

OIL & GAS DEVELOPMENT COMPANY LIMITED



TENDER ENQUIRY NO. SERVICES/CB/LOG-6400000140/2023

**HIRING SERVICES OF TRANSPORT FIRMS FOR SHIFTING OF RIG
N-2 FROM BHAMBRA-2 TO NIMWEST-1/ NIM AREA**

OIL & GAS DEVELOPMENT COMPANY LTD.
LOGISTICS DEPARTMENT, ISLAMABAD

SUBJECT: TOR FOR SHIFTING OF OGDCL RIG N-2 FROM BHAMBRA-2 TO NIMWEST-1/ NIM AREA

OGDCL invites sealed quotations on full consignment Basis for the shifting of Rig N-2 from Bhambra-2 to Nimwest-1. The distance between the locations is ±460 kms.

Cranes

Group A	Type and Specification of cranes required for loading and unloading Rig N-2 Loads
	Mobile Cranes (Hydraulic). Capacity 40-50 Tons, boom length up to 60 feet fully equipped with slings of appropriate strength and length and Shackles etc.

Trailers

Group B	Type and specification of trailers required for shifting of Rig N-2 Loads
	Flatbed trailers (Single Axle Capacity up to 25 Ton) bed length 40 - 45 feet, equipped with Minimum 4 Steel chains with load binders and side support pipes.
	Flatbed trailers (Double Axle Capacity up to 40 Ton) bed length 40 - 45 feet, equipped with Minimum 4 Steel chains with load binders and side support pipes.
	Low bed trailers capacity 40-50 tons, bed length minimum 35-40 feet equipped with minimum 4 Steel chains with load binders and side support pipes.

Terms & Conditions:

1. OGDCL can utilize its own resources like Trailers (Flatbed / Low bed) & Cranes for Rig mobilization. The scope of work provided in the inquiry can be increased or decreased and payment will be made to the contractor as per actual work done. Contract will be for 06 months or until completion of work, whichever comes first.
2. 24 Hour written notice for mobilization will be served by OGDCL Operation Manager Rig N-2. Transporter will provide list of vehicle numbers prior to rig move.
3. Minimum 25-30 trailers per day will be required.
4. The transporter will be responsible to provide HSD to the Cranes and Trailers. Further, the pull & push, boarding/lodging & all kind of maintenance, oil/ tyre change/filter will be the responsibility of the transporter.
5. Any damage of OGDCL material during shifting through private trailers is the responsibility of contractor. The contractor will pay the loss/ repair the material, assessed by the committee of OGDCL representatives.
6. The contractor shall ensure that the papers of vehicles (Registration, road permit and regulatory requirements, tax / annual fitness certificate from regulatory authority etc. are complete in accordance with government laws.
7. Contractor shall be responsible for violations of traffic rules & misconduct of drivers. OGDCL have the right to demand replacement of a driver/helper in case of misconduct/ illegal activities or repeated violation of traffic rules.
8. The firm should mention experience in oil rig shifting in term of number of rigs shifted. The firm having less than (05) Five no. of rig shifting experience will be disqualified. Furthermore, OGDCL reserves the right to verify the performances and the facts of your firm from the references given by you.

9. If Rig shifting delays due to less/no supply of vehicles from the contractor, then OGDCL can charge penalty up to 40% per trailer/crane unit rate.
10. No standby charges for Initial Three (03) days period per trailer/crane. Standby Charges per trailer/crane beyond three (03) days will be applicable, if on the part of OGDCL.
11. Contractors are bound to obey OGDCL security rules/ movements during the rig shifting in the security alert areas.
12. The Contractor shall be liable to pay all Government levies, taxes and incidentals such as toll tax, etc.
13. Financial evaluation will be considered on full consignment basis and contract shall be awarded to the lowest evaluated bidder.
14. The prices quoted by the successful bidder (contractor) for required services shall remain firm and final throughout the contract period. Any increase/decrease in the fuel price i.e HSD (diesel) up to 10 % by Government of Pakistan will not be considered for any subsequent adjustment in quoted rates. However if diesel prices are increased/ decreased beyond 10%, then increase/decrease in HSD will be accommodated (for remaining contract period) as per following percentages with reference to quoted rates (HSD price on the date of Bid opening shall be taken as the basis for calculations)

Sr. #	% Increase/Decrease in HSD Price (Rounded to the Nearest)	% of Subsequent Adjustment w.r.t Quoted Rate
1.	10%	Nil
2.	11% - 15 %	5.5%
3.	16% - 20%	8%
4.	21% - 25%	10.5%
5.	26% - 30%	13%
6.	31% - 35%	15.5%
7.	36% - 40%	18%
8.	41% - 45%	20.5%
9.	46% - 50%	23%

15. The quoted prices should be inclusive of all taxes, duties levies charges etc. (except ICT/PST). However, Standard PST rates will be applicable.
16. Toll charges, fuels, lubricants, etc. will be the responsibility of the Bidder.
17. The bid validity is required for 06 months.

18. The payments to the service companies shall be made directly by the accounts department against invoices verified by the user/indenting department. Invoice to be submitted upon completion of work to OGDCL Finance and Accounts department.

TOR FOR HSE/ DRIVING SAFETY

1. Vehicles Should Be Fit For Purpose, In A Safe Working Order.
2. Seat belts & fire extinguisher should be with all vehicles.
3. Drivers/ Operators must be trained, certified/licensed and medically fit to operate the class of vehicle.

NOTE: RIG SHIFTING AT SPECIFIED LOCATIONS MAY BE UNDER CONVOY SCHEDULE. EMPTY TRAILERS MOVEMENT WILL BE ON TRANSPORTER'S SOLE RESPONSIBILITY/RISK AND COST. TRANSPORTER WILL SUBMIT AFFIDAVIT FOR EMPTY TRAILERS RESPONSIBILITY PRIOR RIG SHIFTING.

TECHNICAL EVALUATION CRITERIA FOR RIG MOVE

Sr. No.	Description	Minimum Requirement	Marks Distribution						
01.	Minimum Experience as Registered Transport Company	05 Years	<table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">Less than 05 years' Experience</td> <td style="text-align: right;">Zero Marks</td> </tr> <tr> <td>5 Years' Experience</td> <td style="text-align: right;">15 Marks</td> </tr> <tr> <td>More than 05 Years' Experience, 03 marks for each additional year (max up to)</td> <td style="text-align: right;">24 Marks</td> </tr> </table>	Less than 05 years' Experience	Zero Marks	5 Years' Experience	15 Marks	More than 05 Years' Experience, 03 marks for each additional year (max up to)	24 Marks
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02.	Minimum Turnover in last 03 financial years	PKR 20 Million (Minimum) per year	<table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">Turnover Less than 20 Million per year</td> <td style="text-align: right;">Zero Marks</td> </tr> <tr> <td>Turnover 20-25 Million per year</td> <td style="text-align: right;">10 Marks</td> </tr> <tr> <td>Turnover More 25 Million per year</td> <td style="text-align: right;">16 Marks</td> </tr> </table>	Turnover Less than 20 Million per year	Zero Marks	Turnover 20-25 Million per year	10 Marks	Turnover More 25 Million per year	16 Marks
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03.	Record of RIG shifting with Oil & Gas industry in last 03 Years	Yes / No	<table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">Less than 05 Rig Shifting</td> <td style="text-align: right;">(Zero marks) <u>Disqualify</u></td> </tr> <tr> <td>05 Rig shifting's</td> <td style="text-align: right;">10 marks</td> </tr> <tr> <td>02 marks for each additional rig shifting (max up to)</td> <td style="text-align: right;">20 Marks</td> </tr> </table>	Less than 05 Rig Shifting	(Zero marks) <u>Disqualify</u>	05 Rig shifting's	10 marks	02 marks for each additional rig shifting (max up to)	20 Marks
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04.	Provide copies of Valid Fitness Certificate of vehicles.	Trailers -15 (Minimum) (a) Cranes - 5 (Minimum)	<table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">Less than 20 vehicles Certificates</td> <td style="text-align: right;">(Zero marks) <u>Disqualify</u></td> </tr> <tr> <td>20 Certificates</td> <td style="text-align: right;">20 Marks</td> </tr> <tr> <td>01 marks for each additional certificate (max up to)</td> <td style="text-align: right;">30 Marks</td> </tr> </table>	Less than 20 vehicles Certificates	(Zero marks) <u>Disqualify</u>	20 Certificates	20 Marks	01 marks for each additional certificate (max up to)	30 Marks
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05.	Provide copies of valid Driving License of personnel (0.25 mark for each Driving License)	20 No. (Minimum)	<table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">Less than 20 Licenses</td> <td style="text-align: right;">Zero Marks</td> </tr> <tr> <td>20 Licenses</td> <td style="text-align: right;">05 Marks</td> </tr> <tr> <td>0.25 marks for each additional driving license max up to</td> <td style="text-align: right;">10 Marks</td> </tr> </table>	Less than 20 Licenses	Zero Marks	20 Licenses	05 Marks	0.25 marks for each additional driving license max up to	10 Marks
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06.	Registration with Income/ Sales Tax NTN/ GST Certificates is required.		Mandatory Requirements Nonfulfillment will lead to disqualification
07.	Income Tax Returns	Last 03 Years Income Tax Returns are required.	
08.	Rig Shifting Experience the last 03 years to the E&P Companies	Record of Rig Shifting within the last 03 years to the E&P Companies with Minimum 05 Rig Shifting Jobs performed	
09.	The firm having less than (05) Five no. of rig shifting experience will be disqualified	Provide authentic 05 No Rigs shifting Experience	

Calculation of Marks : Marks at Serial No. 1 + 2+ 3+4+5

Minimum Qualifying Marks (60 Marks) Total Marks = 100 Marks

FINANCIAL BID FORMAT AND SCOPE OF WORK

FOR SHIFTING OF N-2 FROM BHAMBRA-2 TO NIM WEST-1/NIM AREA

GROUP "A"

Description of equipment	Location Name	Nature of job	Required quantity of equipment "A"	Approximate period "B"	Unit Rate per day "C" Inclusive of all taxes, duties levies charges etc (except ICT/PST)	Total amount Group A
Mobile Crane 40-50 Ton with Boom length up to 60 feet	At <u>Bhambra-2</u> Loading end	Engagement	03 Nos	10 days		
		Mob/Demob Within 24 hrs.	03 Nos	-		
		Max Stand by days	03 Nos	01 day		
	At Nim West-1/Nim Area Unloading end	Engagement	04 Nos	12 days		
		Mob /Demob Within 24 hrs.	04 Nos	-		
		Max Stand by days	04 Nos	01 day		
	Grand Total					

GROUP "B"

Type of trailer	Detail of Trailer	Quantity of Trailer "A"	Unit Rate/Trailer/Trip From Bhambra-2 to Nim West-1/Nim Area "B" Inclusive of all taxes, duties levies charges etc (except ICT/PST)	Total amount Group B
Flatbed trailer 40 – 45 ft length	Single Axle (20-25 M. Ton) Single side trip	110 Nos		
	Double Axle (35-40 M. Ton) Single side trip	48 Nos.		
	Max Standby Days	05		
Flatbed trailer 55 – 60 ft length	Double Axle (35-40 M. Ton) Single side trip	02		
	Max Standby Days	01		
Low bed trailer 35 ft length	Single side trip	15 Nos.		
	Max Standby days	01		
Grand Total				

Total Cost = Group (A + B)

Note: Company reserves the right to impose penalty up to 40% per trailer/crane unit rate in case of violation of TOR. Requirement of Cranes/Trailers and their type/category may change as per demand of Rig OM at the time of shifting.

OTHER IMPORTANT INFORMATION

BIDDING METHOD:

Bids against this tender are invited on 'Single Stage Single envelope'

AMOUNT OF BID BOND & PBG:

- Bid Bond /Bid Security amounting to PKR 300,000.00/- is to be attached / provided with the technical bid.
- The PBG will be PKR 1.5 Million.

Please see Master Set of Tender Document for further details

MANDATORY REQUIREMENT

For online payment to vendors/contractors through (IBFT & LFT). Following info is required from your company: -

1. IBAN (INTERNATIONAL BANK ACCOUNT NUMBER 24 DIGITS).
2. VENDOR NAME AS PER TITLE OF THEIR BANK ACCOUNT.
3. NTN NO.
4. CONTACT # OF COMPANY CEO/OWNER (MOBILE & LANDLINE).
5. POSTAL ADDRESS
6. BANK NAME.
7. BANK BRANCH NAME & ADDRESS.

The master set of tender documents (services) uploaded on OGDCL's website (www.ogdcl.com) is the integral part of this TOR.

Bidders are requested to read TOR & Master Set to Tender Documents (Services) and provide complete information / documents including tender annexures with the bid.