

**ODISHA POWER GENERATION CORPORATION LIMITED
IB THERMAL POWER STATION
AT/ PO- BANAHARPALI, JHARSUGUDA
ODISHA
PIN-768234**



OPGC Invities

“Expression of interest (EOI)”

for

“Transportation of Ash (Fly Ash & Pond Ash) through Road Mode up to radial/aerial distance of 300 KM from OPGC, IB Thermal Power Station to Designated Low-Lying Areas/Quarries/NHAI & State Highway Projects/Various Infrastructure Projects”

Odisha Power Generation Corporation Ltd

(A Government company of the States of Odisha)

Expression of Interest: NIT No. ITPS/CC-22/2026-27/06

Date: 05.10.2026

S/N	Name of the work/Description	Tender cost	EMD (Rs.)	Date of receipt & submission /Opening of EOI
1	Expression of Interest (EOI): "Transportation of Ash (Fly Ash & Pond Ash) through Road Mode up to radial/aerial distance of 300 KM from OPGC, IB Thermal Power Station to Designated Low-Lying Areas/Quarries/NHAI & State Highway Projects/Various Infrastructure Projects	NA	NA	As Per NIT

Note: OPGC reserves the right to conduct E-RA among the eligible bidders. The date of conduct of E-RA shall be intimated in later stage to Techno Commercially qualified bidders via e-mail.

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Expression of interest (EOI)

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1. Brief Introduction:

Odisha Power Generation Corporation Ltd. (OPGC) is a Government Company of the State of Odisha. It operates two units of 210 MW (Unit # 1 & 2) and 2 units of 660 MW (Unit # 3 & 4) at IB Thermal Power Station (ITPS), Banharpali. Approximately 3200 MT of ash is generated daily for power generation from unit #1 & 2 (2x210 MW), and approximately 8000 MT of ash is generated daily from unit # 3 & 4 (2 X 660 MW) at ITPS. Coal ash produced in the plant, are disposed in slurry form for deposition in the ash ponds. ITPS has both wet ash disposal system as well as dry ash disposal system for handling fly ash & bottom ash.

Basic information:

Plant capacity:	Total ash disposal per Annum
2x210 MW (Unit 1&2)	10.5 Lakh MT (Unit 1&2)
2X660 MW (Unit 3&4)	28 Lakh MT (Unit 3&4)

The plant is situated at a distance of about 35 Kms from Jharsuguda

Location: Orissa Power Generation Corporation Ltd (OPGC)

Ib Thermal Power Station (ITPS)

Banharpali, Dist.-Jharsuguda

Orissa – 768234; India.

Latitude - 21° 42' North

Longitude - 83° 52' East

Nearest Railway Station: Belpahar (Code: BPH); 18 Km from Generating Station
Jharsuguda (Code: JSG); 40 Km

2. Expression of Interest:

Odisha Power Generation Corporation Ltd (OPGC) invites Expression of Interest from **experienced logistics agencies / ash users** for transportation and utilization of fly ash from Ib Thermal Power Station, Banharpali. Transportation of Ash (Fly Ash & Pond Ash) through Road Mode up to radial/aerial distance of 300 KM from OPGC, IB Thermal Power Station to Designated Low-Lying Areas/Quarries/NHAI & State Highway Projects/Various

Infrastructure Projects. The objective is **safe transportation and 100% utilization of fly ash.**

A. DISTANCE SLAB FOR RATE QUOTATION AND SCOPE OF WORK

S.No. (A)	Road Project falling within (Slabs)(#)(Km) (B)	Estimated Rate Inclusive of GST(Rs. /m3/km) (C)
10.00	Transportation and unloading	-----
10.10	0-50	
10.20	50-100	
10.30	100-150	
10.40	150-200	
10.50	200-250	
10.60	## More than 250 Kms subject to maximum 300 Kms radial/ aerial distance	
10.70	###Internal Shifting	
20.10	####Ash Lifting and Loading from Loading Point	per CuM
20.20	#####Cost for Watering and Compaction of ash (Applicable for Low Lying area and Quarry) in layers engaging dozers, rollers & water tankers including cost and hire charges of equipment, operators, POL & lubricants etc as per direction of EIC	per CuM
20.30	#####Excavation of any approved type of soil in approved borrow area by mechanical means, loading into and transportation by mechanical means and unloading the soil within lead of 1 km on properly prepared and approved surface for Earth capping over ash filled area including spreading and levelling the earth of 360mm thick layer (compacted) and compacting with rollers after proper dozing by dozers and watering (Earth is to be arranged by the agency at his own risk and cost) including cost and hire charges of equipment, operators, POL & lubricants etc as per direction of EIC	per CuM

(#) For exact distance at 50 km, 100km, 150 km, etc Rate of higher slab i.e., 50-100 km, 100-150 km, 150- 200 km, etc shall be taken respectively.

(##) The above Sl. No. 10.60 – The rate for road projects having a lead distance of greater than 250 kms, within maximum 300 Kms radial/ aerial distance. Bidders may please note that transportation will be maximum 300KM radial/aerial distance from loading point.

Ex : For calculation beyond 300 Km

If the Slab rate for More than 250 Kms subject to maximum 300 Kms radial/ aerial distance is **A per Cum/Km**

If the dumping site is 320 Km

Then per cubic meter/ km calculation shall be as follows:

Rate for 1 Cum Transportation = 320 Km X A

(###) The above Sl. No. 10.70 – There may be requirement of internal shifting (shifting and dumping) of ash from pond to a designated loading area which is approximately 5 Km. Bidder has to quote separately in Sl No. 10.70.

(####)The above Sl. No. 20.10 – The Bidder shall quote the rate for excavation and loading of ash under Sl. No. 2.10. The rate so quoted shall be applicable same for both the cases

- a) For excavation and loading of ash at the outside loading point within a distance of approximately 5 km from the loading point in ash pond
- b) For excavation and loading of ash required for internal shifting from loading point of ash pond.

(#####)The above Sl. No. 20.20 and 20.30 – The slab is applicable for Designated Low-Lying Areas/Quarries

Note: :

1. The quoted Unit rate(s) shall be 'Bid price schedule' is inclusive of GST.
2. Bidder is also required to submit a Declaration of GST Scheme as per **Annexure-IV** titled as "Declaration Regarding GST" (to be submitted along with Techno-Commercial Bid). The same will be considered for deriving basic rates (without GST) for the purpose of award.
3. The conversion factor from Cubic Meter to MT is 1.2
Ex: 1 Cubic Meter= 1.2 MT at loading end

B. Eligibility criteria:

- 1) Experience in Ash Transportation:

The bidder must have successfully executed Transportation work with an average annual quantity of at least 2.50 lakh tonnes during the said period.

- 2) Average Annual Turnover:

The bidder shall have achieved a minimum average annual turnover of ₹40.00 Crore during the last three completed financial years.

C. Evaluation Criteria:

1. Rate contract shall be finalized with a maximum of "x" bidders, one number out of "x" shall be reserved for award exclusively to an eligible SC-ST MSE bidder. ("x" – no of awards as per the Splitting Criteria). (X=12)
2. Among the stipulated number of parts (as per the tender splitting condition), one number shall be reserved for award exclusively to eligible SC-ST MSE bidders subject to their matching the finalized L1 price. This provision shall be extended based on the Offered price ranking of such Bidders in the ascending order.

In case suitable SC/ST MSE Bidder could not be identified through the tender, the part earmarked for such bidders shall be finalized among the balance eligible bidders as per

the stipulated Evaluation & Award criteria of the tender.

3. Bid Price: Under the subject Rate contract, Bidders meeting the stipulated eligibility criteria are required to quote the Price Bid (including GST) as per the price bid format.

The Evaluated Bid Price (EBP) of the Bidders would be ranked in ascending order as L-1, L-2, L-3, L-4, L-5, L-6 and so on based on quoted price inclusive of GST.

The L-2, L-3, L-4, L-5, L-6 and so on bidders may also be eligible for award of Rate Contract in case bidders agree to match the finalized L-1 bid price.

4. Based on the ranking, the top ranked (L1 among SC-ST MSE bidder) SC-ST MSE bidder shall be invited to match their price with the finalized award price of the L-1 bidder. If the highest ranked (L1 among SC-ST MSE bidder) bidder in this category does not accept to match the finalized award price of the L-1 bidder, balance eligible SC-ST MSE bidders shall be given the opportunity to match the L1 Price, one by one, in the order of their ranking. An SC-ST MSE bidder who matches the L1 Price and qualifies to bag the award of the part earmarked for such bidders out of "x" ("x" – no of awards as per the Splitting Criteria), that bidder shall not be further considered for award in the balance parts of the tender.

Verification of the category/classification of MSE Bidders shall be solely based on their submitted (valid) UDYAM Registration Certificate. No other document shall be referred towards the same.

In case either there are no eligible bidders in SC-ST MSE category/ classification or no such bidders from the category agreed to match the L-1 price, then the option to match the L1 price shall be passed on to the balance eligible bidders, in accordance with the Evaluation criteria indicated below.

5. Criteria for application of MSE Preference (for parts not earmarked for SC-ST MSE bidders):

- I) If L-1 ranked bidder as per (3) above is an MSE bidder, then no further MSE preference will be applicable.
- II) If L-1 ranked bidder as per (3) is a non-MSE bidder, then MSE preference will be applied to eligible MSE bidders (those MSE bidders falling in the range of L1+15%) in the "Order of Preference in Ranking of MSE Bidders" as under:
 - a) First Preference to SC/ST & Women MSEs i.e. Women SC-ST MSE.
 - b) Second preference to SC/ST -MSE Only
 - c) Third Preference to Women- MSE only.
 - d) Others MSEs.

The category/classification of the Micro and Small Enterprise (MSE) bidder shall be determined and verified solely on the basis of the valid Udyam Registration Certificate submitted by the bidder. No other document, certificate, declaration or registration shall be considered for determining the MSE category/classification.

DPIIT-recognized Startups shall also be eligible to participate in this EOI. The Startup bidder shall be registered/recognized by the Department for Promotion of Industry and Internal Trade (DPIIT), Government of India, in a field relevant to the scope of work involving ash and/or coal transportation covered under this EOI. The DPIIT Startup recognition/registration shall have been obtained prior to the date of floating/issue of this EOI. The Startup bidder shall submit a valid DPIIT Startup Recognition Certificate along with its offer for verification of its eligibility. Startups are exempted for experience and turnover.

- III) The Top ranked (L1) MSE bidder as per the evaluation criteria mentioned above at Point no. II will be offered to match its price to the finalized L-1 bidder. If the TOP ranked MSE bidder agrees to match the finalized L-1 bidder price, top preference in ranking shall be provided to such MSE bidder for work distribution.
- IV) If the top ranked MSE bidder as per criteria mentioned above does not agree to match the L-1 bidder price, the balance eligible MSE bidders will be given opportunity in the order of their ranking (starting with the next ranked MSE bidder as per criteria mentioned above and so on) to match their price to the finalized L-1 bidder price. On receipt an acceptance to match the L-1 bidder's finalized price by any eligible MSE bidder, balance MSE bidders shall not be eligible for any Preference in ranking."
6. In case, any other bidder (other than L-1 Bidder) who is given an opportunity to match the lowest finalised L1 price (in the order of their ranking), does not agree to do so, then the option shall be extended to the next lowest ranked bidder to match the finalized L1 bidder price till stipulated number of eligible bidders are available for award or the list of eligible bidders are exhausted.
7. Criteria 5&6 above shall be applicable
 - a.) To those parts of the tender which are not earmarked for SC/ST MSE Bidders and
 - b.) To the part earmarked for SC/ST MSE Bidders in case there are no bids eligible for award in the said part.
8. Evaluation Criteria In case of Tie-condition:
 - (i) In case where in a tender two or more bidders have quoted the same price, preference shall be given as per follows:
 - a) 1st preference to SC/ST- Women MSE
 - b) 2nd preference to SC/ST-MSE
 - c) 3rd preference to Women-MSE
 - d) 4th preference to Other MSE Bidder
 - e) Last preference to the Non-MSE Bidder
 - (ii) In case of tie condition amongst the same category Bidders (i.e. tie among SC/ST Women MSE at same position or tie among SC/ST MSE at same position or tie among women MSE at same position or tie among Other Bidders at same position etc.) as

mentioned above (at any Position) in respect of their Evaluated Bid Price (EBP), the ranking of bidders shall be determined on the basis of their Average Annual Financial Turnover (AATO), with priority accorded to bidders in the order of higher average annual financial turnover (AATO) among the tied bidders.

9. Final Award Criteria After Evaluation

- a. Letter of Intent (LOI) shall be issued to the panel of “X” bidders. However, PO shall be withheld until finalization of rate contract.
- b. These “X” bidders will have to submit the ISD (Initial Security Deposit) to OPGC within 15 days after placement of LOI. Startups are exempted from ISD.
- c. Upon submission of ISD, PO shall be issued.
- d. If any of the above “X” agencies fail to submit the aforesaid ISD within 15 days of LOI, then the said LOI stands automatically terminated on the expiry of the 15th day unless the submission of ISD beyond 15 days is permitted in writing by OPGC. Such extension shall maximum be permitted for a period of 30 days from the date of LOI.
- e. Upon non receipt of ABG by any of the above agencies:
 - i. The LOI issued to such bidders stands automatically terminated.
 - ii. EMD / Bid Security of such agencies will be forfeited.
 - iii. Where EMD is ‘Nil / Not Applicable’ or ‘exempted’- such bidders shall be treated as ineligible for participation in the future tenders issued from OPGC for a period of 06 months from the date of LOI issuance.
- f. For conclusion of balance requirements which is left over due to the above cancellation of LOIs, next lowest ranked bidders, who had already matched the rates of L1, will be issued LOIs. These bidders will have to submit ISD to OPGC within 15 days after placement of LOI.
- g. Upon received for the submitted ISD, PO shall be issued and

Outline Agreement shall be issued on all the agencies whose PO is placed.

- h. If the agencies mentioned in Clause 9(f) above do not submit ISD, action shall be taken as mentioned in Clause No. 9 (e) above. This will conclude the tendering process and award of Rate Contract shall be restricted to the agencies who have submitted the ISD.

C. Work distribution criterion for Award under rate Contract

The maximum cumulative award value for eligible shortlisted bidder shall be as under:
OPGC does not guarantee the placement of Purchase Order based on the rate contract with the bidders and shall not entertain any claim in this regard.

Bidder(s) may note that requirement to supply ash may arise within the state or to bordering state within the range of 300 km radial distance from thermal power plant,

for which contractor shall be required to transport ash as per the rate, terms and conditions

D. Diesel Price Variation Clause:

If the prices of Diesel increase or decrease, the payment to the contractor shall be adjusted for such increase or decrease, as per provisions detailed below and the amount of the Rate Contract shall accordingly be varied. This is subject to the condition that such variation in prices shall be available only for the work done during the stipulated period as mentioned in awarded work order under rate contract, including such period for which the work validly extended under the provisions of the Rate Contract without any penal action. If the awarded work validity is to be extended beyond the stipulated period for completion of the work attributable to the contractor, upward escalation on Diesel prices shall not be allowed. The base date for working out Diesel Price Variation shall be the actual techno commercial bid opening date.

- i) Monthly Average Price (Calendar Month) for the nearest PSU / IOCL / BP Oil Depot (Retail price) from the Station to be taken for the purpose of diesel price variation, for the work executed in that Calendar month.
- ii) The vendor shall submit certified copy of price of Diesel from retail outlet of PSU / IOCL / BP Oil depot (Retail price)etc. nearest to the Station, as the case may be.
- iii) Vendor shall submit RA bill with frequency in consultation with EIC.
- iv) Vendor shall submit quantity break-up on Calendar month basis. Quantity should be duly certified by the authorized person of the Road Construction Authority.

Formula for Diesel Price Variation Clause (PVC):

To carry out the work described in scope of work, the 25% of Contract price shall be treated as diesel component for Ash transportation from OPGC Station to Designated Place defined in Contract including loading & unloading. In case of any variation in price of diesel with respect to the base price of diesel as on 7 days prior to date of Techno-commercial bid opening, the contract price shall be adjusted as per the following.

Amount of Price Adjustment = $ACR1 - ACR0$ $ACR1 = ACR0 \times [0.75 + 0.25 \times (NDR / BDR)]$

Where,

$ACR1$ = Adjusted Amount of Contract Price $ACR0$ = Awarded Contract Price

NDR = Diesel price in Rs. Per litre as applicable as on month of execution*

BDR = Diesel price in Rs. Per litre applicable as on 7 days prior to the date of Techno-commercial bid opening.

*Monthly Average Price (Calendar Month) for the nearest PSU / IOCL Oil Depot (Retail price) to be taken for the purpose of diesel price variation.

E. Mode of measurement:

The authorized representative of road projects of NHAI / other Central or State Government Road construction department / Authority / PMGSY Road Project shall

certify the quantity of ash received from OPGC Station. In order to have better management and control on truck/dumper movement, following Methodology for accounting of Trucks / Dumpers etc transporting Ash to different Road Construction sites is to be adopted.

1. At least Three copies of Challans shall be issued whenever a loaded truck moves out of the dyke/silo of the station. (On the back side of challans Print Checklist as per **(Annexure I)**).
2. 1st original copy of the challan shall be kept by OPGC Security Agency / AU Department Representative at the station.
3. 2nd copy of the challan shall be kept by the Transporting Agency.
4. 3rd copy of the challan shall be countersigned by Authorized representative of Road Construction agency (NHAI / other Central or State Government Road construction department / Authority / PMGSY Road Project) at dumping site duly acknowledging the receipt of the consignment at the dumping site (This copy can have a printed certificate to this effect) and the same shall be submitted by the Transport Agency Representative back to station AU department on regular basis.
5. List of authorized representatives along with specimen signature duly certified by Road Construction agency (NHAI / other Central or State Government Road construction department / Authority (Concessioner) / PMGSY Road Project) is to be obtained by OPGC AU representative before start of work.
6. For each vehicle Fast Tag Statement/ Receipts of Toll Plaza enroute, if any, shall also be submitted by Transport Agency along with the copy of the challan countersigned by authorized representatives of Road Construction agency (NHAI / other Central or State Government Road construction department / Authority (Concessioner) / PMGSY Road Project).
7. However, the number of ash loaded trucks received at Road Construction site will not be considered for the purposes of reimbursement of excavation, loading, transportation, and unloading cost of ash by OPGC. Payment towards reimbursement shall be based on the compacted volume measurement of embankment of fill area, as measured and duly certified by authorized representative of road projects of NHAI / other Central or State Government Road construction department / Authority (Concessioner) / PMGSY Road Project without multiplication of any other factor such as density of ash, etc.
8. The verification of pond ash quantity at ash dyke end shall be done on weightment basis. For calculation purpose 1 Cubic Meter= 1.2 MT at loading end

F. Payment terms:

Payment terms for Road/Railway/Linear Projects

- i. Payment shall be done on compacted quantity of fly ash at embankment site on certification of authorized official(s) of road projects of NHAI / other Central or State Government Road construction department / Authority / PMGSY Road Project.

- ii. For determining the quantity of fly ash delivered, OPGC shall consider the lowest value among the following three measurements:

A). Loading-End Measurement (OPGC):

At the loading point of OPGC, the ash vehicle carrying fly ash is weighed on the OPGC weighbridge or any other nearest weigh bridge Authorized by OPGC. The recorded weight of the loaded fly ash is then converted into volume (in cubic meters – CuM) by dividing the measured weight by 1.2 value that has been certified by the road authority NHAI / other Central or State Government Road construction department/Authority/PMGSY Road Project/Road construction agency concerned.

$$\text{Quantity (CuM)} = \text{Loading-end Weighment of fly ash (In Tonnes)} / 1.2$$

B). Unloading-End Measurement (Road Construction Site):

The measured weight of the fly ash delivered at unloading end is converted into volume (in cubic meters -CuM) by dividing that measured weight by 1.2 value that has been certified by the road authority NHAI / other Central or State Government Road construction department/Authority/PMGSY Road Project/Road construction agency.

$$\text{Quantity (CuM)} = \text{Unloading-end Weighment of fly ash (In Tonnes)} / 1.2$$

C). Quantity Certified by Road Authority:

Quantity (in cubic meters- CuM) as certified by NHAI/other Central or State Government Road construction department / Authority / PMGSY Road Project.

The lowest value among A, B, and C above shall be considered as the final compacted quantity for the purpose of payment. The density certified by the National Highways Authority of India (NHAI) shall be considered for the purpose of final reconciliation. In the event that such certified density is not available at the time of final reconciliation, the formula specified above shall be applicable.

- iii. RA bill shall be released for 95% quantity delivered at the receiving end based on certification of compacted ash by authorized official(s) of road projects of NHAI / other Central or State Government Road construction department / Authority / PMGSY Road Project for the Bill period. 05% (Five Percent) shall be retained for Final Reconciliation at that particular stretch (chainage).
- iv. Total compacted ash quantity at each embankment shall be reconciled after completion of final level at that particular stretch (chainage) after certification of by authorized official of road projects of NHAI / other Central or State Government Road construction department / Authority / PMGSY Road Project.
- v. At the time of final settlement of each embankment after reconciliation, 05% (Five Percent), retained amount shall be released.

- vi. In case, certification of compacted ash is not available, an interim Payment for 70 % quantity (measured by either weighment at weighbridge or volume measurement at dyke end, as decided by EIC) subject to delivery at the receiving end (3rd challan receiving copy) 'OR' on the receipt of uncompacted quantity certified by NHAI Authority OR NH Concessionaire may be released by EIC in RA bill to facilitate continuity in ash transportation work by the agency. The quantity may be reconciled on a quarterly basis based on certification received from the road authority. However, as and when certification of compacted ash by authorized officials of road projects of NHAI / other Central or State Government Road construction department / Authority / PMGSY Road Project for the Bill period is received, balance Payment excluding final payment shall also be released based on certification.
- vii. The billing cycle shall be on calendar month basis.
- viii. The agreed and final awarded Price in Rate Contract shall be inclusive of all misc. expenses including the toll tax, overhead (if any), all other Taxes & Duties and applicable GST.

Payment terms for Low Lying Area/Quarry/Mine Void

Payment shall be released on a monthly basis upon submission of the Running Account (RA) Bill along with all prescribed supporting documents, including challans, weighment records, GPS reports and confirmation/utilization certificates issued by the concerned Land Owner/Sarpanch/concerned authority and Original Ground Level (OGL) report duly certified by the OPGC authorized representative and submission of bill duly certified by the EIC.

Interim Payment in Absence of Utilization Certificate: In the event that the Utilization Certificate is not available during the billing cycle, an interim payment of 70% of the measured quantity (based on weighment at the OPGC weighbridge and subject to delivery at the designated receiving end), after applicable statutory deductions, may be released after duly certified by the Engineer-in-Charge (EIC) under the Running Account (RA) Bill.

Interim Payment upon Submission of Utilization Certificate: In the event the Utilization Certificate is available during the billing cycle, 100% payment (after statutory deductions and applicable security deposit) shall be released under the RA Bill.

Payment upon submission of final bill: The Contractor shall mandatorily submit the Utilization Certificate issued by the concerned Authority at the time of submission of the Final Bill and Post Ground Level (PGL) report certified by OPGC authorized representative, and successful earth capping and compaction of the land as per the guidelines of OSPCB and site completion report from Pollution Control Board/District Administration failing which OPGC shall be entitled to recover with applicable overheads and administrative charges, shall be recovered from the Contractor's Running Account Bills (RA Bills) or any other amount due or becoming due under the Contract or the security deposit

amount.

G. Contract Performance Guarantee / Security Deposit: As per SCC (Special Condition of Contract)

E. Deviation Allowed:

Any variation in order quantities mentioned for various Lead(s) may vary during the execution of Rate Contract(s) subject to submission in documentary evidence for such variation. However, in any case the variation shall not exceed 30% of the initial order quantity.

H. Mobilization Period:

All agencies shall fully mobilize their resources for ash lifting within 15 days from the date of issuance of the Purchase Order. Mobilization shall be deemed successful only upon actual commencement of ash lifting operations, as certified by the Engineer-in-Charge (EIC). In case, the agency fails to deliver as specified in this clause, OPGC shall have the liberty, at its discretion, to assign part / full quantum of the job to alternate agency.

I. Liquidated damages for Delay:

If the Agency fails to maintain the required progress in terms of achieving milestone fixed in the time & progress schedule or to complete the work as the case may be under Contract, they shall without prejudice to any other right or remedy shall be liable for liquidated damage.

In case of delays in completion of work, due to reasons attributable to Agency, the Agency shall be liable to pay the OPGC by way of liquidated damages @ 0.5 % of the unexecuted and delayed executed value, for each week of delay or part thereof, excluding mobilization period, subjected to a maximum of Five (05) percent of Purchase Order (PO) Value.

The amount of liquidated damage (LD) may be adjusted or set-off against any sum payable to the Agency under this or any other Contract with the OPGC.

Period of Execution in a Purchase order in days (Tp) = (Corresponding PO value / Cumulative Rate Contract Award value to a particular Agency**) x 365 days. (Rounded off to the full day.)

J. Defect Liability:

Defect Liability in work awarded under Rate Contract for Ash Transportation shall be

Nil.

K. Deployment of Machinery:

Agency shall deploy the excavator and trucks as per the required Quantity of Ash to be transported, as decided by EIC.

As the work of ash transportation is entirely carried out with the help of machinery and no manual labour is involved, HR clearance is not required. However, the agency shall comply with all statutory obligations.

L. Duration of the Rate contracts:

While the Rate Contract shall generally be valid for a period of one year only extendable by another six (06) months at the discretion of OPGC EIC.

The Agency shall be required to complete the execution of awarded Quantities on same rates, terms & conditions of the Contract, even in case of execution period exceeding the initial validity of 1 year, as per decision of OPGC EIC.

M. Clause regarding Period of execution of work for the Purchase Order(s) to be placed under Rate Contract:

The period of execution for the individual Purchase Order to be placed under the Rate Contract shall be ascertained in the following manner.

****As Defined in the Rate Contract Bid Document**

EIC can schedule the period of execution equal to or more than the above calculated Period ($>T_p$) depending on actual site delivery requirement for Purchase Order(s) under the Rate Contract. Further, if the Asking rate / requirement of ash transportation as per NHAI/Road construction agency is more than as derived with period of execution as above, then EIC can exercise the option to place separate PO's to same or different Agencies to match the requirement as per the "Work Distribution criterion" clause.

N. Clause regarding Ash Offtake Requirement for the Purchase Order(s) to be placed under Rate Contract:

Ash Offtake requirement for the Purchase Order(s) to be placed under the Rate Contract shall be ascertained.

O. Loading:

Loading of permissible quantity of ash shall be the responsibility of the agency. Loading and transportation of ash from ash pond/silo shall be as per RTO norms. In case of any deviation or any liability during loading, transportation and unloading shall be borne by

the agency. The agency shall keep OPGC indemnified of such liability.

P. Overloading:

No overloading shall be allowed during loading of the pond ash in the vehicle of the agency. Weighment of the ash vehicles shall be done at the discretion of EIC at OPGC weighbridge or OPGC authorized weighbridge. The same shall be reviewed during billing process with reference to the compacted quantity certified by the road authority. Loading of pond ash in the vehicle up to the quantity permitted by RTO is to be ensured by the agency. If the quantity of pond ash loaded in vehicle exceeds the RTO approved quantity, then the agency must arrange for unloading of extra quantity of ash from the truck at its own cost and nothing shall be paid extra in this regard. The extra quantity of ash so unloaded from the trucks by the agency shall be unloaded / disposed off as per the direction of EIC or his representative. Further in case of any liability on OPGC in any manner arises, the agency shall keep OPGC indemnified of such liability.

P. Other Terms & Conditions:

1. Loading of ash at OPGC aforesaid Project Ash Dyke, transporting ash by mechanical means in closed containers/dumpers (covered with tarpaulin) with an arrangement to avoid spillage/flying of ash and unloading at construction site of road project. Except ash, no material shall be issued by OPGC free of cost.
2. Suitable arrangement must be made by the agency for the transportation of Ash in environment friendly manner. Agency must ensure that no spillage of ash takes place during transportation. OPGC shall not be responsible for any untoward incident committed by agency. It shall be the responsibility of the contractor that no air borne pollution should occur during all stages of his operations such as during loading & transportation of ash and during unloading at identified location.
3. The Agency must transport the ash in closed containers / dumpers with arrangement to avoid spillage / flying of ash and ensure no environmental pollution takes places. During transportation by truck/dumper, the ash must be covered by good quality tarpaulin of sufficient length to avoid any spillage and spreading as a protection to environmental hazard.
4. Any claim related with site conditions at Loading points (OPGC aforesaid Project Ash Dyke), or at Unloading points at NHAI/ Govt. Road construction site, of any nature, will not be entertained after assignment of work based on work distribution as mentioned above. In no case, any claim of the contractor on account of the actual site conditions being different from what he has assumed shall be entertained by the OPGC.
5. The agency shall ensure all fugitive dust control measures, such as fabrication & erection of wind barriers, deployment of two (02) water tankers on haul roads and approach roads in dyke, providing sprinklers on excavating area of ash pond, haul roads of Ash transportation and approach roads inside dyke.

6. The agency must make his own arrangement for sprinkling of water over pond ash in digging area to avoid fugitive emission of ash in the atmosphere. Also sprinkling of water to be done on the road of ash dyke which will be used by agency. The agency must arrange water from their own resources for sprinkling. Two (02) number of water tankers and sprinklers to be deployed by the agency to ensure that fugitive dust emissions are well in control and to the satisfaction of the EIC. The agency has to clean / water wash, the spillage ash on the road, if any on daily basis. In case of any action taken by any Govt. agency (agencies) due to violations of any rules / guidelines, the agency shall be responsible for the same. In case of non-deployment of water tankers, OPGC EIC reserves the right to retain an amount of 4 Lakh Rupees till water sprinkling is ensured by the agency. Further, OPGC EIC reserves the right to deduct the complete amount or deduct a portion of the amount as mentioned above in case of non-compliance of water sprinkling on the roads.
7. The agency must unload the ash on the approved layers with all lifts throughout the stretch length of road as shall be indicated in the name of work as per requirement and directed by OPGC/NHAI officials/Govt. Road construction authority officials. Transportation of ash to be done as per daily requirement of OPGC/NHAI/ Govt. Road construction authority.
8. The Agency has to make his own arrangement to facilitate movement of vehicle over ash in ash dyke (i.e. inside Ash Dyke). For loading of ash, approaches are to be made in dyke area by the agency, if required. The work shall be carried out taking care of all permanent/temporary installations. The agency shall be responsible for any damage to pipelines, dyke bunds, dyke ramps and roads, and rectification of the same at their own cost to the satisfaction of OPGC. In case of non-compliance, appropriate deduction shall be made from the agency.
9. Contractor must ensure sufficient resources in terms of man & machinery so that he can meet the varying demand of ash requirement of NHAI/Govt. Road construction authority from time to time as per instruction of EIC. The agency shall be responsible for all the coordination with road concessionaires for timely delivery of ash at the designated locations.
10. The shortest route map of transportation from ash dyke to road project identified by OPGC and agency shall be agreed and signed jointly. However, the contractor/agency may use an alternate route to avoid populated area/villages, for which no extra payment shall be made. All the social/local issues must be dealt with by the contractor for smooth and uninterrupted execution of the assigned work. In case of any deviation in the shortest route on account of any directions from the state/district authorities, OPGC may resurvey the revised routes, at the sole discretion of EIC.
11. Agency must comply with all the statutory requirements during contract period with respect to latest norms if any. Agency must arrange PF, Insurance, minimum wages, etc. for manpower deployed if asked by EIC.
12. Methodology of excavation including Excavation plan, temporary ramps, haul roads etc.

shall be submitted for approval of OPGC before starting the work. The Ash lifting area shall be so operated so as not to impair the usefulness of the structure. The excavation surfaces and surface of waste materials shall be left in a reasonably smooth and even condition. After completion of the entire scope of work, the inside portion of the dyke has to be levelled without any intermediate bunds. Lagoon plan indicating final levels after completion of excavation may be plotted and submitted.

13. All areas required for Ash lifting (inside Dyke) shall be cleared of all plants & shrubs, roots, bushes, rubbish and other objectionable material. All materials thus cleared shall be disposed off in proper manner. The cleared areas shall be maintained free of vegetation growth during the progress of the work.
14. Care shall be taken to exclude all organic matter from the Transported Ash, to be used in the road construction site.
15. No claim shall be entertained due to non-availability of pond ash in dyke due to water logging or any construction activities in the dyke etc. If required, dewatering of water is to be done by the agency for enabling earliest lifting of ash from ash pond at his own cost. During monsoon or rains when ash loading from ash pond is not possible, the agency shall load the ash trucks from silos inside plant, as per the direction of EIC. In case of Ash transportation from SILO, excavation and loading charges shall not be payable.
16. OPGC aforesaid Project shall not be responsible for any accident or injury to person engaged or otherwise affected in the process of Transportation (including loading and unloading) of Ash to the construction site of above road project. Any type of claims arises due to any accidents/mishaps during excavation, transportation, loading, unloading etc, OPGC shall not be responsible for whatsoever, it shall be entire responsibility of agency.
17. Ash is to be collected from OPGC aforesaid Project Ash Dyke as per availability. Pond ash is to be lifted from OPGC aforesaid Project Ash Dykes on "as is where is" basis.
18. If any other terms & conditions required by NHAI/Govt. Road construction authority/ any statutory authority for smooth completion of project, may have to be adhered to by the agency.
19. The agency shall attend the review meeting as per instruction of EIC as and when or where is required.
20. No extra charge is applicable for idle man, vehicle & machinery for any road construction, site conditions and also on ash dyke conditions at OPGC aforesaid Project. No claim, whatsoever, will be entertained on account of unavailability of ash or front for ash lifting and front for ash unloading at construction site.
21. Any cost incurred for statutory compliances shall be in agency's scope.
22. These specifications are intended for the general description of work and workmanship. These specifications are, however, not intended to cover the minutest details and the work shall be executed according to the relevant practice/recommendation, GCC and as per the instruction of EIC.

23. OPGC reserves the right to suspend and reinstate execution of the whole or any part of the works. Orders for suspension or reinstatement of the works will be issued by the OPGC to the contractor as required.
24. The Agency must deploy sufficient numbers of Trucks/Tippers/Hyva/Dumpers so that the work can be executed in time bound manner. Ash to be lifted by agency should be as per the schedule for usage of ash of required for road projects of NHAI / other Central or State Government Road construction department / Authority / PMGSY Road Project. The agency must mobilize resources to meet the requirement on regular basis. However, the Agency may be asked to increase number of trucks/tippers as per demand and site requirement as per direction of EIC. Not fulfilling the requirement as indicated above shall attract suitable action by EIC as per GCC of OPGC.
25. Agency will deploy Trucks/Tippers/Hyva/Dumpers which are suitable for ash transportation as per applicable guidelines issued time to time by State Road Transport Authority (RTO) and Central Pollution Control Board (CPCB) and respective State Pollution Control Board (SPCB) through which ash vehicles is actually plying from ash dyke to dumping site and will not engage tractors or any other unsuitable vehicle, for ash transportation from Ash Pond to designated delivery site.
26. All the Trucks/Tippers/Hyva/Dumpers loaded at OPGC ash pond should deliver the ash at the defined location of road project. Verification of the same can be done randomly by OPGC representative. For the verification of the same, agency awarded with work of transportation of ash shall install GPS/GPRS based devices with access to requisite parameters of the vehicle to OPGC within their entire fleet of Trucks/Tippers/Hyva/Dumpers deployed for execution of the contract, for tracking/monitoring of the movement of Trucks/Tippers/Hyva/Dumpers during the hours of transportation, at his own cost.
27. Installation of GPS.
GPS tracking devices shall be installed and kept operational in all vehicles engaged for ash transportation throughout the contract period. The Contractor shall ensure that the GPS devices are integrated with the OSPCB Fly Ash Monitoring System.

No GPS device or GPS service provider that is not integrated with the OSPCB system shall be permitted for use. The vehicles trip violating the GPS Compliance will not be considered for billing.

Mandatory Eligibility Criteria for GPS Service Providers

The GPS service provider proposed for installation in ash transportation vehicles shall mandatorily fulfill the following eligibility criteria:

- The service provider shall be a listed company.
- The service provider must have handled a minimum of 8,000 trips per month for a single customer.

- The service provider shall have a minimum of 5 years of experience in providing GPS-based fleet tracking and vehicle monitoring services.
 - Any 2 of the above conditions needs to be satisfied
28. Contractor will deploy suitable manpower for better coordination with NHAI officials/ Road Construction Agency for managing day to day activities on 24X7 basis with required safety & environment friendly manner.
28. The recipient agency shall also furnish all Road Permits, Operator Licenses, Equipment Worthiness Certificates etc. for the deployed Equipment and Vehicles at the time of start of work and thereafter as and when demanded by the EIC for verification.
29. Agency will deploy Trucks/Tippers/Hyva/Dumpers with Geo-fencing facility and AI Tools to fully ensure that the transport vehicles dispose the fly ash at the permitted designated sites and to prevent unauthorized dumping elsewhere.
30. The agency shall mandatorily submit time-stamped, GPS-tagged photographs of each vehicle unloaded at designated site, as proof of ash unloading. These GPS photographs must be maintained and submitted either through the designated online portal or via email to OPGC, in accordance with the instructions Engineer-In-Charge or his representative without any deviation. The Payment shall not be processed for any trip/vehicle for which such GPS photographic proof is not received by OPGC.
31. In case of any reported or observed instance of illegal dumping of ash at locations other than the designated disposal site, a penalty of ₹2,00,000 (Rupees Two Lakh) per instance shall be imposed on the agency. Furthermore, the quantity dumped illegally shall be considered non-payable, and the agency shall be solely responsible for removal and proper disposal of the dumped material at its own cost, as per the decision of the Engineer-in-Charge (EIC).
32. The instructions, guidelines, norms, or Standard Operating Procedures (SOPs) issued from time to time during the contract period by any statutory body, Government authority, and/or OPGC shall be applicable and shall be strictly complied with by the agency.

Site Visit:

All prospective bidders must visit the OPGC Sites to familiarize themselves with the nature and quantum of work and loading site conditions and they have to mandatorily submit the "Site Visit Undertaking" signed by Authorized Representative of Agency along with their bid on GEM portal.

Bidders are responsible for their own travel and other expenses related to this visit and no claims for additional costs or extensions of time will be entertained by OPGC.

Any false or misleading or fraudulent submission of this certificate shall be dealt as per terms and conditions of tender documents.

Q. SAFETY:

Amount linked to safety aspect: 2% of the contract value Safety Plan:

1. Agency has to comply with all the safety rules / guidelines given in scope of work/GCC/tender documents.
2. Agency has to comply all the statutory requirements.
3. All the workers should be accessed and declared medically fit after undergoing medical examination. Medical fitness certificate of all workers has to be submitted to OPGC.
4. All the workers must undergo safety training before deployment.
5. Agency has to ensure safe working environment and PPEs for all workers/Drivers & Helpers.
6. Agency shall be liable to accept any amount of penalty imposed upon them for safety/statutory violation observed during contract period.
7. If any additional guidelines issued by the EIC for the safety, it has to be complied with.

Safety training:

Before start of work, all persons to be deployed for the job must undergo relevant safety training and Contractor has to maintain record for issue of PPEs to the workers. Only after successful completion of safety training they will be allowed to work for jobs envisaged.

Monitoring & Compliance of safety norms at site:

1. Agency shall deploy 05 manpower in each shift (01- safety supervisor, 02-road marshals and 02-skilled manpower at ash dyke) for better coordination with required safety, traffic control & environment friendly manner.
2. In case of failure to do above penalty shall be deducted from agency @ Rs.1000/-per shift/representative.
3. If any lapse in compliance of safety is observed, then a penalty as decided by Engineer In Charge or minimum of Rs. 5000 per day / per instance shall be recovered from the contractor.
4. If any near miss incident or accident occurs during execution of the work, then penalty as decided by Engineer In Charge per instance shall be recovered from the contractor.
5. If any injury occurs to any contract worker while on job, it is the responsibility of the contractor to provide all medical treatment immediately. In case, the contractor fails to do so, treatment will be provided at OPGC empaneled hospitals by OPGC at the risk and cost of contractor. All the cost shall be recovered from bill of contractor.

Safety measures for ash vehicles movement:

1. Agency to deploy sufficient manpower round the clock to record safety compliance with regard to vehicle healthiness and its driver and submission of safety records along with daily progress report of ash lifting.

2. OPGC authorized person randomly checks the vehicle registration details, vehicle fitness conditions, and driver details deployed by the agency. Only those vehicles for which Registration copy, Insurance copy, Fitness certificate and Driver's license are valid should be allowed to transport ash from ash dyke.
3. Agency involved in Ash transportation shall check the healthiness of braking system of all vehicles deployed and submit a healthiness report at regular intervals (as decided by EIC) to OPGC.
4. Randomly selected vehicles shall be checked regularly to assess the condition of vehicles. In case of any discrepancy observed from their declaration, the EIC shall initiate punitive action as per the contractual provisions.
5. Ramps of the Ash dykes to be connected to the outer bund road with a wider road instead of right-angle connection. Suitable barricades may be provided in both ends of the ramp to ensure that no vehicles slip down. Some dampeners like sand/ash bags may be provided to reduce the impact of any accident in case of brake failure.
6. Various safety sign boards with fluorescent stickers such as Speed limits, Caution boards for Turning and Ramps. Identified paths for Loaded Vehicles shall be placed at all the vehicle commuting path & roadways.

R. Clauses for vehicles:

1. Agency has to execute above work in compliance with all rules and regulations of State RTO and PWD notification on roads and take/manage all the issues on his own, without any cost to OPGC.
2. Agency shall ensure that transporting vehicle required for execution of P.O. should have a valid PUC certificate. Any traffic clearance required for movement shall be obtained by the agency from the concerned Government agencies.
3. The contractor shall submit to the EIC, before commencement of the work, a list of Trucks/Tippers/Hyva /Dumpers to be deployed for the work, with the respective registration number and the names and addresses of the owners of vehicles, in case not owned by the contractor. Any change in the list furnished, during progress of work, shall be intimated immediately to the EIC.
4. Vehicles deployed for the subject Contract must comply invariably:
 - a. Valid Vehicle Registration
 - b. Valid Vehicle Insurance
 - c. Availability of Fitness Certificate of Vehicle
 - d. Validity of Driving Licence (Keep original copy)
 - e. Validity of Pollution under Control certificate
 - f. Front & Back lights working.
 - g. Main Horns and Reverse Horn in working condition.
 - h. Any other required documents as per Govt. Authority.

Note: Other terms and Conditions shall be as GCC & SCC of Civil.

S. Penalty Clauses:

Notwithstanding anything written elsewhere in this document, EIC may on his discretion impose a penalty as she/he deems fit in case of observing any, deviation, malpractices/non-compliance. However, such a penalty cannot be more than ₹ 10 lakh for any single instance. Additionally, the following penalties shall apply:

i) Penalty for non-mobilization

Mobilization of resources and commencement of the work to be done within the stipulated 15-day from date of LOA/ Work Order. Delay beyond 15 days will attract a penalty of ₹ 10,000 per day for the next 15 days of delay. In case the agency fails to start lifting within 30 days from the date of LOA then the contract shall be automatically terminated and the submitted ISD or EMD shall be forfeited.

ii) Penalty on short lifting

Agencies shall deploy adequate manpower and machinery to lift the awarded PO quantity so as to ensure uninterrupted plant operations. The agency shall achieve a minimum 70% of the awarded PO quantity. In case of shortfall below the prescribed thresholds, a penalty of ₹ 200 per cum shall be levied on the shortfall quantity. The maximum penalty shall be restricted to 3% of the PO Value.

iii) Penalty for overloading of vehicles: A penalty at a flat rate of ₹ 3,000 per ton for every instance of overloading shall be imposed based upon the weighment slips.

iv) In the event of unauthorized dumping of ash being reported to OPGC, and OPGC is subjected to any penalty, environmental compensation, legal liability, or any other financial implication due to such unauthorized dumping, the entire amount so imposed upon OPGC, along with all consequential expenses, shall be recovered from the responsible Contractor. The entire expenditure incurred with applicable overheads and administrative charges, shall be recovered from the Contractor's Running Account Bills (RA Bills) or any other amount due or becoming due under the Contract or the security deposit amount.

In the event of repeated occurrences of unauthorized dumping or similar violations, and if the Contractor is found guilty after due verification, OPGC shall have the right to suspend the Contractor from undertaking any ash transportation work. The period of suspension shall be decided by OPGC based on the nature, severity, and frequency of the violation, without prejudice to any other action available under the Contract.

Discretionary Action: The period of suspension shall be determined by OPGC based on the nature, severity, and frequency of the violation. Notwithstanding the progressive steps above, OPGC reserves the right to immediately suspend, dismiss, or terminate the Contractor at any time without prior warnings based on the severity

of the incident, without prejudice to any other remedies available under the Contract.

The latest FARC Guidelines shall form an integral part of this Tender Document and shall be enclosed as an Annexure. Compliance with the said Guidelines shall be mandatory throughout the contract period.

v). Penalty for Non-Compliance to Environmental Norms: The following are to be specifically ensured by the agencies against environmental compliance:

- The trucks are required to be covered fully using a good quality tarpaulin cover.
- These tarpaulin covers are to be locked by a single-use plastic lock.
- Agency has to ensure that there are no leakages of ash from the transport vehicle anywhere between loading point and the designated unloading point.
- Resources in terms of tractors, earth movers, and personnel are to be deployed by the agencies to clean the designated stretch of the transport routes specifically allocated to them as per the instructions of the EIC.
- Agencies must deploy adequate water tankers for water sprinkling in the designated stretch of the transport routes specifically allocated to them.
- In case of non-compliance of any of the above, OPGC shall get the compliances done at its own cost and deduct the expenditure from running bills with overheads. A penalty at a flat rate of ₹ 10,000 for every reported instance of violation of environmental norms shall be imposed.

In case of any ambiguity, dispute, or requirement for clarification regarding the interpretation or implementation of the terms and conditions of the contract, the decision of the Engineer-in-Charge (EIC) shall be final and binding on all parties.

T. Termination / Cancellation of the Contract

As per GCC.

U. For Low Lying areas/abandoned quarries:

Reclamation of low laying area and abandoned quarries with ash shall be done as per the guidelines issued by State Pollution control board vide circular no. 18295/IND-I-CON-MIS-1758, dt. 13.10.2025 and its subsequent amendments.

CHECKLIST TO BE PRINTED BEHIND EACH CHALLAN COPY

Name of work			
PO Details			
Billing period			
Date of Loading			
S.No	Conditions	Compliance	
1	Valid Vehicle Registration	Yes	No
2	Valid Vehicle Insurance	Yes	No
3	Availability of Fitness Certificate of Vehicle	Yes	No
4	Validity of Driving License.	Yes	No
5	Validity of Pollution under Control certificate	Yes	No
6	Front & Back lights working	Yes	No
7	Main Horns and Reverse Horn in working condition.	Yes	No
8	Any other required documents as per Govt. Authority.	Yes	No
Signature of Site staff		Signature and Stamp of Agency	

Required Information

- The prospective agencies are required to submit particulars of the firm with the background of operation & business fulfilling the eligibility criteria mentioned in S.No. B.
- The party submitting the EOI shall be bearing all costs associated with the preparation and submission of the EOI and OPGC will, in no case be responsible or liable for these costs, regardless of the conductor outcome of the assessment/evaluation process.
- Interested parties may clearly indicate the inputs required from OPGC.
- Interested agencies will transport the ash in environment friendly manner for utilization / consumption as per their requirement at their risk and cost.
- All the works of ash packing, loading, and transportation must be executed confirming to the EHS rules and regulations of OPGC.

Bid Document & Instruction to Bidders:

The bid complete in all respect must be submitted in sealed envelope super scribed with EOI number, Name of the work. The bid documents are not transferable.

The bidder must submit the following documents:

- i. Signed & Stamped Bid Documents (all pages) as a token of acceptance.
- ii. Filled in and signed formats as specified in Annexure – I & II.
- iii. Credentials and other supporting documents as per details mentioned in eligibility criteria SI No. 3

Submission of EOI:

Interested parties are required to submit all the documents as per the attached format complete in all respect through courier, registered post or hand delivered to the following address.

DGM- Contract Cell
ITPS, Banharpali, OPGC,
District- Jharsuguda,
Odisha,
Pin- 768234

NOTE:

- I. Each page of the documents submitted shall be duly authenticated by the applicant.
- II. The language of submission of applications shall be in English.

For any further clarification/queries the following personnel may be contacted:

- For Commercial queries:
 1. Sri Manoj Pradhan
D.G.M. (Contract Cell)
E-Mail Id. manoj.pradhan@opgc.co.in
Mob no : +91- 7852904002
 2. Sri. Satya Tarai
Sr. Manager (Contract Cell)
E-Mail Id. satya.tarai@opgc.co.in
Mob no : +91- 7682854483
- For Technical queries:
 1. Sri. Nishant Singh
Dy. Manager, Ash Utilization
E-Mail Id. nishant.singh@opgc.co.in
Mob no: +91- 7852946631

ANNEXURE-I
Standard Format for Expression of Interest

Date: _____

To,
DGM- Contract Cell
ITPS, Banharpali,
OPGC,
District- Jharsuguda,
Odisha
Pin- 768234

Subject: Expression of interest (EOI) for “Transportation of Ash (Fly Ash & Pond Ash) through Road Mode up to radial/aerial distance of 300 KM from OPGC, IB Thermal Power Station to Designated Low-Lying Areas/Quarries/NHAI & State Highway Projects/Various Infrastructure Projects”

Dear Sir,

In response to your public advertisement in [*Insert the names of the newspaper and/or website*] on [*Insert date of the advertisement*] inviting EOI for **“Transportation of Ash (Fly Ash & Pond Ash) through Road Mode up to radial/aerial distance of 300 KM from OPGC, IB Thermal Power Station to Designated Low-Lying Areas/Quarries/NHAI & State Highway Projects/Various Infrastructure Projects”**; we hereby submit our EOI.

We have also attached information according to the standard form as per attached Annexures. The information furnished by us in this EOI is true, correct and accurate to the best of our knowledge.

Sincerely yours,
On behalf of the firm/company/organization:

Signature: _____

(Person signing the EOI and supporting documents should be an Authorized Signatory supported by necessary Board resolutions)

Name of signatory; Designation; Company Seal/stamp

ANNEXURE-II CREDENTIALS

1. Name and address
 - i. Name of the Firm/Company/Organization:
 - ii. Corporate Address:
 - iii. Registered Address:
 - iv. Telephone No:
 - v. Fax:
 - vi. Email:
2. Contact Person:
 - i. Name:
 - ii. Designation:
 - iii. Telephone No:
 - iv. Email:
3. Company Profile:
 - i. Core area of expertise:
 - ii. Date of Incorporation:
 - iii. CIN No.:
 - iv. GST No.:
 - v. PAN No.:
 - vi. Share holding Pattern:
 - vii. Financial Capability (Including Turnover, Reserve and Surplus etc.)
4. Key Operating parameters for Last three Financial Years:
5. Supporting Documents: [Provide copy of the registration, copy of PAN of the firm; with their latest renewals where applicable, Audited Financials for last three Financial years]
6. Experience/ Credentials meeting the Eligibility criteria SI No. 03
7. Any other details:

ANNEXURE-III

“Site Visit Declaration”

EOI BID No.

I declare that we have visited the OPGC _____ Site to familiarize ourselves with the nature and quantum of work and site condition and we have obtained all necessary information as to risks, contingencies and other circumstances which may influence or affect our Bid.

We understand that by furnishing this certificate, Agency will be deemed to have full knowledge of the site conditions, and no claims for additional costs or extensions of time will be entertained by OPGC due to a lack of understanding of the site by the Agency.

- **Date and Time of Visit:**
- **Location:**

Seal & Signature

of Auth. Representative of Agency

ANNEXURE-IV
DECLARATION REGARDING GST

GEM Bid

No.:.....

Bidder's Name and Address:

To

OPGC Ltd.

.....

We hereby declare and confirm that we have considered the Following GST Rates while quoting the Price on GeM portal:

SI	Item Description / Type of Work	HSN Code	Mechanism (Basis of Charge) (Strike out whichever is not applicable)
1	Ash Transportation & Unloading		Forward Charge @18% OR Reverse Charge @ 5%
2	Ash Loading		
3	Ash Excavation & Other Works		18%

Notes:

- (1) During Execution of the Contract applicable GST shall be paid/reimbursed by the Employer on submission of (GSTIN) Invoice along with Consignment Note issued by Contractor.
- (2) The Declaration of the above Scheme shall be supported by authentic documents so that it may be established that scheme declared above is in line with declaration given to taxation authorities.
- (3) To be submitted by Agency along with Techno Commercial Bid duly filled in and signed.
- (4) In case of non-submission or submission of blank format, the default GST shall be considered as 5% against Transportation, Loading & Unloading and 18% against Excavation & Other Works.**

Date :

Name of Authorized Person

Place :

Designation