



**PRE-BID QUERIES RAISED DURING PRE-BID MEETING
OPEN E-TENDER FOR
PROCUREMENT OF CNG COMPRESSORS (2 and 3 Stage)**



Tender Doc No. REPL/MNGL/NGC/09/21
Tender Type- Open

Sr. No.	Section	Tender Clause No. / Annexures	Page No.	Tender Clause	Bidder Deviation	REPL/ MNGL Comments	
Commercial							
1	Cl. No. 24 - Sec IV SCC	Cl. No. 24	69	24.0 TERMS OF PAYMENT SUPPLY PORTION	Kindly accept following terms for balance 10% payment :10% of the total supply order price (per CNG Compressor package) will be paid within 30 days of successful completion of erection, testing, commissioning and field performance test and acceptance thereof by owner and submission of final document, as built drawings and completion in all respects. In case erection and commissioning is delayed beyond 60 days from receipt of package at site, this 10% payment towards supply will be released to the vendor within 30 days against submission of an undertaking for the above on non-judicial stamp paper of appropriate value.	Tender Condition Prevails	
2	Clause No. 4 of Section - I, IFB.	Clause No. 4	4	Delivery Period	We request delivery period of 24 weeks per DO considering the current situation of pandemic due to which the supply chain has been disrupted resulting in delayed deliveries for the final product.	Tender Condition Prevails i.e 20 weeks from the date of issuance of Delivery Order (DO).	
Technical							
1	Sec V - Technical Specifications	1.4	81	1.4 SCOPE OF SUPPLY FOR EACH COMPRESSOR PACKAGE: Handling of goods (Package & Accessories etc.) at all stages, loading and unloading facilities at designated storage of client, Re-transportation of the package from the store to the actual site / station including transit insurance.	SOR should have provision to quote Re-Transportation rates from client stores to site separately as this is a price component which bidder has to bear since client sites are not ready. Or, Re-transportation of the package from the store to the actual site / station including transit insurance shall be excluded from scope of bidder.	Tender condition prevails	
2	Sec V - Technical Specifications	Cl No. 1.1 (V) O&M requirements	76	v. MNGL will notify the start date for operation and Comprehensive Maintenance services • After the successful completion of test run & commissioning, system taking over certificate shall be issued by the owner. • The contractor shall deploy adequate number of technicians / supervisors / Engineers / helpers as well as tools, spares, consumables and equipment for smooth and proper maintenance of the Compressor supplied in terms of the contract. In case required to meet operational requirements, the contractor shall augment the same as per direction of Engineer-in-Charge. Contractor to depute following persons before starting maintenance of the compressor package.	•Bidder shall deploy site wise 1 operator per shift with reliver. •Bidder shall deploy adequate number of technicians / supervisors / Engineers / helpers as well as tools, spares, consumables and equipment for smooth and proper maintenance of the Compressor supplied in terms of the contract.	Tender Condition Prevails	
3	Sec V - Technical Specifications	9	104	PERFORMANCE GUARANTEES, LOADING AND PENALTIES FOR BOTH 1200 SCMH (THREE STAGE) & 1600 SCMH (TWO STAGE) CAPACITY PACKAGES	Condition 1 :: The formula mentioned in the tender for loading on fuel consumption is not correct. For e.g. For a difference of 1 kg/hr of fuel consumption between two bidder's, as per the current formula, loading shall be INR 115.10 Crores which is not practical. This is because to compress 876 kg/hr of gas, if the machine is consuming 1 kg/hr higher gas than the other bidder, then W (876 kg/hr) should not reflect again in the formula since 65,700 running hours are already considered in the formula. Practical and rightfully the Loading formula shall be :: $F = (G-Q) \times 20 \times 65700$. Accordingly the actual loading with this formula shall be INR 13,14,000/- for difference of 1 kg/hr fuel consumption. Also, against the loading value, the penalty considered in your reply is based on actual running hour basis which will not recover the cost considered for price loading. Under this condition, Keeping in view the results of past few tenders, there is tendency that any bidder may take advantage by quoting abnormally low fuel consumption figure ensuring heavy price loading on other bidders & paying nominal penalty towards inefficiencies in later stages. Condition 2 :: As per MNGL reply in Corr # 06 & reply to bidder's queries, Cumulative loading on package gas loss and fuel consumption is limited to 10 % of the supplied value of compressor package (Compressor package cost + Air compressor with receiver & accessories cost+ string test cost). However, any bidder can quote lower prices along with higher (inefficient machine) fuel consumption and possibly become L-1 with help of the caping advantage of 10%. Result will be MNGL shall purchase an inefficient machine with higher fuel consumption with lowest price and levying the lowest penalty. Without mentioning the threshold or acceptable minimum guaranteed power consumption, there are all chances that any bidder could deliberately keep the power consumption abnormally low so as to take price benefit during evaluation and later in case of not meeting the parameter (during execution) get away with a limited penalty. Hence, most of the CGD companies are mentioning acceptable & practical guaranteed fuel consumption bands with minimum & maximum parameters @ guaranteed suction pressure & capacity. No advantage is given to any bidder for quoting unrealistic fuel consumption figures lower than those mentioned in the tender. These practices are derived from guidelines issued by CVC in the past enabling fair & transparent evaluation.Hence, We kindly request you to consider the practical fuel consumption band within the range of 46 to 48 SCMH. No benefit will be given below 46 SCMH. But in case the fuel consumption quoted by the bidder exceeds the upper limit i.e. 48 SCMH, the bid will be rejected. The fuel consumption figures are based on the load on the gas engine, gas density & calorific value of gas. The average calorific observed in Indian CGD's is around 8500 Kcal/scm & for calculating the fuel consumption the lowest calorific value is to be considered, since as the NCV increases, the fuel consumption decreases. The calorific value mentioned in MNGL tender is higher than the average calorific values observed elsewhere in India. Tender does not specify detailed gas composition and the guaranteed parameter sheet mentions NCV of 11,432 Kcal/kg. For the NCV 11,432 Kcal/Kg, the fuel consumption figures shall also decrease abnormally and bidder will not be able to demonstrate the same during FAT & at site which will be for his advantage to avoid price loading and penalty. We are consumer's of CNG supplied by MNGL at Pune for our CNG Compressor test bad at factory and have never noticed such higher gas NCV in the reports.	Condition 1 :: The formula mentioned in the tender for loading on fuel consumption is not correct. For e.g. For a difference of 1 kg/hr of fuel consumption between two bidder's, as per the current formula, loading shall be INR 115.10 Crores which is not practical. This is because to compress 876 kg/hr of gas, if the machine is consuming 1 kg/hr higher gas than the other bidder, then W (876 kg/hr) should not reflect again in the formula since 65,700 running hours are already considered in the formula. Practical and rightfully the Loading formula shall be :: $F = (G-Q) \times 20 \times 65700$. Accordingly the actual loading with this formula shall be INR 13,14,000/- for difference of 1 kg/hr fuel consumption. 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We are consumer's of CNG supplied by MNGL at Pune for our CNG Compressor test bad at factory and have never noticed such higher gas NCV in the reports.	Tender condition prevails. (Refer sr. no 5 of corrigendum no 6.0) Explanation for Condition 1 : Tender condition is quoted below Loading against Fuel Consumption: The compressor package shall be designed in such a way that Gas Consumption of engine (Kg/Hr) should be minimum for production of CNG. Bidder shall indicate actual gas consumption for their compressor package. This quoted figure will be used for evaluation and total quoted price for all compressors towards supply, special tools & tackles, erection and commissioning will be loaded as per following formulas: $F = (G-Q) \times H \times I \times N \times W$ Where, F = Loading amount in Rs. G = Bidder's Gas consumption rate quoted in Kg for every Kg of CNG produced Q = Lowest Gas Consumption rate quoted by any bidder in Kg for every KG of CNG produced H = Cost of NG – Rs. 20/- Kg I = Factor towards lifecycle in hours @ 65,700 hours N = Number of machines It seems that the bidder has not read the tender conditions fully, and ignored the Bidder's Gas consumption rate is to be quoted in Kg for every Kg of CNG produced In the example given by bidder, difference of 1 kg/hr of fuel consumption , the calculation shall be as follows: G = Assuming Bidder is consuming 46 kg/hr, G = 46/876 = 0.0525 Q = Assuming Lowest bidder is consuming 45 kg/hr, Q = 45/876 = 0.0514 H = Rs. 20/- Kg I = 65,700 hours N = 1 W = 876 kg/hr for 1200 SCMH $F = (G-Q) \times H \times I \times N \times W$ $= (0.0525 - 0.0514) \times 20 \times 65700 \times 1 \times 876$ $= 12,66,170$ per machine Explanation for condition 2 : The suggestion of bidder to consider the practical fuel consumption band within the range of 46 – 48 SCMH will be unfair towards the bidder supplying a more efficient machine which consumes less than 46 SCMH gas per hour. NCV of 11,432 kcal/kg is not high. It seems bidder is erroneously comparing the per SCM figure of 8500 with per kg figure of 11432.
4		1.4	82	Main incoming cables from owner PDB to main control panel of the compressor through Conduit/trenches. Cables from owner's electronic earth pit (EE) for electronic circuit in the control panel, cables from owners main earthing ring to control panel body earth, instrumentation earthing for PLC, UPS and all interconnecting Cables including complete erection accessories like double compression cable, FLP gland, cable tags, Lugs, etc. as required. Conduit from PDB to Compressor control panel shall be made available by client & from control panel to different accessories / ESD/ units shall be in bidder scope. Bidder to consider distance of PDB in electrical room maximum 80 meters from compressor package & accessories for cable length consideration.	Field cables will not be considered in bidder scope.	Tender Condition Prevails	
5		1.4	82	Shed structure (galvanized corrugated sheet) of 10' x 8' over the Control Panel to the Operator for operating the compressor. Total structure setup, fabrication & finishing shall be in bidder's scope.	PLC panel mounted inside the enclosure, so separate shed is not required & will not be considered. Extra shed will be in customer scope	Tender condition prevails	
6		2.1.1	86	Bidder shall make his own provision for Instrument and starting air with an electric motor driven air compressor, air drier and receiver system. Receiver to be sized for 6 consecutive starts (each start of at least 6 seconds) of engine within one hour. Air compressor and system should be designed for maximum 15 kg/cm2g pressure with PRV at compressor package inlet. The flow rate of the compressor supplied shall be 15 CFM minimum with air vessel capacity of 1000 liters (vertically mounted). Max. allowable noise level is 75dBA @ 1meter. Air drier shall be suitable for the required air flow and pressure.	PRV for Air Compressor discharge is not provided since air pressure is maintained in the air receiver tank.	Tender condition prevails	
7		4.9.2	91	All pressure vessels shall be designed as per ASME VIII Div. 1 practice and sourced from PESO approved vendor	All pressure vessels shall be designed as per ASME VIII Div. 1 practice and sourced from bidder approved vendor	Tender Condition Prevails	
8		4.13.3	94	The enclosure shall restrict maximum noise level to 75 dB (A) at 1 meter from the enclosure.	Maximum noise level to 80 dB (A) +/- 3dBA at 1 meter from the enclosure in free field condition. This is the actual sound level and is a standard clause in all tenders of Mecon Limited.	Tender Condition Prevails	
9		7	103	EARTHING / CABLING	All field cables will be in scope of MNGL	Tender Condition Prevails	
10		Guaranteed Parameter sheet		Gas loss as % of production, including loss from SRV, due to oil top ups and idling (basis for loading & penalty)	The gas loss through SRV, during oil top up's and draining cycle is unavoidable during m/c operation. This should not be considered as gas loss for basis of penalty & loading as it is a common feature required for smooth & safe operation of the packages. Any compromise on these operations will lead to safety hazard irrespective of the OEM. Only Packing vent loss should be considered which is continuous loss to gas company and requires regular monitoring to avoid loss to gas company & environmental compliances .	Tender Condition Prevails	