

CORRIGENDUM DTD 06.10.2026

THE FERTILISERS AND CHEMICALS TRAVANCORE LIMITED
CORPORATE MATERIALS

PD ADMINISTRATIVE BUILDING UDYOGAMANDAL, KOCHI, KERALA – 683 501
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Name of work : Multimodal Transportation Contract for movement of bagged fertilizer in containers from both FACT Udyogamandal Complex (UC) and Cochin Division (CD) plants to various Clusters in the States of Tamil Nadu, Karnataka, Andhra Pradesh, Telangana, Maharashtra, Odisha, and West Bengal for delivery of materials through containerized movement for a period of 1 year.

Enquiry No: MM/181/E34188 dated 16.09.2026

Please see the clarification pertaining to the pre-bid queries.

Sd/-
Asst Gen. Manager (Materials)-T&S

1. M/s Container Corporation of India Ltd. (CONCOR)		FACT Response
1	Minimum Delivery Indent Quantity The party informed that the minimum size of the Delivery Indent is specified in the tender document as 1,000 MT. Considering that the approximate cargo capacity of a 20-foot container is 27–28 MT, a quantity of 1,000 MT would not constitute a full rake load. As per the Indian Railways' minimum rake composition for container trains, the minimum rake size is approximately 40 wagons, which corresponds to either 40 x 40-foot containers or 80 x 20-foot containers. Even if a quantity below the minimum rake size is moved, the Railway charges applicable to the minimum rake composition would still be incurred. In view of the above, it is requested that the minimum Delivery Indent quantity may be revised to approximately 2,120 MT for a 40-wagon rake or 2,430 MT for a 45-wagon rake, thereby enabling Container Train Operators (CTOs) to offer more competitive rates. Further, the tender document refers to sale orders and stock transfers. In either case, the Delivery Indent may preferably be structured around a minimum quantity corresponding to approximately 80 or 90 nos. of 20-foot containers, so that economical rake movement can be achieved.	Acceptable
2	Transit Time The transit time specified in the tender appears to be very tight considering the operational requirements of bulk movement by container rail. The process involves accumulating sufficient container units to form a train load, arranging long-haul rail movement to obtain the benefit of economical rake movement, and subsequently completing delivery at the destination. Considering these operational requirements, the party requested that a transit period of 25 days may be provided uniformly across the clusters.	Acceptable
3	Applicability and Reimbursement of Fertilizer Transportation Subsidy The party mentioned that the tender document does not clearly specify whether the subsidy applicable to fertilizer transportation by rail and coastal modes would also be applicable to transportation undertaken through Container Train Operators. In containerized rail movement, the ETRR may be generated in the name of the Container Train Operator (CTO), and it is therefore necessary to clarify whether the applicable subsidy would be admissible and reimbursed. Accordingly, the party requested that the tender document clearly specify that: The rates quoted by the bidders shall be exclusive of any applicable government transportation subsidy; and Any subsidy subsequently found eligible under applicable Government norms for such containerized transportation shall be reimbursed to FACT.	Eligible subsidy will be claimed by FACT

4	Grouping of Delivery Indents Across Clusters The party requested that if Delivery Indents are required to be issued by grouping multiple clusters, the tender document may kindly specify: Which clusters are proposed to be grouped together; and The additional charges, if any, payable for such grouped indents. They informed that this clarification is important because part-load deliveries to multiple destinations may result in additional operational costs, including empty haulage charges payable to the Railways, which would need to be factored into the bid rates.	Near by clusters may be combined in a single indent with separate quantities
5	Extension of Bid Submission Date The party informed that the preparation of the bid requires detailed assessment and calibration of last-mile transportation costs across various states and destinations. This exercise requires adequate time to arrive at commercially viable and competitive rates. In view of the above, they requested that the bid submission deadline may kindly be extended to 31 October 2026.	Bid Submission Date is extended to 15 th October' 2026
6	Product-wise Quantity Ratio The bidder requested that an approximate ratio of the quantities of FACTOMFOS and Ammonium Sulphate proposed to be transported may be specified, to facilitate planning of the movement and assessment of transportation requirements.	Depends on requirement.
7	Should HDPE sheets be used in containers for ensuring proper protection of the cargo.	Not FACT's responsibility. Vendor has to do if required.
2. M/s Central Warehousing Corporation (CWC)		FACT Response
1	The party requested for extension of bid submission due date up to 31.10.2026, considering the time required for preparation of bid documents and analysis of rates especially because unloading at the destination points is under the scope of the contractor.	Bid Submission Date is extended to 15 th October' 2026
2	The party sought clarification as to whether the hub rent incurred for holding containers at container hubs is to be borne by the contractor.	Marketing Division clarified that the hub rent shall be borne by the contractor, as specified in the tender document.
3	The party requested for extension of transit period to 25 days	Acceptable
4	The party sought clarification as to whether the products could be transported in containers directly by road to nearby clusters.	Marketing Division informed that direct road movement for up to 500 km-road is possible and no subsidy is applicable for road movement above 500 KM
5	The party sought clarification as to whether insurance of the cargo during transportation would be under the scope of FACT or the contractor..	Marketing Division clarified that insurance of the material during transportation shall be under the scope of the contractor, as specified in the tender document.
3. M/s Noma Infrastructure Private Limited		FACT Response
1	The party sought clarification regarding the loading time at plants.	Marketing Division clarified that loading time is approx. 2 hrs for a 20ft container

2	The party sought clarification regarding the quantity of fertilizer that can be loaded per container.	Marketing Division clarified that the approximate loading quantity per 20 ft container is as follows: Ammonium Sulphate – 28 MT per container FACTOMFOS – 23 MT per container
	Futher queries	
3	Annexure-VI – Clause 03: Rates Rates are inclusive of all incidental charges except GST and remain firm for the contract period. How will unforeseen statutory cost increases, toll increases, port charges, rail/coastal freight increases etc. be treated? Or Loading unloading charges, if any applicable	As per tender terms
4	Annexure-VI – Clause 03: Rates Rates are firm for the contract period, including extension, and no escalation is provided for fuel, port congestion, distance or operational difficulties. Will FACT consider a fuel/freight/port/toll escalation mechanism?	As per standard tender terms
5	Annexure-VI – Clause 03: Rates Contractor's rate includes inland transportation, sea freight, handling, coordination and incidental expenses. Please provide a complete list of charges that must be included and those that will remain FACT's responsibility.	As per tender terms
6	Annexure-VI – Clause 05: Quantity FACT expressly states that the quantity is only approximate and does not guarantee total quantity. FACT can increase/reduce quantity without assigning any reason. Contractor has no claim for loss of profit. Will FACT provide minimum assured monthly/annual quantity for each selected cluster? If not, can historical actual monthly volume for the last 12 months be provided?	As per tender terms. History data can be provided if required, as per request.
7	Annexure-VI – Clause 06: Continuity of Work Contract does not mean continuity of work. Contractor must contact FACT for instructions, including telephone instructions. If no work is offered for a period after mobilisation, will any standby/container commitment cost be compensated?	As per tender terms
8	Annexure-VI Clause 11: Default FACT can impose LD and/or arrange work through another contractor at contractor's risk and cost. Can LD and risk-and-cost recovery both be imposed for the same event?	As per tender terms
9	Annexure-VI – Clause 13: Force Majeure Force Majeure protection exists but requires notice and has termination consequences for prolonged delay. Please confirm that LD, detention and demurrage will not apply during documented Force Majeure.	As per tender terms
10	Clause No. 2.3.2 – 5-day lifting requirement Failure to lift within the stipulated period can lead to LD. LD should not apply where non-lifting is due to FACT's production/loading/documentation/cargo non-availability. Please confirm.	As per tender terms
11	Clause No. 10 – Transit Time Transit includes plant-to-port, port handling, sea transit and inland movement. Please clarify whether delays caused by port, vessel, railway, consignee or FACT will be excluded.	As per tender terms
12	Clause No. 10 – Transit Time Contractor has limited control over sea/rail/port operations. Will the transit clock be stopped during delays outside contractor control?	As per tender terms

13	Clause No. 10 – Transit Time Port congestion can cause transit-time failure. Confirm port congestion as excusable delay.	As per tender terms
14	Clause No. 11.2.1 – STO / Container Hub Holding STO containers may remain at container hubs for 30 days, including transit time. Please clarify the free period for container detention/storage.	As per tender terms
15	Clause No. 11.2.1 – STO / Container Hub Holding Contractor could face container hire/detention/ground rent for prolonged holding. Who bears detention/demurrage/storage if delay is caused by FACT, consignee, port, railway, vessel or other third party?	As per tender terms
16	Clause No. 11.2.1 – STO / Container Hub Holding After 30 days, delivery is required within two days without additional cost to FACT. If the delay beyond 30 days is not attributable to contractor, will the two-day obligation and related LD be waived?	As per tender terms
17	Clause No. 11.2.1 – STO / Container Hub Holding 30-day holding creates significant working-capital and container-utilisation cost. Can FACT confirm the expected average actual hub dwell time based on historical operations?	As per tender terms
18	Clause No. 11.2.1 – STO / Container Hub Holding Long dwell can result in storage/ground rent/detention. Who bears these charges when delay is not attributable to contractor?	As per tender terms
19	Clause No. 11.1.2 – Delivery obligation Delay may expose contractor to LD and potentially alternate transportation. Please define precisely what constitutes contractor-attributable delay.	As per tender terms
20	Clause No. 13 – Non-lifting LD LD of ₹80/MT for non-lifting. Confirm all situations where this LD will be waived.	As per tender terms
21	Clause No. 13 – Delivery LD ₹2,000/container/day for delivery delay. Is there a maximum LD cap?	As per tender terms
22	Special Conditions – Responsibility for Material Contractor responsible from invoicing until final delivery. Clearly define transfer of custody/risk at loading and destination.	As per tender terms
23	Clause No. 19 – Insurance Recovery can be 110% of MRP + Government subsidy. Please explain the exact calculation methodology.	As per tender terms
24	Clause No. 19 – Insurance Comprehensive transit insurance is required. The insurance of the Cargo will be in FACT scope, please confirm.	As per tender terms
4. M/s Subadra Logistics, Odisha		FACT Response
1	The bidder sought clarification whether transportation of LPG will be considered for pre-qualification	The bidder was informed that pre-qualification criteria shall be as specified in the tender document.