Multibeam echo sounder.

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(d) FORMULA FOR HOPPER MEASUREMENT

The following formula will be adopted for hopper measurement of solid materials in Trailer Suction Hopper dredger

Volume of solid = VM = TDM / SM.

$$TDM = \frac{(SN - SW) \times VT \times SM}{(SM - SW)}$$

Where TDM = Tones of dry material

SN = Average density of the wet load = GT/VT

VT = The total volume of the load just before dumping

GT = The total weight of the load is the net hopper load after subtracting load just before dredging TDS from total hopper load just before dumping.

Reading of DLM (Draft load monitor) before dumping shall compare with draft page of DLM as per hydrostatic table. DLM load reading or draft displacement as per Hydrostatic table before dumping whichever is minimum shall be considered as Net hopper load.

SM = Bulk Wet density of dredged materials.

Bulk wet density of dredged materials of Approach Channel, Entrance Channel, Mahanadi River Channel, Turning Circle, Docks & Sand Trap will be assessed on monthly basis by collecting minimum 05 samples from the hopper of TSHD(s) during dredging of the respective areas and by testing through a Recognized University / National Laboratory. The average bulk density from the test reports duly signed by the representatives of DCI & PPT will be considered for calculation of dredging quantities and payment purpose. Cost of soil sampling & tests / analysis shall be borne by DCI Ltd.

SW = Density of sea water : 1.025 gm/cc

Insitu quantities from Sand Trap shall be measured basing on Pre & Post Hydrographic survey of dredging using Simpson's Formula.

DLM Load graph of each load before dumping, before dredging, after dredging & draft displacement page before dumping shall be printed and signed by the Master & on board Port representative. Daily dredging report signed by the Port representative & Master of Vessel shall be produced by the Contractor next day. Duplicate copy shall be attached with the bill for making payment. Dredging Track record shall be printed for each load and submit by the contractor next day along with daily dredging report as and when required. If any variation in physical draft & DLM draft is observed then recalibration is to be carried out.

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(e) PRICE VARIATION OF POL PRODUCTS

Since there is a risk of price fluctuation of POL products on account of Central / State Government legislature etc., the price of fuel can be upward or downward depending on the movement of price about an agreed index and the formula for calculating the variation in price of POL will be as follows:

$$V = Q \times R [(P - P_0) / P_0]$$

V = Variation in price on account of fuel during the month under consideration.

P₀ = Market rate of diesel/fuel oil as on 01.03.2022 (Base Date).

P = Market rate of diesel / fuel during the month under consideration

Q = Percentage of diesel/fuel = 0.20

R = Value of work during the month under consideration excluding Mobilisation / Demobilisation fees.

The extra cost due to increase of fuel price will be reimbursed to the contractor after completion of the work on submission of documentary evidence. This escalation will be applicable on the price of fuel prevailing from day of commencement of work till date of completion considering P₀ = Market rate of diesel/fuel oil as on Dt.01.03.2022 (Base Date).

The benefit of reduction (De-escalation) in fuel prices, if any, shall be passed on to the Board.

You are requested to acknowledge receipt and acceptance of the work order and deploy the two Nos of dredgers having Hopper capacities 7500 Cu.Mtrs. to commence the dredging works at Paradip Port w.e.f. 01st May 2022. Signing of agreement and submission of Security Deposits should be made within fifteen days from the date of issue of this work order.

The above has got the e-concurrence of F&A Department, PPT vide Conc.No.FIN/WORKS AUDIT/915/DUMMY/2021 Dt.26.03.2022, kind e-approval of Chairman, PPT on Dt.14.04.2022 and kind approval of Board of Trustees, PPT vide Resolution No.37/2022-23 (Agenda Item No.41(01)/2022-23).

Yours faithfully

[Signature]
Deputy Conservator.
Paradip Port Trust

Copy to:

1. The Development Advisor (Ports), Ministry of Ports, Shipping and Waterways, Transport Bhawan, 1, Parliament Street, New Delhi - 110001.
2. The Assistant Director (Engineering), Ministry of Ports, Shipping and Waterways, Transport Bhawan, 1, Parliament Street, New Delhi - 110001
3. The Managing Director, Dredging Corporation of India Ltd., Dredge House, HB Colony, Main Road, Visakhapatnam - 530035
4. The General Manager (PE) & HOD (Marketing), Dredging Corporation of India Ltd., Dredge House, Port Area, Visakhapatnam-530001
5. All HoDs, PPT / CVO, PPT / Commdt., CISF Unit, PPT
6. PS to Chairman, PPT for kind information of Chairman, PPT
7. PA to Dy. Chairman, PPT for kind information of Dy. Chairman, PPT
8. The Project Manager, M/s.DCI Ltd. Project Office, Paradip for information & n/a