



CUTTACK DEVELOPMENT AUTHORITY

Pre-bid Queries & Responses – FOR DEVELOPMENT OF MODERN TRUCK TERMINAL AT JAGATPUR, CUTTACK

Pre-bid Meeting held on 27.01.2025 at 4:00 PM

Sl. No.	Statement as per EOI	Query	Response
1.		In point 5, technical eligibility the past experience is highlighted but the minimum size of the development is not mentioned which is always specified in the last past tender notices of CDA. For example in one of the last tender notices it was specified a minimum of 50,000 SFT development is required for experience. Need Clarification on the same.	For better and wider participation, this participation criteria has not been kept restrictive.
2.		It is mentioned on the tender paper on point 34 that CDA has some existing license holders. I would require more details of it and request you to please brief us on how should we accommodate/ allocate them till their lease is completed	The selected bidder is at liberty to accommodate the existing license holders or identify new license holders but the Authority opine that Preference may be given to the existing lease holder subject to their agree on the payment demand and conditions.
3.		Lastly, it is mentioned on the last page that land measuring Ac 3.80 is under litigation. I wanted to understand that if in future the land is free from litigation, then the same shall be given to the bidder only or not as it is a part of the Jagatpur Truck terminal campus	Preference may be given to the bidder at prorata financial proposal, as will be decided by the Authority.
4.	Mentioned in Page No 5 and Point No 9 Enhancement: The fixed and variable license fee shall cumulatively increase year on year by 5% after completion of each year	Considering the huge capital outlay in developing the truck terminal, an increase in the license fee by 5% on a yearly basis will put an additional burden. We request you to increase the fixed license fee by 5% every five years.	EOI condition prevails.
5.	Mentioned in Page No 9 and Point No 35 Peaceful Possession: The selected bidder cannot mortgage the said land in part or whole at any cost without prior approval of CDA	We request you to please clarify whether NOC will be provided for taking loan.	NOC may be issued to taking loan for the construction work only. In no way and manner, the land can be put to mortgage for any financial gain.

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6.		Area Allocation: Determine the percentage of land designated for truck parking, warehousing, shades, and staying areas.	No such percentage is fixed for different purpose. The liberty of development and uses of spaces lies with the developer. But the Bidder has to show the breakup percentage of use during technical presentation as per their proposed plan.
7.		Illegal Occupants: Clarify who will be responsible for removing any illegal occupants	CDA shall ensure the illegal occupants are to be evicted after completion of ongoing term and prior to handing over possession of the land.
8.		Vacancy Requirement: Ensure possession of 14 acres of fully vacant land.	The possession of the said land shall be handed over to the selected bidder with detail measurement and erection of boundary wall to enclose the project land.
9.		Land Drawing: A copy of the land drawing needs to be provided	Please refer Annexure VII of Revised Expression of Interest
10.		Additional Expenses: Identify any costs beyond fixed and variable license fees	All statutory costs shall be borne by the selected bidder.
11.		Property Tax and Fees: Determine who will cover property taxes and other statutory fees	Payment of all property taxes and other statutory fees shall be liable to be paid by the selected bidder from the date of handover of possession or execution of license agreement.
12.		Boundary Wall: Clarify who will construct a boundary wall for the allotted area	CDA is in process of erection/ construction of boundary wall.
13.		Existing Weighbridge: Check if there's an existing weighbridge in place	Bidder may conduct site visit for actual assessment.
14.		Compliance: Identify any necessary compliance requirements for the project.	All necessary compliance shall be adhered by the selected bidder

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15.		Variable Fees Calculation: Determine how to calculate the variable fees in advance	Variable fee should be quoted from the percentage of the gross revenue
16.		Variable Fees Increase: Calculate the impact of the 5% annual increase in variable fees on the logistics park's viability over 30 and 60 years, e.g. if 5% of Revenue generated is the variable License fees in the 1st year than on the 30th year it will be 22% and on the 60th year (if renewed at the end of 30th year) it will be 94%	Bidder should quote the variable license fee considering their experience and financial capability.
17.		Entry fees, parking fees and Warehousing Fees: who will set the entry and warehousing fees?	Selected bidder can take a decision on the fees as per their financial viability and intimate the same to the Authority
18.		Investment Criteria: Clarify if there are any minimum investment requirements for bidders	The developer to present before the Committee during presentation of their intended Investment
19.	Mentioned in Page No 4 and Point No 6: Term Period (Rental Period) – The initial license term shall be 30 years from signing of agreement and/or handover of possession whichever is later	Developing the huge area in the truck terminal requires substantial initial capital investment. To get a decent ROI on the investment, we request you to increase the initial license term to at least 50 years.	Please refer revised EOI.
20.		In the Technical Eligibility, it is mentioned that the past experience should be provided, but there is no minimum quantity specified in terms of area developed or volume handled or managed for a bidder. The is a very wage on the terms for technical criteria for a mega project of such kind. We request your esteemed organization to put out a minimum criteria as it gives more importance to the experience of the bidder.	Please refer revised EOI.
21.		Additionally we are confused, if the fuel station is a part of land as it contradicts in the tender paper where in the features it is mentioned that it has an operating fuel station whereas in the last page, the land area is subtracted from the total area. Additionally we request your esteemed organization to include this as fuel station is an integral part of the truck terminal in other states.	At present the Filling Station is not a part of the project area . In future if at all it is resume back to the Authority, preference shall be given to the selected bidder at the terms and conditions fixed by the Authority.

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22.		Lastly, we want you to specify that the annual turnover of 25 CR is very limited. We request your esteemed organization to please review this as most of the reputed Logistics/Port companies have a minimum annual turnover of 50 Crores. This threshold is essential for the right development on a DBOT basis.	Please refer revised EOI.
23.		It is mentioned that the petrol pump land is not included in the tender. But we think that it is crucial to add this as it is a part of truck terminal and is one of the important features of terminal	As clarified earlier.
24.		Additionally, in the technical criteria it is mentioned that the turnover shall be 25cr and networth shall be 6cr. We think that this is too less as the estimate cost of development is more than 50cr. Hence the turnover to be increased to 40cr and the networth of the individual to be increased to at least 10cr, as this is one of the mega projects and the bidder who are not capable enough are bidding and wasting the land and resources of CDA. Proper development is very important for the traffic management in Jagatpur Area	Please refer revised EOI.
25.		Additionally, we think it is crucial for the allowance to obtain bank loan and avail NOC from CDA as this is a huge investment.	Clarified earlier.
26.		Lastly we want CDA to register lease deed in the SRO as if we bid the tender then we will be investing upward of Rs. 50cr for which the deed to be registered.	The selected bidder can register the license agreement at his/her own cost.
27.		We would like to suggest that a SPV should be allowed by the successful bidder.	Formation of SPV is not allowed.
28.			CDA only intends to develop a Modern Truck Terminal along with approved ancillary facilities. Conditions related and linking to Logistic Park has been revoked. A Revised Expression of Interest for Development of Modern Truck Terminal at Jagatpur, Cuttack has been uploaded.

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Vice Chairman