OIL INDIA LIMITED
(A GOVT. OF INDIA ENTERPRISE) KG BASIN
PROJECT KAKINADA

Corrigendum No. 6 dated 07.09.2026 to GeM Tender no. GEM/2026/B/7677715 for "Hiring of agency for charter hire of Medevac helicopter services to support Drilling Operations in Andaman Offshore Blocks, Krishna Godavari and Mahanadi Offshore Blocks on the East Cost of Indian waters for a period of three (03) years extendable by another twelve (12) months at the same rates, terms and conditions"

This Amendment to GeM Tender no. GEM/2026/B/7677715 is issued to notify about the following:

i. **Bid Closing Date & Time upto: 11th of September, 2026 (at 14:00 Hrs. IST)**

ii. **Technical Bid Opening Date & Time upto: 12th of September, 2026 (at 14:00 Hrs. IST)**

All other Terms and Conditions of the Tender/Bid Document including previous corrigendum will remain unchanged.

Oil India Limited

KG Basin Project

OIL INDIA LIMITED
(A GOVT. OF INDIA ENTERPRISE) KG BASIN
PROJECT KAKINADA

Corrigendum No. 5 dated 21.08.2026 to GeM Tender no. GEM/2026/B/7677715 for "Hiring of agency for charter hire of Medevac helicopter services to support Drilling Operations in Andaman Offshore Blocks, Krishna Godavari and Mahanadi Offshore Blocks on the East Cost of Indian waters for a period of three (03) years extendable by another twelve (12) months at the same rates, terms and conditions"

This Amendment to GeM Tender no. GEM/2026/B/7677715 is issued to notify about the following:

iii. Bid Closing Date & Time upto: 7th of September, 2026 (at 14:00 Hrs. IST)

iv. Technical Bid Opening Date & Time upto: 7th of September, 2026 (at 14:30 Hrs. IST)

All other Terms and Conditions of the Tender/Bid Document including previous corrigendum will remain unchanged.

Oil India Limited

KG Basin Project

OIL INDIA LIMITED
(A GOVT. OF INDIA ENTERPRISE) KG BASIN
PROJECT KAKINADA

Corrigendum No. 4 dated 20.08.2026 to GeM Tender no. GEM/2026/B/7677715 for "Hiring of agency for charter hire of Medevac helicopter services to support Drilling Operations in Andaman Offshore Blocks, Krishna Godavari and Mahanadi Offshore Blocks on the East Cost of Indian waters for a period of three (03) years extendable by another twelve (12) months at the same rates, terms and conditions"

This Amendment to GeM Tender no. GEM/2026/B/7677715 is issued to notify about the following:

Description	Existing Date & Time	Extended upto
Bid Closing Date & Time	07.09.2026 (at 14:00 Hrs. IST)	21.09.2026 (at 14:00 Hrs. IST)
Technical Bid Opening Date & Time	07.09.2026 (at 14:30 Hrs. IST)	21.09.2026 (at 14:30 Hrs. IST)

All other Terms and Conditions of the Tender/Bid Document including previous corrigendum will remain unchanged.

Oil India Limited

KG Basin Project

OIL INDIA LIMITED
(A GOVT. OF INDIA ENTERPRISE) KG BASIN
PROJECT KAKINADA

Corrigendum No. 3 dated 18.08.2026 to GeM Tender no. GEM/2026/B/7677715 for "Hiring of agency for charter hire of Medevac helicopter services to support Drilling Operations in Andaman Offshore Blocks, Krishna Godavari and Mahanadi Offshore Blocks on the East Cost of Indian waters for a period of three (03) years extendable by another twelve (12) months at the same rates, terms and conditions"

This Amendment to GeM Tender no. GEM/2026/B/7677715 is issued to notify about the following:

Description	Existing Date & Time	Extended upto
Bid Closing Date & Time	24.08.2026 (at 14:00 Hrs. IST)	07.09.2026 (at 14:00 Hrs. IST)
Technical Bid Opening Date & Time	24.08.2026 (at 14:30 Hrs. IST)	07.09.2026 (at 14:30 Hrs. IST)

All other Terms and Conditions of the Tender/Bid Document including previous corrigendum will remain unchanged.

Oil India Limited

KG Basin Project

OIL INDIA LIMITED
(A GOVT. OF INDIA ENTERPRISE) KG BASIN PROJECT KAKINADA

Corrigendum No. 2 to GeM Tender no. GEM/2026/B/7677715 for "Hiring of agency for charter hire of Medevac helicopter services to support Drilling Operations in Andaman Offshore Blocks, Krishna Godavari and Mahanadi Offshore Blocks on the East Cost of Indian waters for a period of three (03) years extendable by another twelve (12) months at the same rates, terms and conditions"

This Amendment to GeM -Tender No. GEM/2026/B/7677715 is issued to notify about the following:

1.0 The following terms and conditions shall be addition to all existing "Buyer added Bid Specific Terms and conditions" given in the bid document or any previous corrigendum. Prospective bidders are advised to bid as per following Terms and Conditions:

(i) Terms and conditions, of the Bidding Document shall stand modified to the extent indicated here below under column "Amended Clause" of Annexure- I to BID CORRIGENDUM-2 Revised PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC) is enclosed as Annexure- II to BID CORRIGENDUM-2 and REVISED TECHNICAL EVALUATION SHEET FOR BEC is enclosed as Annexure- III to BID CORRIGENDUM-2

(ii) Revised Schedule of Rates which shall be applicable is enclosed as Annexure- IV to BID CORRIGENDUM-2.

(iii) OIL's Reply to the Pre-Bid queries received from bidders before Pre-Bid Meeting is attached herewith as Annexure- V to BID CORRIGENDUM-2.

2.0 All other terms and conditions of the tender remain unaltered.

Oil India Limited KG Basin Project

Annexure- I

to BID

CORRIGENDUM-2

Terms and conditions of the Bidding Document shall stand modified to the extent indicated here below under column "Amended Clause"

SL	CLAUSE NO	ORIGINAL CLAUSE	AMENDMENT CLAUSE
1.	**PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC)** **A. TECHNICAL EVALUATION CRITERIA**	The requirement for helicopters is as under: **Type of Helicopter** Helicopter with maximum AUW (All Up Weight) not to exceed 7000 kg to cover minimum 375 NM	The requirement for helicopters is as under: **Type of Helicopter** Helicopter with maximum AUW (All Up Weight) not to exceed 7000 kg to cover maximum 400 NM
2.	**PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC)** **A. TECHNICAL EVALUATION CRITERIA**	The requirement for helicopters is as under: **Duration** 3 years (tentatively from 01.12.2026)	The requirement for helicopters is as under: **Duration** 3 years (tentatively from 01.01.2027)

3.	**PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC)** **A. TECHNICAL EVALUATION CRITERIA** **Clause No 6.0**	**Maintenance Facility:** The Bidder should have requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. Documentary evidence to this effect must be submitted along with the technical bid. In case the bidder presently does not have such facility, the bidder must confirm that they would create the requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145 prior to commencement of flying operations upon placement of LOA by Oil India Limited (OIL) but not later than 90 days of placement of Mobilization Notice i.e. within the allowed mobilization time. In case the Bidder fails to establish such a facility within the stipulated time frame, OIL shall recover from the	**Maintenance Facility:** The Bidder should have requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. Documentary evidence to this effect must be submitted along with the technical bid. In case the bidder presently does not have such facility, the bidder must confirm that they would create the requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145 prior to commencement of flying operations upon placement of LOA by Oil India Limited (OIL) but not later than 120 days of placement of Mobilization Notice i.e. within the allowed mobilization time. In case the Bidder fails to establish such a facility within the stipulated time frame, OIL shall recover from the
		Contractor, as an ascertained and agreed Liquidated Damages, a sum equivalent to 0.5 (half) % of total contract value, for each month of delay or part thereof. OR The Bidder should submit MOU/Agreement concluded by the Bidder with any other firm having requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. The MOU/Agreement should also be addressed to OIL, clearly stating that the MOU/Agreement is applicable to this tender and shall be binding on them for the entire Contract period. Notwithstanding the MOU/Agreement, the responsibility of completion of job under this Contract will be with the Bidder.	Contractor, as an ascertained and agreed Liquidated Damages, a sum equivalent to 0.5 (half) % of total contract value, for each month of delay or part thereof. OR The Bidder should submit MOU/Agreement concluded by the Bidder with any other firm having requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. The MOU/Agreement should also be addressed to OIL, clearly stating that the MOU/Agreement is applicable to this tender and shall be binding on them for the entire Contract period. Notwithstanding the MOU/Agreement, the responsibility of completion of job under this Contract will be with the Bidder.

<table>
<tr><td>4.</td><td>PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC)

A. TECHNICAL EVALUATION CRITERIA

Clause No 13</td><td>Mobilization Period:
Bidders are required to confirm that they will mobilize the helicopter(s) in fully operational condition at Company nominated Heli base for services within 90 days from the date of issue of Mobilization Notice.</td><td>Mobilization Period:
Bidders are required to confirm that they will mobilize the helicopter(s) in fully operational condition at Company nominated Heli base for services within 120 days from the date of issue of Mobilization Notice.<table><tr><td>No of Helicopters</td><td>Mobilization Period</td></tr><tr><td>01 No.</td><td>120 days from the date of the issue of Mobilization notice</td></tr></table></td></tr>
<tr><td>5.</td><td>PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC)

A. TECHNICAL EVALUATION CRITERIA

Clause No 14</td><td>The flying requirement of the helicopters that will be used for regular sorties shall be for around 20 hours per month. However, actual flying hours may vary as per the operational requirements of the Company. If required, Company may use the helicopters beyond the estimated hours per month per helicopter at the same rates, terms, and conditions.</td><td>The flying requirement of the helicopters that will be used for medivec sorties shall be maintained at minimum 20 hours per month. However, actual flying hours may vary as per the operational requirements of the Company. If required, Company may use the helicopters beyond the estimated hours per month per helicopter at the same rates, terms, and conditions.</td></tr>
<tr><td>6.</td><td>TERMS OF REFERENCE / TECHNICAL SPECIFICATION

S / SCOPE OF WORK

Clause No 2.0

Sub Clause: (I)</td><td>……..<table><tr><td>Likely requirement of Helicopters</td><td>By 01.12.2026</td></tr><tr><td>No of Helicopters</td><td>Mobilization Period</td></tr><tr><td>01 No.</td><td>90 days from the date of the issue of Mobilization notice</td></tr><tr><td>Helicopter Services</td><td></td></tr></table>……..</td><td>……..<table><tr><td>Likely requirement of</td><td>By 01.01.2027</td></tr><tr><td>Helicopter Services</td><td></td></tr></table>……..</td></tr>
<tr><td>7.</td><td>TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK

Clause No 3.1</td><td>……..
Tentative requirement from 01.12.2026
……..
Helicopter Type / Requirement for above - Maximum AUW up to 7000 kgs
to cover minimum 375 NM without re-fuelling – 1 (One) No.</td><td>……..
Tentative requirement from 01.01.2027
……..
Helicopter Type / Requirement for above - Maximum AUW up to 7000 kgs
to cover minimum 400 NM without re-fuelling – 1 (One) No.</td></tr>
</table>

8.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK** **Clause No 4**	…… The Contractor shall provide complete Air Logistics Support for the airlift of the crew including the Company's personnel, essential cargo, emergency medical services required between the designated helicopter base and the offshore Drilling Unit at Heli bases designated for the blocks as detailed above. ……	…… The Contractor shall provide dedicated Medical Evacuation (MEDEVAC) services during medical emergencies, together with the accompanying medical team, medical equipment, and other essential items as specified in this Tender Document, for the conduct of medical evacuation operations between the designated helicopter base and the offshore Drilling Unit as directed by the Company. ……
9.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK** **Clause No 5** **Sub Clause No 5.2**	A minimum of two sets of pilots for helicopter offered. An extra one set of pilots shall be mobilized to the Port Blair and later to Visakhapatnam or any other permanent Heli bases in India of the Company within 05 calendar days, as and when required, at no additional cost to OIL.	Sufficient set of pilots as per the applicable regulations should be stationed at Vijaya Puram / Vishakhapatnam such that medical evacuation services can be provided 24x7 during the tenure of the Contract.
10.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK** **Clause No 5** **Sub Clause No 5.8**	The Helicopters must be capable of airlifting passengers to an offshore location at a one-way distance of 187.5 nautical miles (minimum) from shore at 35 degrees Celsius under favourable weather conditions as permitted by the Air Traffic Controller (ATC). The helicopter must carry a payload under Class-I performance as per payload charts.	The Helicopters must be capable of airlifting passengers to an offshore location at a one-way distance of 200 nautical miles (minimum) from shore at 35 degrees Celsius under favourable weather conditions as permitted by the Air Traffic Controller (ATC). The helicopter must carry a payload under Class-I performance as per payload charts.
11.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK** **Clause No 5** **Sub Clause No 5.9**	The Helicopters offered must be capable of airlifting passengers to and from an offshore location at a one-way distance of 187.5 nautical miles (minimum) from Company's designated Heli Base without refuelling. The total minimum distance to be covered without refuelling is 187.5 x 2 = 375 nautical miles.	The Helicopters offered must be capable of airlifting passengers to and from an offshore location at a one-way distance of 200 nautical miles (maximum) from Company's designated Heli Base without refuelling. The total maximum distance to be covered without refuelling is 200 x 2 = 400 nautical miles.

12.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATI ON S / SCOPE OF WORK** **Clause No 6** **Sub Clause No 6.3**	Contractor shall be responsible for arranging special sorties as and when required by Company for reasons other than directly connected with the rig operations, at Company's cost as per the program notified by Company to Contractor.	Contractor shall be responsible for arranging special Medevac sorites as and when required by Company for reasons other than directly connected with the rig operations or when requested by the State authorities, at Company's cost as per the program notified by Company to Contractor.
13.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATI ON S / SCOPE OF WORK** **Clause No 6** **Sub Clause No 6.6**	The Contractor shall provide hanger (if available at the designated Airport), tarmac facilities, and base facilities for the conduct of operation including facilities for cargo/passenger handling their security checks, ~~passenger~~ briefing on the use of life-saving appliances on-board, in-flight emergency procedures, and if the flight involves extended over the water operation, ~~well in advance before boarding the helicopter(s)~~.	The Contractor shall provide hanger (if available at the designated Airport), tarmac facilities, and base facilities for the conduct of operation including facilities for cargo (patient-related medical equipment and essential items, as permitted under applicable regulations.) / Medical attendees handling their security checks, briefing on the use of life-saving appliances on-board, in-flight emergency procedures, and if the flight involves extended over the water operation.
14.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATI ON S / SCOPE OF WORK** **Clause No 7** **Sub Clause No 7.1, 7.2, 7.3**	**(New clause)**	**Note to clause no 7.1, 7.2, 7.3:** Pilots holding a valid Foreign Air Transport Pilot Licence (FATPL), duly validated or converted by the Directorate General of Civil Aviation (DGCA), India, and meeting all other applicable contractual and regulatory requirements specified in this Tender Document shall be acceptable for deployment under this Contract.
15.	**TERMS OF REFERENCE / TECHNICAL SPECIFICATI ON S / SCOPE OF WORK** **Clause No 7**	**……..** ii) Quick conversion capability ≤ 30minutes iii) Oxygen system …….	**……..** ii) Deleted iii) Either an onboard Oxygen system or adequate numbers of portable oxygen cylinders with sufficient capacity to provide continuous oxygen supply for a minimum duration of 2 hours.

<table>
<tr><td></td><td>Sub Clause No 7.7</td><td></td><td>…….</td></tr>
<tr><td>16.</td><td>TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK

Clause No 7

Sub Clause No 7.7.3</td><td>Once the call is received and informed about the medical condition of the patient needed to be airlifted, the Contractor needs to inform/alert their medical team that studies the patient's medical history and prepare an action plan. The service provider is required to be airborne within 30 minutes of receiving the call from the designated airport.</td><td>Once the call is received and informed about the medical condition of the patient needed to be airlifted, the Company will inform/alert their medical team who will study the patient's medical history and prepare an action plan, which will be shared with the Contractor. The service provider shall ensure the shortest possible time to become airborne.</td></tr>
<tr><td>17.</td><td>TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK

Clause No 8</td><td>Technical Specifications of offered Helicopters- Bidders to provide information for each Helicopter offered as per the following Table:
<table><tr><td>OIL's primary Requirement</td><td>Helicopter for Medical Evacuation</td></tr><tr><td>Required from (tentatively)</td><td>01.12.2026</td></tr><tr><td>Capacity (including 2 pilots)</td><td>To cover minimum 375NM</td></tr></table></td><td>Technical Specifications of offered Helicopters- Bidders to provide information for each Helicopter offered as per the following Table:
<table><tr><td>OIL's primary Requirement</td><td>Helicopter for Medical Evacuation</td></tr><tr><td>Required from (tentatively)</td><td>01.01.2027</td></tr><tr><td>Capacity (including 2 pilots)</td><td>To cover maximum 400NM</td></tr></table></td></tr>
<tr><td>18.</td><td>TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK

Clause No 8</td><td>Technical Specifications of offered Helicopters- Bidders to provide information for each Helicopter offered as per the following Table:
<table><tr><td>INSTALLED EQUIPMENT</td></tr><tr><td>Engine Air Particle Separator</td></tr><tr><td>Sky Connect</td></tr></table></td><td>Technical Specifications of offered Helicopters- Bidders to provide information for each Helicopter offered as per the following Table:
<table><tr><td>INSTALLED EQUIPMENT</td></tr><tr><td>Deleted</td></tr><tr><td>Deleted</td></tr></table></td></tr>
<tr><td>19.</td><td>SPECIAL CONDITIONS OF CONTRACT (SCC)</td><td>MOBILIZATION: A separate mobilization notice will be issued for hiring of the Air Logistics (Helicopter)</td><td>MOBILIZATION: A separate mobilization notice will be issued for hiring of the Air Logistics (Helicopter)</td></tr>
</table>

<table>
<tr><td></td><td>Clause No 2.2</td><td>Services after issuance of the Letter of Award (LOA)/ issuance of Contract in GeM Portal. The mobilization of the helicopter with spares, consumables and personnel shall commence on the date of receipt of the 'Mobilization Notice' from the Company and continue until the Helicopter along with the spares, consumables and personnel are properly positioned at the nominated location and Contractor is ready for carrying out necessary trial runs on the drilling unit's helideck for start of operation as envisaged under the Contract, duly certified by the Company's representative.</td><td>Services after issuance of the Letter of Award (LOA)/ issuance of Contract in GeM Portal. The mobilization of the helicopter with spares, consumables and personnel shall commence on the date of receipt of the 'Mobilization Notice' from the Company and continue until the Helicopter along with the spares, consumables and personnel are properly positioned at the nominated location and Contractor is ready for carrying out necessary trial runs on the drilling unit's helideck for start of operation as envisaged under the Contract, duly certified by the Company's representative.</td></tr>
<tr><td></td><td></td><td><table><tr><th>Particulars</th><th>Mobilizatio n Time</th><th>Locatio n</th></tr><tr><td>Mobilization of Helicopter with spares, consumables , and personnel as per Scope of Work</td><td>Within 90 days, effective from the date of Mobilizatio n notice issued by Company</td><td>At Sri Vijaya Puram Heli Base.</td></tr></table></td><td><table><tr><th>Particulars</th><th>Mobilizatio n Time</th><th>Locatio n</th></tr><tr><td>Mobilization of Helicopter with spares, consumables , and personnel as per Scope of Work</td><td>Within 120 days, effective from the date of Mobilizatio n notice issued by Company</td><td>At Sri Vijaya Puram Heli Base.</td></tr></table></td></tr>
<tr><td>20.</td><td>SPECIAL CONDITIONS OF CONTRACT (SCC)</td><td>The Contractor agrees to have the requisite infrastructure facility in India approved by DGCA as per the requirement laid down under</td><td>The Contractor agrees to have the requisite infrastructure facility in India approved by DGCA as per the requirement laid down under</td></tr>
</table>

	Clause No 6.6	CAR 145 (Civil Aviation Requirements), for maintenance of the offered helicopter prior to commencement of flying operations upon placement of LOA/ issuance of Contract in GeM Portal by the Company but not later than 90 days from the issue of mobilization notice i.e. within the allowed mobilization time. The Contractor may also submit MOU/Agreement with any other firm having a requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopter. Notwithstanding the MOU/Agreement, the responsibility of completion of the job under this Contract will be with the Contractor. In the absence of such a facility or MOU, offered helicopter may not be accepted by the Company.	CAR 145 (Civil Aviation Requirements), for maintenance of the offered helicopter prior to commencement of flying operations upon placement of LOA/ issuance of Contract in GeM Portal by the Company but not later than 120 days from the issue of mobilization notice i.e. within the allowed mobilization time. The Contractor may also submit MOU/Agreement with any other firm having a requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopter. Notwithstanding the MOU/Agreement, the responsibility of completion of the job under this Contract will be with the Contractor. In the absence of such a facility or MOU, offered helicopter may not be accepted by the Company.
21.	**SPECIAL CONDITIONS OF CONTRACT (SCC)** **Clause No 10** **Sub Clause No 10.12**	Passengers and/or cargo may be carried in the helicopter as required by the Company, and to be notified before each flight. The Contractor shall provide to the Company a table indicating approximate different payloads for the helicopter which can be carried to different locations of the Company at varying temperature conditions. Notwithstanding the foregoing, it shall be Contractor's responsibility to determine and advise the acceptable payload to the Company before each flight and upon	Passengers and/or cargo (patient-related medical equipment and essential items, as permitted under applicable regulations) may be carried in the helicopter as required by the Company, and to be notified before each flight. The Contractor shall provide to the Company a table indicating approximate different payloads for the helicopter which can be carried to different locations of the Company at varying temperature conditions. Notwithstanding the foregoing, it shall be Contractor's
		such determination, the Contractor may vary the proposed load to be carried by helicopter in case there is any change in the program by the Company for the day or there is a change in meteorological parameters of the day.	responsibility to determine and advise the acceptable payload to the Company before each flight and upon such determination, the Contractor may vary the proposed load to be carried by helicopter in case there is any change in the program by the Company for the day or there is a change in meteorological parameters of the day.

22.	**SPECIAL CONDITIONS OF CONTRACT (SCC)** **Clause No 10** **Sub Clause No 10.21**	At Company's Heli base, the Cargo handling arrangements shall be made by the Contractor.	At Company's Heli base, the Cargo (patient-related medical equipment and essential items, as permitted under applicable regulations) handling arrangements shall be made by the Contractor.
23.	**SPECIAL CONDITIONS OF CONTRACT (SCC)** **Clause No 11** **Sub Clause No 11.1**	**11.1** The downtime permissible for scheduled and unscheduled maintenance (where stipulated by the Contractor as a technical requirement and accepted by the Company) and payable by the Company pro-rata as per Fixed Monthly Charges (FMC) shall **be 04 (four) days per month per helicopter** and to which Contractor shall be entitled during the month. However, the Contractor shall not be allowed to accumulate any leftover downtime period during the tenure of the Contract. If AOG (Aircraft on Ground) days in respect of the helicopter exceed the Free Downtime days available in any month, then charges (FMC) will be made on a pro-rata basis for days the helicopter is available during the month.	**11.1** The downtime permissible for scheduled and unscheduled maintenance (where stipulated by the Contractor as a technical requirement and accepted by the Company) and payable by the Company pro-rata as per Fixed Monthly Charges (FMC) shall be 04 (four) days per month per helicopter and to which Contractor shall be entitled during the month. The Contractor shall be allowed to accumulate maximum up to 08 days of downtime period anytime during the tenure of the contract. If AOG (Aircraft on Ground) days in respect of the helicopter exceed the Free Downtime days available in any month, then charges (FMC) will be made on a pro-rata basis for days the helicopter is available during the month.
24.	**SPECIAL CONDITIONS OF CONTRACT (SCC)** **Clause No 11** **Sub Clause No 11.6**	Notwithstanding anything stated here above, the following time gap between the two sorties shall be allowed for the Contractor to carry out their running repairs and maintenance of helicopters: a) 45 minutes, in cases where the helicopter has flown from the base and returns to the base to undertake another sortie during the same day.	Notwithstanding anything stated here above, the following time gap between the two sorties shall be allowed for the Contractor to carry out their running repairs and maintenance of helicopters: a) 90 minutes, in cases where the helicopter has flown from the base and returns to the base to undertake another sortie during the same day.

25.	**SCHEDULE OF RATES (SOR)** **Clause No 4** **Sub Clause No 4.1**	Company shall in respect of the chartered helicopter pay the Contractor the corresponding hourly flying charges per hour and pro-rata basis (to the next 15 minutes) for the flying hours of the helicopter as per the Price Schedule at Proforma B.	Company shall in respect of the chartered helicopter pay the Contractor the corresponding hourly flying charges per hour and pro-rata basis (to the next 15 minutes) for the flying hours of the helicopter as per the Price Schedule at Proforma B. However, Contractor will be paid for a minimum of 20 flying hours per month (when the monthly flying hours is 20 or less for that month) as per the hourly flying charges mentioned in the Price Schedule.
26.	**SCHEDULE OF RATES (SOR)** **Clause No 4** **Sub Clause No 4.4**	Company may use the helicopter for offshore operations beyond 60 hours per month.	Company may use the helicopter for offshore operations beyond 20 hours per month.

Annexure- II

to BID

CORRIGENDUM-2

PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC)

1.0 VITAL CRITERIA FOR ACCEPTANCE OF BIDS:

The bid shall conform generally to the specifications and terms and conditions given in the Bid Document. Bidders are advised not to take any exception / deviation to the Bid Document. Exceptions / Deviations, if any, should be brought out during the Pre-Bid Conference as scheduled against this Tender. After processing such suggestions, Company may communicate the changes, if any, through an addendum to the tender document in this regard to the prospective bidders. Still, if any exceptions / deviations are maintained in the bid, such conditional / non-conforming bids may not be considered and rejected outright.

1.1 GENERAL CONFORMITY:

Bids will be rejected in case the equipment and services offered do not conform to the required parameters as stipulated in the technical specifications of this bidding document. Notwithstanding the general conformity of the bid to the stipulated specifications, the following requirements will have to be particularly met by the bidders without which the same will be considered as non-responsive and will not be considered for evaluation.

1.2 ELIGIBILITY CRITERIA:

The bidder must be incorporated/registered in India and must maintain more than or equal to 20% local content (LC) for the offered services to be eligible to bid against this tender.

Regarding calculation of local content and submission of documents during bidding & execution of contracts, provision of Purchase preference under Public Procurement (Preference to Make in India) Order, 2017 of Department for Promotion of Industry and Internal Trade (DPIIT), Govt. of India as revised vide Order No. P 45021/2/2017-PP (BEII) dated 16th September 2020 (and as amended time to time) with modifications as notified vide MoPNG Order No. FP20013/2/2017-FP-PNG Part (4) (E-41432) dated 26th April 2022 (including subsequent amendments thereof, if any) shall be applicable.

If such local content is not maintained during execution of contract, OIL reserves the

right to invoke the Performance Securities and additional Bank Guarantee submitted by the bidding and supporting companies, in addition to resorting to other options as may be deemed appropriate.

Whether or not the bidders want to avail PP-LC benefit against this tender, it is mandatory for them to meet the following at the bidding stage:

a. The bidder must provide the specific percentage (%) of local content in their bid, without which the bid is liable for rejection being non-compliant.

b. The Bidder shall submit an undertaking from the authorised signatory of bidder having the Power of Attorney along with the bid, stating that the bidder meets the minimum LC requirement (equal to or above 20%) and such undertaking shall become a part of the contract, if awarded [Format enclosed as **Proforma-O**].

c. The aforesaid undertaking of the bidder shall also be supported by a certificate from the statutory auditor or cost auditor of the company (in case of companies) or from a practicing cost accountant or practicing chartered accountant (in respect of other than companies) giving the percentage of local content. [Format enclosed as **Proforma-O-1**]

d. Bidder to submit a copy of their Certificate of Incorporation / Registration in India.

A. TECHNICAL EVALUATION CRITERIA

The requirement for helicopters is as under:

Type of Helicopter	Duration	Quantity	Remarks
Helicopter with maximum AUW (All Up Weight) not to exceed 7000 kg to cover minimum 400 NM	3 years (tentatively from 01.01.2027)	01 Firm	Required for medical evacuation in both day and night between Offshore Drilling Units in East Coast of India and designated Heli Bases. Initial deployment at Sri Vijaya Puram and later to be shifted to Visakhapatnam.

The offered Helicopter shall be Twin engine, passenger version, IFR (Instrument Flight Rules) rated.

Notes:

(i) The helicopters offered should strictly conform to the specifications and also to the DGCA norms in toto. Company and / or its nominated agency may carry out periodic inspections of helicopters to ascertain whether the machines are being maintained properly as per norms. This inspection would be in addition

to the mandatory DGCA inspection certification.

(ii) Bidders to note that in case of any regulation of DGCA being superior to what is specified in the tender, DGCA's regulation shall prevail.

2.0 EXPERIENCE OF AIR LOGISTICS SERVICE PROVIDER:

2.1 The Bidder should have Air Logistic support (Helicopter operations) experience for offshore helicopter operations for a minimum period of 3 years with a satisfactory safety record to his credit for a twin-engine Cat 'A' certified Helicopter duly equipped for offshore operations for carrying minimum 11 passengers plus two crew members.

2.2 The Bidder should have a minimum 3600 hours (multi engine) flying experience in providing helicopter services in offshore during last three (03) years, reckoned from the original bid closing date.

2.3 The Bidder should have executed at least one (01) number of Contract of providing helicopter services in offshore for minimum of 500 hours (multi engine) flying experience during last three (03) years, reckoned from the original bid closing date. [Note: Ongoing contracts having satisfactory completion of minimum flying hours as above shall also be considered as executed for evaluation purpose].

2.4 The bidder's experience in ongoing contract involving multiple services (with no inter-dependence) shall also be considered in meeting the experience under 2.1 and 2.2 above, subject to condition that the relevant service has been satisfactorily completed.

2.5 To substantiate the experience under the Clauses 2.1, 2.2 and 2.3 above, the Bidder should submit copies of respective contracts, along with documentary evidence in respect of satisfactory execution of each of those contracts / satisfactory completion of relevant services, in the form of copies of any of the documents (indicating respective Contract number and types of services) such as:

(i) Satisfactory completion certificate / performance report

(OR)

(ii) Proof of release of Performance Security after completion of the contract

(OR)

(iii) Proof of settlement / release of final payment against the contract

(OR)

(iv) Any other documentary evidence that can substantiate the satisfactory execution of each of the contracts as cited above.

(v) Documents confirming to ongoing contract having satisfactory completion of minimum flying hours as per the above clauses 2.2 and 2.3.

3.0 Bids of those bidders who themselves do not meet the experience criteria as stipulated in Clause Nos A.2.1, A.2.2 and A.2.3 above, can also quote under the categories listed below:

3.1 Eligibility & Experience criteria for Indian Joint Venture bidder:

In case the bidder is an Incorporated Indian Joint Venture Company, registered in India and incorporated under the Companies Act 1956 and any amendments there under, then the technical experience criteria laid down in Clause Nos A.2.1, A.2.2 and A.2.3 above

should be met as under:

(i) The Joint Venture Company by itself should meet the experience criteria

(Or)

(ii) The Joint Venture Partner (who can be either a Indian or a foreign company) having a stake of at least 26% in the Joint Venture Company should meet the technical experience criteria stipulated in the tender on its own and cannot rely on any other arrangement such as Consortium or Supporting company of the JV Partner or subsidiary / co-subsidiary / sister subsidiary / parent / holding / affiliating / associate company or through any other arrangement like technical collaborator for meeting the technical experience criteria. Documentary evidence in support of the above should be submitted along with the techno-commercial bid.

(iii) In case of (ii) above, an undertaking from the Joint Venture partner, based on whose experience the JV seek qualification, shall be submitted with the techno-commercial bid stating they shall maintain minimum 26% shareholding in the JV till the execution of the contract.

(iv) Members of the JV are not allowed to quote separately / independently against this tender. All the bids received in such case shall be summarily rejected. Further, all bids from parties with technical support from the same Principal shall be rejected.

(v) Constitution of Joint Venture: The members of the JV should not be more than three. If during evaluation of bid, a JV leader proposes any alterations / changes in the constitution or replacement or inclusion or expulsion of any partner(s) / member(s) of the Joint Venture which had originally submitted the bid, to drive some advantages / benefits based on any development(s) having come to his knowledge at any time, the bid of such a JV shall be liable for rejection. Similarly, under such a situation the contract shall be liable for termination, if already awarded.

(vi) Indian companies / Joint Venture companies (Incorporated JV): Indian bidders whose proposal for Joint Venture involves foreign equity participation or payment of royalty and
/ or lump sum for technical know-how and wherever Govt. approval **is necessary, are required to submit their application submitted to SIA/RBI along with the bid and copy of Govt. approval prior to the date of price bid opening**. Confirmation to this effect and declaration on the same to be provided as part of their technical offer.

3.2 Eligibility criteria in case bid is submitted based on technical experience of another company (supporting company) which holds more than 50% (fifty percent) of the paid-up share capital of the bidder company either directly or through intermediate subsidiaries, or vice versa:

Offers of those bidders (not under consortium arrangement) who themselves do not meet the technical experience criteria as stipulated in the BEC Clause Nos A.2.1, A.2.2 and
A.2.3 above and are quoting based on the experience of another company (supporting company) can also be considered. In such case the supporting company should hold more

than fifty percent of the paid-up share capital of the bidding company either directly or through intermediate subsidiaries, or vice versa.

However, the supporting company should on its own meet the technical experience as stipulated in the BEC Clause Nos A.2.1, A.2.2 and A.2.3 above and should not rely on any other company or through any other arrangement like technical collaboration agreement.

In that case, as the bidding company is dependent upon the technical experience of another company, with a view to ensure commitment and involvement of the companies involved for successful execution of the contract, the participating bidder should enclose the following Agreements / Guarantees / Undertakings along with the techno-commercial bid:

(i) An Agreement (**as per format enclosed at Annexure-I(a)** between the bidder and the supporting company.

(ii) Guarantee (**as per format enclosed at Annexure-I(b)** by the supporting company to OIL INDIA LIMITED for fulfilling the obligation under the Agreement.

(iii) Undertaking by Supporting Company to provide a Performance Bank Guarantee (as per format and instructions enclosed at **Annexure-I(c)**, equivalent to 50% of the value of the performance security, which is to be submitted by the bidding company in case the supported bidding company is the successful bidder.

In cases where foreign based supporting company does not have Permanent Establishment in India, the bidding company can furnish performance Bank Guarantee for an amount which is sum of performance security amount to be submitted by the bidder and additional performance security amount required to be submitted by the supporting company subject to the condition that supporting company have more than 50% paid up equity share capital of the bidder either directly or through intermediate subsidiaries, or vice versa.

In such case bidding company shall furnish an undertaking that their foreign based supporting company is not having any Permanent Establishment in India in terms of Income Tax Act of India.

(iv) Undertaking from the supporting company to the effect that in addition to invoking the performance security submitted by the contractor, the performance security provided by supporting company shall also be invoked by OIL INDIA LIMITED due to non-performance of the contractor.

Note: In case Supporting Company fails to submit Bank Guarantee as per (iii) above, bid security submitted by the bidder shall be forfeited.

3.3 Eligibility Criteria in case bids are submitted on the basis of Technical Experience of the Parent / Subsidiary Company:

Offers of those Primary bidder who themselves do not meet the experience criteria as

stipulated in Clause Nos A.2.1, A.2.2 and A.2.3 above can also be considered provided the bidder is a wholly owned subsidiary company of the parent company [supporting company] or parent company can also be considered on the strength of its wholly owned subsidiary [supporting company]. However, the parent / subsidiary company of the bidder should on its own meet the experience as stipulated under Clause Nos A.2.1, A.2.2 and A.2.3 above and should not rely for meeting the experience criteria on its sister subsidiary / co-subsidiary company or through any other arrangement like Technical Collaboration agreement for meeting the experience criteria.

In case of Primary bidder who is a subsidiary company dependent upon the experience of the parent company or vice-versa, with a view to ensure commitment and involvement of the parent / subsidiary company (Supporting Company) for successful execution of the contract, the participating bidder should enclose the following with the techno-commercial bid:

(i) An Agreement (**as per format enclosed as Annexure-II**) between the (bidder and supporting company)

(ii) Guarantee (**as per format enclosed as Annexure-III**) from the parent / subsidiary company (supporting company) to OIL INDIA LIMITED for fulfilling the obligation under the Agreement.

(iii) Undertaking from the supporting company to the effect that in addition to invoking the performance security submitted by the contractor, the performance security provided by supporting company shall also be invoked by OIL due to non-performance of the contractor.

3.4 Eligibility Criteria in case bid is submitted on the basis of Technical Experience of Sister-Subsidiary / Co-Subsidiary Company:

Offers of those primary bidders who themselves do not meet the experience criteria as stipulated in Clause Nos A.2.1, A.2.2 and A.2.3 above can also be considered based on the experience criteria of their sister-subsidiary / co-subsidiary company within the ultimate parent / holding company subject to meeting of the following conditions:

(i) Provided that the sister-subsidiary / co-subsidiary company and the bidding company are both wholly owned subsidiaries of an ultimate parent / holding company either directly or through intermediate wholly owned subsidiaries of the ultimate parent / holding company or through any other wholly owned subsidiary company within the ultimate / holding parent company. Documentary evidence to this effect to be submitted by the ultimate parent / holding company along with the technical bid.

(ii) Provided that the sister subsidiary / co-subsidiary company on its own meets the experience criteria stipulated in the Clause Nos A.2.1, A.2.2 and A.2.3 above and not through any other arrangement like Technical Collaboration

agreement.

(iii) Provided that with a view to ensure commitment and involvement of the sister subsidiary / co-subsidiary company for successful execution of the contract, the participating bidder

submits an Agreement, as per format furnished vide **Annexure-IV**, between their Sister Subsidiary / Co-Subsidiary Company and the Ultimate Parent / Holding Company of both the bidder and the Sister Subsidiary / Co-Subsidiary, along with the technical bid.

Note: In case of Clauses 3.3 & 3.4 above, bidders shall submit the following additional documents:

a) Undertaking by the subsidiary / parent company to provide a Performance Security (**as per format and instructions enclosed vide Annexure-I(c)**), equivalent to 50% of the value of the Performance Security to be submitted by the bidding company in case the bidding company is the successful bidder.

Note to a): In case subsidiary / parent company fails to submit Performance Bank Guarantee as per (a) above, Bid Security submitted by the bidder shall be forfeited.

b) In cases where subsidiary / parent companies do not have Permanent Establishment in India, the bidding company can furnish Performance Security which is sum of Performance Security amount to be submitted by the bidder and additional 50% Performance Security to be submitted by the subsidiary / parent / sister company. In such case bidding company shall furnish an undertaking that their subsidiary / parent / sister company is not having any Permanent Establishment in India in terms of Income Tax Act of India.

c) Undertaking from the subsidiary / parent company to the effect that in addition to invoking the performance security submitted by the contractor, the performance security provided by them shall also be invoked by OIL INDIA LIMITED due to non-performance of the contractor.

4.0 Details of experience and past performance of the bidder and incorporated joint venture partner (in case of a joint venture), on works / jobs done of similar nature in the past and details of current work in hand and other contractual commitments, indicating areas and clients are to be submitted along with the techno-commercial bid, in support of the experience laid down under Clause Nos A.2.1, A.2.2 and A.2.3 above.

5.0 Indian companies / Joint Venture companies (Incorporated JV): Indian bidders whose proposal for Joint Venture involves foreign equity participation or payment of royalty and / or lump sum for technical know-how and wherever Govt. approval is necessary, are required to submit copy of Govt. approval, on their application submitted to SIA (Secretariat for Industrial Assistance), prior to the date of price bid opening.

6.0 Maintenance Facility:

The Bidder should have requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. Documentary evidence to this effect must be submitted along with the technical bid. In case the bidder presently does not have such facility, the bidder must confirm that they

would create the requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145 prior to commencement of flying operations upon placement of LOA by Oil India Limited (OIL) but not later than 120 days of placement of Mobilization Notice i.e. within the allowed mobilization time. In case the Bidder fails to establish such a facility within the stipulated time frame, OIL shall recover from the Contractor, as an ascertained and agreed Liquidated Damages, a sum equivalent to 0.5 (half) % of total contract value, for each month of delay or part thereof.

OR

The Bidder should submit MOU/Agreement concluded by the Bidder with any other firm having requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. The MOU/Agreement should also be addressed to OIL, clearly stating that the MOU/Agreement is applicable to this tender and shall be binding on them for the entire Contract period. Notwithstanding the MOU/Agreement, the responsibility of completion of job under this Contract will be with the Bidder.

7.0 Title / Ownership:

The Air Logistics Service Company/Companies, should own/possess the helicopters. Proof of ownership/possession of title evidenced (valid back-to-back lease arrangement with registered owner) by a currently valid registration certificate of the helicopters offered shall be enclosed along with the technical bid. In case the Bidder is not the owner, a copy of the agreement with the registered owner of the helicopter(s) offered duly endorsed by a notary confirming that the said helicopter(s) shall be placed on lease, at the disposal of the Bidder for operation/maintenance of the subject helicopter(s) for the intended contract period including extensions, if any, giving OIL's tender reference shall be enclosed along with the technical bid. The said agreement with the owner of the helicopter(s) shall specify the following:

a) It is applicable for the tender under reference.

b) An undertaking from the owner that the said Agreement shall be kept valid for the entire period of contract including extensions, if any, (if awarded) to the bidder under this tender.

8.0 Identification of Helicopters:

8.1 All the bidders are required to clearly identify the Helicopters with a call sign at the time of submission of the technical bid with documentary proof thereof.

8.2 In case the owner of the helicopters himself is the bidder, the certificate confirming the availability of the helicopters for this contract, shall be furnished by the owner himself.

8.3 In case of the leased helicopter(s) or proposed purchase of helicopter(s), the bidders are required to submit along with the technical bid, a copy of the Memorandum of

Understanding/ Agreement of lease/purchase of helicopter(s), concluded with the owner of the helicopter(s), specifically for this tender. This must be duly supported by documentary proof of ownership of the helicopter(s) in the form of a registration certificate of the helicopter(s). The above MOU/agreement must be valid throughout the validity of the bid. The successful bidder shall be required to keep the MOU/Agreement valid for the period of the contract and any extension thereof.

8.4 The MOU/Agreement must clearly indicate that the Helicopter Call Sign/Serial No. _____is not being offered by the owner to anybody else other than _____ (name of the bidder) to participate in OIL's tender No._____.

8.5 In case a bidder proposes to deploy new helicopter(s) under manufacture, then a copy of order acceptance by the manufacturer indicating the delivery schedule, make and serial number allotted to the helicopter(s) is to be enclosed with the technical bid. The delivery date of the helicopter(s) should match the mobilization schedule indicated in the tender.

8.6 Bidder may identify more than one helicopter(s) against each of the helicopters offered, giving complete technical details for evaluation along with a copy of the MOU/Agreement for this tender. Bidders will have to mobilize the helicopter(s) out of this identified helicopter(s), which are found acceptable to OIL.

8.7 Offers with helicopter(s) identified but with the condition "subject to availability" shall also be considered for techno-commercial evaluation. The bidders, however, have to confirm the availability of the offered helicopter(s) one day prior to the price bid opening. Offered helicopter(s) whose availability is not confirmed by the bidder will not be considered. The date of price bid opening will be intimated to the short-listed bidders along with seeking the confirmation of the availability of helicopter(s) offered on "subject to availability.

9.0 Substitution:

Bidders would not be allowed to substitute the Helicopter once offered by them in their bid during the period of bid validity. If more than one helicopter is offered by a bidder for each quoted helicopter, all the Helicopter would be techno-commercially evaluated. The bidder can mobilize any 01 of the available Helicopter found techno-commercially acceptable by OIL but the name of the helicopter to be mobilized by the bidder would have to be furnished by the bidder within 21 days of placement of Letter of Award of Contract (LOA). However, the bidder can substitute the offered Helicopter while extending the bid validity, if sought, during tender processing, however, in such cases, the bidder should submit relevant documents for technical evaluation as per the requirement of the tender. The Helicopter already offered by one bidder in this tender in their original bid at the time of Technical Bid Opening or thereafter will not be accepted for substitution by other bidders irrespective of the present status of the owner's commitment for the helicopter, during the tendering process.

10.0 Others:

a) The bidder shall arrange & submit a Non-Scheduled Operator's Permit (NSOP) and a copy of approval from DGCA, India for operation and maintenance of the type of helicopters offered in the bid for offshore operation before the same is mobilized. The bidder will give an undertaking along with the techno-commercial bid that they shall arrange and submit the above-mentioned documents to OIL before mobilization of the helicopters.

b) The bidder shall give an undertaking that while operating in India under this bid, he would follow and abide by the conditions laid down by the Director General of Civil Aviation of India as applicable on the date of commencement of operation for Company and as may be modified from time to time. No deviation from this shall be accepted. Bidders shall keep themselves abreast of the latest DGCA guidelines while submitting their bids.

c) The bidder shall be solely responsible for obtaining at its cost, before commencement of services under the Contract (if awarded to them), all statutory licenses from DGCA or any other Govt. agency for operating the helicopters in India.

d) Helicopter Operator to have a program in place to ensure all components are within life or changed accordingly when required.

11.0 Bidder must confirm in their unpriced techno-commercial bid the following:

a) The pilots to be deployed by the Contractor shall have the experience as per DGCA guidelines. The Contractor shall also provide necessary evidence of their flying experience to the Company.

All details of pilots to be deployed shall be submitted to the Company (15) fifteen days prior to the scheduled date of commencement. Bidder shall give an undertaking that they will comply with this requirement.

b) A self-declaration certificate is to be attached by the bidder to the effect that the offered helicopters are fully IFR equipped and that the IFR equipment is in absolute working order.

c) The helicopters shall be fitted with fully automatic water-activated flotation gear and shall be suitable for offshore/maritime operations.

d) Foreign pilots and engineers required to operate and maintain the helicopter, shall undergo the necessary security clearances as per DGCA regulations.

e) Indian regulations relating to operations and maintenance of the helicopter stipulated for leased aircraft operations shall be complied with by the helicopter operator.

f) Foreign operator(s) shall continue to hold a valid operating permit from their parent country.

g) Violations of Indian safety and operating regulations shall be subject to action by DGCA, India.

h) Bidders will confirm and undertake to offer medevac helicopter and crew capable to fly in the night when required.

12.0 Bidder must furnish the following certificates along with the unpriced Techno-commercial. bid from Regulatory authorities.

a) Current/revalidated copy of the Airworthiness Certificate of the helicopters offered issued by DGCA.

b) Current/valid Registration Certificate of all the helicopters offered.

c) Copy of valid air operators/air carriers license for helicopter operations and maintenance.

d) In case helicopters under manufacture have been offered, bidders confirm that they would fulfil the requirements under (a) & (b) above before the commencement of operations. Further, they should fulfil the requirement for new helicopters as mentioned under the clause relating to "Identification of Helicopters".

13.0 Mobilization Period:

Bidders are required to confirm that they will mobilize the helicopter(s) in fully operational condition at Company nominated Heli base for services within 120 days from the date of issue of Mobilization Notice.

No of Helicopters	Mobilization Period
01 No.	120 days from the date of the issue of Mobilization notice

14.0 The flying requirement of the helicopters that will be used for medivac sorties shall be maintained at minimum 20 hours per month. However, actual flying hours may vary as per the operational requirements of the Company. If required, Company may use the helicopters beyond the estimated hours per month per helicopter at the same rates, terms, and conditions.

B. FINANCIAL EVALUATION CRITERIA:

1.0 Annual Financial Turnover from operation of the bidder during any of preceding 03 (Three) financial/accounting years from the **original bid closing date** should be at least **INR. 19.21 Crores**.

2.0 The **Net worth** of the bidder must be Positive for the financial / accounting year preceding the original bid closing date.

Note:

i. **Annual Financial Turnover** of the bidder from operations shall mean: "Aggregate value of the realization of amount made from the sale, supply or distribution of goods or on account of services rendered, or both, by the company (bidder) during a financial year" as per the Companies Act, 2013 Section 2 (91).

ii. **Net worth** shall mean: "Share capital + Reserves created out of profits and securities Premium – Aggregate value of accumulated losses (excluding revaluation reserves) – deferred expenditure – Miscellaneous Expenditure to the extent not written off and carried forward Loss - Reserves created out of write back of depreciation and amalgamation".

3.0 If the Bidder is an Incorporated Joint Venture (JV) Company and does not meet financial criteria (BEC Clause Nos. B. 1.0 & 2.0 above) by itself, it can submit the bid based on the financial strength of its JV member having more than 26% stake in the JV Company and the following need to be complied/submitted:

i. Annual Financial Turnover from operation of the member having more than 26% stake in the JV during any of preceding 03 (Three) financial / accounting years from the original bid closing date shall be as per Clause 4.1 above.

ii. Net worth of the member having more than 26% stake in the JV (supporting company) should be positive for the financial /accounting year preceding the original bid closing date as per Clause 4.2 above.

iii. Corporate Guarantee (**ANNEXURE-V**) on the letter head of the member having more than 26% stake in the JV signed by an authorized official undertaking that they would financially support their subsidiary company for executing the project / job in case the same is awarded to them.

iv. An undertaking from the Joint Venture partner, based on whose experience the JV seek financial qualification, shall be submitted with the techno commercial bid stating that they shall maintain minimum 26% shareholding in the JV till execution of the contract is accomplished.

v. A certificate from the statutory Auditor of the JV company on the shareholding pattern of the JV.

4.0 In case the bidder is a subsidiary company (should be a wholly owned subsidiary of the parent / ultimate parent / holding company), who does not meet financial criteria by itself and submits bid based on the financial strength of its parent / ultimate parent / holding company, then documents need to be submitted along with the technical bid in support of the following:

i. Annual Turnover from operation of last three accounting years of the parent / ultimate parent / holding company (supporting company) shall be as per Clause B,
1.0 above.

ii. Net worth of the parent / ultimate parent / holding company (supporting company) shall be positive for the financial / accounting year preceding the original bid closing date as per Clause B, 2.0 above.

iii. **Corporate Guarantee (ANNEXURE-VI)** on parent / ultimate parent / holding company's (supporting company) letter head signed by an authorized official undertaking that they would financially support their subsidiary company for executing the project / job in case the same is awarded to them.

iv. A certificate from the statutory Auditor of the bidding company as well as of the parent
/ ultimate / holding parent company (supporting company) to establish the relationship and equity percentage holding between bidding company and the supporting company. The certificates should be duly certified by the Company Secretary or one of the Directors of the company concerned.

Note: The above certificate should not be more than 30 days old as on the original bid closing date.

5.0 Notes to BEC Clause B, 1.0 & 2.0 above:

a. For proof of Annual Turnover from operation & Net worth, any one of the following documents/photocopies must be submitted along with the bid:

i. Audited Balance Sheet along with Profit & Loss account.

OR

ii. A certificate issued by a practicing Chartered/Cost Accountant (with Membership Number and Firm Registration Number), as per format prescribed in **PROFORMA-H**.

Note:

i. Mention of UDIN (Unique Document Identification Number) is mandatory for all Certificates issued w.e.f. February 1, 2019 by Chartered Accountant in Practice.

ii. In case the Audited Balance sheet and Profit Loss Account submitted along with the bid are in currencies other than INR, the bidder shall have to convert the figures in equivalent INR considering the prevailing conversion rate on the date on which the Audited Balance Sheet and Profit & Loss Account is signed. A CA Certificate is to be submitted by the bidder regarding converted figures in equivalent INR. Else, the Audited Balance Sheet and Profit & Loss Account shall be evaluated by considering the BC selling rate declared by State Bank of India (on the date on which the Audited Balance Sheet and Profit & Loss Account is signed) for conversion to INR.

6.0 Considering the time required for preparation of Financial Statements, if the

last date of preceding financial/accounting year falls within the preceding six months/within the due date for furnishing of audit report as per Section 139(1) of IT Act, 1961 (read along with latest circulars/notifications issued by CBDT from time to time) reckoned from the original bid closing date and the Financial Statements of the preceding

financial/accounting year are not available with the bidder, then the financial turnover of the previous three financial /accounting years excluding the preceding financial/accounting year will be considered. In such cases, the Net worth of the previous financial/accounting year excluding the preceding financial/accounting year will be considered. However, the bidder has to submit an undertaking in support of the same along with their technical bid as per **PROFORMA-L**.

7.0 In case the bidder is a Central Govt. Organization/PSU/State Govt. Organization/Semi-State Govt. Organization or any other Central/State Govt. Undertaking, where the auditor is appointed only after the approval of Comptroller and Auditor General of India and the Central Government, their certificates may be accepted even though FRN is not available. However, bidder to provide documentary evidence for the same.

8.0 Bid will be liable for rejection if not accompanied with adequate documentary proof in support of Annual turnover & Net worth as mentioned above in Para B, 1.0 & B, 2.0.

C. COMMERCIAL EVALUATION CRITERIA:

1.0 Bids shall be submitted under **Single-Stage Two-Bid System** i.e. Technical Bid and Priced Bid separately in designated area/ tab in GeM portal respectively. The Un-priced techno commercial bid (or Technical bid) must comprise of all the technical documents substantiating the previous experience, financial & technical credentials of the bidder and any other document as asked for in the bid document. There should not be any indication of price in the Technical bid; otherwise, the bid shall be rejected straightway.

2.0 The prices / rates offered quoted by the successful bidder must remain firm during the execution of the Contract and not subject to variation on any account. A bid submitted with an adjustable price condition shall be treated as non-responsive and rejected. No discount whatsoever should be quoted separately. Rates / prices quoted must be net of all discount.

3.0 Bids with shorter validity (i.e., less than **120 days** from the scheduled bid closing date) will be rejected as being non-responsive.

4.0 Bid Security in Original shall be furnished as a part of the Technical Bid and shall reach **OIL INDIA LIMITED, (KG Basin Project (KGB & MBP), Down Town Building, 3rd Floor, Door No. 70-14-16/4 (Next to D-Mart), Sri Vidya Colony, Venkat Nagar, Kakinada, Andhra Pradesh – 533003)** before bid closing date & time. The original bid security should necessarily be submitted in physical form, in a sealed envelope, prominently super-scribing tender

reference and details of bidder. A scanned copy of the bid security shall however be uploaded in GeM portal along with the Technical Bid. The amount of Bid Security shall be as specified in the Forwarding Letter of the Bid Document/NIT of GeM Tender. Bid without proper & valid Bid Security shall be rejected.

5.0 **Integrity Pact:** The Integrity Pact is applicable against this tender. OIL shall be entering into an Integrity Pact with the bidders as per format enclosed vide **PROFORMA-J** of the tender document. This Integrity Pact proforma has been duly signed digitally by OIL's competent signatory. The proforma has to be returned by the bidder (along with the Un-priced Techno-Commercial Bid) duly signed (digitally) by the same signatory who signed the bid, i.e., who is duly authorized to sign the bid. Uploading the Integrity Pact with digital signature will be construed that all pages of the Integrity Pact has been signed by the bidder's authorized signatory who sign the Bid. If any bidder refuses to sign Integrity Pact or declines to submit the Integrity Pact, their bid will be rejected. In case of a Joint venture, all the partners of the joint venture should sign the Integrity Pact.

6.0 Bids submitted after the Bid Closing Date and Time will be rejected.

7.0 Bids received through the GeM portal shall only be accepted. Bids received in any other form shall not be accepted.

8.0 Bid documents are non-transferable. Unsolicited bids will not be considered and will be straightway rejected.

9.0 Any physical documents wherever called for, submitted by bidders shall contain no interlineations, white fluid erasures or overwriting except as necessary to correct errors made by the Bidder, in which case such correction shall be initialled by the person or persons who has/have digitally signed the Bid.

10.0 Any Bid containing false statement will be rejected.

11.0 Bidders shall quote directly and not through their Agent / Representative / Retainer / Associate in India.

12.0 Bidders must quote clearly and strictly in accordance with the price schedule outlined in **"Price Bid Format"** of Bid Document; otherwise, the Bid will be summarily rejected.

13.0 Bidder must accept and comply with the following clauses as given in the Bid Document in toto failing which bid will be rejected.

i. Firm Price
ii. Bid Security Clause
iii. Scope of Work
iv. Specifications

v. Price Schedule
vi. Period of validity of bid
vii. Liquidated damage and penalty clause
viii. Performance Guarantee clause

ix. Arbitration / resolution of Dispute
x. Force Majeure
xi. Acceptance of jurisdiction and Applicable Law
xii. Tax Liabilities Clause
xiii. Safety & Labour Law
xiv. Termination Clause
xv. Integrity Pact
xvi. Insurance
xvii. Any other condition specifically mentioned in the tender document elsewhere that non-compliance of the clause lead to rejection of the bid.

14.0 Bidders should not be under liquidation/bankruptcy/undergoing any insolvency resolution process as on Bid Closing date. Bidders shall submit undertaking towards compliance of above as per **APPENDIX-1** along with the bid. If any bidder declines to submit the above undertaking, their bids shall be liable for rejection.

15.0 The bidder shall submit an undertaking/declaration as per **APPENDIX-2**. confirming that they have read and understood OIL's Banning Policy and that, neither they nor any of their allied concerns or partners or associates or directors, or proprietors involved in any capacity, are currently on OIL's Holiday/Banning List. Further, the bidder shall confirm that neither they nor any of their aforementioned entities have, during the last three years, been involved in any transgression with any company conforming to the Transparency International (TI) approach or with any Public Sector Enterprise of India that could justify exclusion from the tender process. The bidder shall also disclose details of all such allied entities, if any, as required under the Banning Policy.

16.0 The originals of the documents submitted by the bidder shall have to be produced by the bidder(s) to OIL as and when asked for.

17.0 Performance Security: Successful bidder shall be required to furnish a Performance Security equivalent to **five (5%) percent** of total Contract Cost within 15 days of receipt of LOA / notification of award. The Performance Bank Guarantee must remain valid throughout the period of execution, including extension if any. Non-submission of Performance Security as above by the successful Bidder shall lead to cancellation / termination of award besides other penal actions as per OIL's Banning Policy.

D. PRICE EVALUATION CRITERIA:

The parties whose bids conform to the technical specifications, terms and

conditions stipulated in the bidding document and are considered to be responsive after subjecting to Bid Evaluation Criteria mentioned above and such bids will be considered for further evaluation as per the Price Evaluation Criteria given below:

1.0 The bidders must quote their charges / rates in the manner as called for vide "Schedule of Rates" under Section-IV and the summarized Price Bid Format vide enclosed **PROFORMA-B/Price Bidding Format**.

The offers will be evaluated and awarded to the lowest quoted techno-commercially acceptable bidder, subject to concurrent application of Public Procurement Policy for **MSE Order 2012 and PP(MII) Order 2017 as per Order No. F.1/4/2021-PPD dated 18.05.2023** issued by Public Procurement Division, Department of Expenditure, Ministry of Finance, Govt. of India and any subsequent amendment thereto.

2.0 In the event of computational error between unit price and total price, the quoted unit price shall prevail. Similarly, in the event of discrepancy between rates quoted in words and figures, the unit rates quoted in words will prevail.

3.0 Priced Bids shall be evaluated taking into account the Price quoted as per **Proforma-B/ Price Bidding Format** including quoted GST.

4.0 Quoted price must include all liabilities and taxes including statutory liabilities but excluding GST, which shall be quoted separately in the Price Bid format.

5.0 The quantities shown against each item in the "Price Bid Format (i.e. in **Proforma-B/Price Bidding Format**)" shall be considered for the purpose of Bid Evaluation. It is, however, to be clearly understood that the assumptions made in respect of the number of days / parameters for various operations are only for the purpose of evaluation of the bid and the Contractor will be paid on the basis of the actual number of days / parameters, as the case may be.

6.0 The bidders are advised not to offer any discount/rebate separately and to offer their prices in the Price Bid Format after considering discount/rebate, if any.

7.0 Conditional and unsolicited discount will not be considered in evaluation. However, if such bidder happens to be the lowest recommended bidder, unsolicited discount without any condition will be considered for computing the contract price.

8.0 In case of identical overall lowest offered rate by more than 1(one) bidder, the selection will be made by draw of lot between the parties offering the same overall lowest price.

9.0 OIL will prefer to deal with registered bidder under GST. Therefore, bidders are requested to get themselves registered under GST, if not registered yet.

However, in case any unregistered bidder is submitting their bid, their prices will be loaded with applicable GST while evaluation of bid.

10.0 Price Bid uploaded without giving any of the details of the taxes (Including rates and amounts) will be considered as inclusive of all taxes including GST.

When a bidder mentions taxes as extra without specifying the rates & amount, the offer will be loaded with maximum value towards taxes received against the tender for comparison purposes. If the bidder emerges as lowest bidder after such loading, in the event of order on that bidder, taxes mentioned by OIL on the Purchase Order/Contracts will be binding on the bidder.

11.0 Input Tax Credit on GST (Goods & Service Tax) for this service is NOT available to OIL & the bids will be evaluated based on total price including GST.

12.0 If a bidder quotes Total Charges/Consideration as NIL, the bid shall be treated as unresponsive and will not be considered.

13.0 Priced Bid Evaluation

Price Evaluation of all the technically qualified bids will be done on the basis of rates quoted by the bidder as per **PROFORMA-B**. However, bidders must comply with the limits indicated against each of the following rates:

The bidder's price shall be worked out as under:

- Fixed Monthly Charge (FMC)
- Flying Hourly Charges (FHC)
- Mobilization Charge (M)
- Demobilization Charge (DM)
- Ferry Charges of the Helicopter from Sri Vijaya Puram (Port Blair) Heli Base to Visakhapatnam (Ferry)

TOTAL ESTIMATED CONTRACT COST FOR THE AIR LOGISTICS SERVICES AND MANPOWER ETC. INCLUDING GST AND ALL OTHER TAXES & DUTIES (EXCEPTING BASIC CUSTOMS DUTY ON ELIGIBLE IMPORTED ITEMS),

T = [M + DM + FMC + FHC+Ferry]

NOTES:

a. The items M, DM, FMC, FHC & Ferry are as defined in Schedule of Rates.

b. Bid evaluation will be carried out based on the sum of the total price quoted including GST. However, payment will be made against the actual job done.

c. Mobilization of the Air Logistics (Helicopter) Services will be to Company's Heli base at Sri Vijaya Puram (Port Blair) / Visakhapatnam and demobilization of the Air Logistics

(Helicopter) Services will be from Company's Heli base at Sri Vijaya Puram (Port Blair) / Visakhapatnam as detailed in SOW.

d. Force Majeure Rate shall not be considered for price bid evaluation.

13.1 Mobilization charges quoted by the bidder for the helicopter shall not exceed 7.5% of the total quoted value for the helicopter. However, mobilization charges if quoted in excess of 7.5% of the total quoted value, the excess amount shall be deducted from the mobilization invoice and the same will be paid at the end of the contract.

13.2 Demobilization charges quoted by the bidder for the helicopter shall not be less than 0.5% of the total quoted value for the helicopter. If De-mobilization charges are quoted in deficit or less than 0.5% of the total quoted value, the deficit amount shall be withheld from the first invoice and the same will be paid at the end of the contract along with Demobilization charges.

13.3 Force Majeure Day Rate of the Air Logistics (Helicopter) Services shall be 75% of the Fixed Monthly Charges divided by 30 days. (This rate will not be considered for price evaluation).

14.0 To ascertain the inter-se-ranking, Price Bids shall be evaluated on overall lowest cost to OIL (L-1 offer) basis i.e. considering total quoted price for all services including applicable GST (CGST & SGST/UTGST or IGST). Price Bid uploaded without giving any of the details of the taxes (Including rates and amounts) shall be considered as inclusive of all taxes including GST. When a bidder mentions taxes as extra without specifying the rates & amount, the offer shall be loaded with maximum value towards taxes received against the tender for comparison purposes. If the bidder emerges as lowest bidder after such loading, in the event of order on that bidder, taxes mentioned by OIL on the Purchase Order/Contracts shall be binding on the bidder. Input Tax Credit on GST (Goods & Service Tax) for this service is NOT available to OIL & the bids shall be evaluated based on total price including GST.

15.0 OIL will prefer to deal with registered bidder under GST. Therefore, bidders are requested to get themselves registered under GST, if not registered yet. However, in case any unregistered bidder is submitting their bid, their prices will be loaded with applicable GST while evaluation of bid.

16.0 Bidders are required to ascertain themselves, the prevailing rates of GST and all other taxes and duties as applicable (along with rates of all related levies viz. Surcharges, Cess, etc.,) on the scheduled date of submission of Price Bids / revised Price Bids (if any) and Company would not undertake any responsibility whatsoever in this regard.

17.0 Accordingly, bidders should quote the prices, clearly indicating the applicable rate of GST

/ description of service as per GST rules (under which the respective service is covered) along with all other taxes and duties applicable. Details of abatements / deductions available, if any, should also be indicated specifically.

Note: Bidder to note that if upon opening of price bid, OIL discovers that bidder has mentioned GST as extra without specifying the rates & amount, the offer entered into GeM Portal will be final and OIL will be considered the base price excluding the amount arrived at considering the %age of GST declared in commercial check list for evaluation and same will be binding on the bidder.

18.0 In the contracts involving multiple services or involving supply of certain goods / materials along with the services, the Bidder should give separate break-up for cost of goods and cost of various services, and accordingly quote GST as applicable for the taxable services. In case the Bidder does not give break-up of the quoted prices, separately indicating the components of taxable services and material to be supplied (if any), the GST will be loaded on entire quoted / contract value for evaluation considering abatement, if an, as per statute.

19.0 GST, if any, applicable, on input services required to meet the scope of work will be borne by the Bidder within their quoted prices. The Bidder must avail eligible GST credit of tax
/ duty paid on input services / capital goods / Inputs and benefit of GST credit should be passed on to COMPANY by way of quoting rate(s) net of GST credit i.e. gross value of service adjusted by GST credit available to the bidder.

E. Customs Duty:

In terms of Sl. No. 404 of the Customs Notification No. 50/2017-Cus dated 30.06.2017 amended vide Customs Notification No. 02/2022-Customs dated 01.02.2022 and amended further vide Customs Notification No. 30/2024 dated 23.07.2024, imports of the items specified in List 33 of the Notification are subject to levy of concessional rate of customs duty @12% (BCD Nil & IGST @12%) subject to conditions specified therein (Condition No. 48). Similarly, the domestic supply of such goods would attract 12% GST (i.e. IGST or CGST & SGST/UTSGT) on submission of EC in terms of GST Notification No. 3/2017-Integrated Tax (Rates) Dated 28.06.2017 and amended vide Notification No. 16/2019 Dated 30.09.2019 and 08/2022-Integrated Tax (Rate) dated 13.07.2022.

Bidders shall take note of the prevailing customs notifications including the latest amendment vide gazette Notification No. 30/2024 dated 23.07.2024 while quoting their prices. Bidder should consider concessional Customs Duty only for those items appearing in List-33 therein. Items of their import other than those appearing in List-33 of the said gazette notification shall be considered as duty payable on merit basis in their respective bid. OIL shall issue the requisite undertaking/certificate on request from Contractor for availing concessional rate of customs duty only against the items explicitly covered under List-33 of Customs Notification No. 30/2024 dated 23.07.2024 or against any other item(s) subsequently declared by the competent authority during the tenure of the

contract to be duty exempted/concessional. However, in the event of refusal/denial by Customs Authority to accord exemption/concession of Customs Duty against import of items which are explicitly covered under List-33 of Notification No. 30/2024 dated 23.07.2024, such applicable customs duty shall be reimbursed at actual by OIL to the

Contractor on submission of documentary evidence.

Similarly, the items other than those appearing in List-33 of the said gazette notification, if to be imported by the Contractor for the purpose of execution of contract against this tender, the same shall be considered as duty payable on merit basis and the applicable customs duty thereof must be included by the bidder in their respective bid value. OIL will not issue any Undertaking / Certificate towards customs duty concession/exemption for those items (not included in List-33 of Notification) and the duty payable on merit shall be borne by the Contractor. However, any other item if subsequently notified by the competent authority to be Duty free / concessional during the tenure of the contract, OIL will issue requisite Certificate / Undertaking for Contractor to avail the Customs Duty benefit and the duty benefit must be passed on to OIL. Additionally, for all those items against which the bidder considers the Customs Duty on merit, the list specifying the Customs Duty Rate (percentage) may be furnished, so that subsequent increase/decrease in Customs Duty, if any shall be reimbursed/recovered by OIL as the case may be on documentary evidence.

Bidders should submit the list of items which are to be imported for execution of the contract against this tender as per **PROFORMA-A** prudently along with their bid.

Undertaking/Certificate for availing concessional rate of Customs Duty shall be issued by OIL only for the eligible items, provided the same are included in the **PROFORMA-A** submitted by the bidder.

Note:

a. The customs notifications are subject to change as per Government guidelines and the provisions ruling at the time of Bid Closing will be applicable.

b. The Bidder has to re-export or block transfer or re-export to SEZ (as permissible under applicable customs rules / regulations and provided Company is out of charge after Block Transfer or re-export to SEZ) the items after completion of the contract in case of imported items. The bidder will be fully responsible to pay the customs duty in case the items are taken by the Contractor to area where customs duty benefit is not applicable. This is applicable in case OIL issues the certificate for availing concessional customs duty for import of goods.

F. Purchase Preference Clause:

1.0 MSE Policy: (Traders are excluded from the purview of this policy):

Purchase Preference to Micro and Small Enterprises is applicable for this tender.

(i) Purchase Preference to Micro and Small Enterprises is applicable for this tender. Categorization and various criteria applicable to MSE bidders shall be guided by the Gazette Notification No. **CG-DL-E-26062020-220191 dated 26.06.2020** and Amendment vide Gazette Notification no. **CG-DL-E-16062021-227649 dated 16.06.2021** and No. **CG-DLE-19012022-232763 dated 19.01.2022** and **CG-DL-E-06052022-235600 dated 06.05.2022** (and as amended time to time) issued by MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES, and any amendment thereof.

(ii) The purchase preference for price matching shall be given to MSEs falling within the price band of L1+15% (for cases where L1 is a Non-MSE) according to the following order of preference:

i. SC/ST Women-owned MSEs
ii. SC/ST owned MSEs
iii. Women-owned MSEs
iv. Other MSEs

Note: All other guidelines issued in respect of benefits to MSEs shall prevail. Bidder claiming above relaxation/ exemption need to submit necessary documentary proof of their eligibility along with their techno-commercial bid. The certificate must be valid on the bid closing date.

(iii) **Documentation required to be submitted by MSEs:** Bidder claiming the MSE status (MSE-General, MSE-SC/ST, MSE-Woman) against this tender has to submit Udyam Registration Number with Udyam Registration Certificate along with the technical bid for availing the benefits applicable to MSEs.

Note: In case bidding MSE is owned by Schedule Caste or Schedule Tribe or Woman entrepreneur, valid documentary evidence issued by the agency who has registered the bidder as MSE owned by SC/ST/Woman entrepreneur should also be enclosed.

a) In case bidding MSE is owned by Schedule Caste or Schedule Tribe or Woman entrepreneur, valid documentary evidence issued by the agency who has registered the bidder as MSE owned by SC/ST/Woman entrepreneur should also be enclosed.

b) In case participating MSEs quote price within price band of L1+15%, such MSE shall be considered for award of contract by bringing down their price to L1 price in a situation where L1 price is from someone other than an MSE.

c) In case of more than one such MSE qualifying for 15% purchase preference, the contract shall be awarded to lowest eligible MSE amongst the MSEs qualifying for 15% purchase preference.

d) Provisions such as seeking support from another company by way of Parent / Subsidiary / Sister Subsidiary / Co Subsidiary company's experience / consortium bid, etc., wherever allowed in the tender document shall be available to all interested bidders including MSEs. In those scenarios, MSEs quoting on the strength of Parent/ Subsidiary/ Sister Subsidiary / Co Subsidiary (whichever applicable) will be eligible for the benefits reserved for MSEs provided the supporting company for technical and financial strength is / are also a MSE's. However, in case of submission of Consortium bids by MSEs, in order to avail the benefits reserved for MSEs, the MSE bidder shall have to rely on their own strength or on the strength of another MSE only to meet the various tender requirements including technical and financial evaluation criteria. In that case, all the members of the Consortium including the leader of the Consortium should be eligible MSEs. Further, in case of bid from JVC (incorporated), in order to avail the above MSE benefits, the bidder i.e., JVC shall have to be MSE unit.

2.0 MII Policy:

Purchase preference to MII - notified under Public Procurement (Preference to Make in India) Order, 2017 of Department for Promotion of Industry and Internal Trade (DPIIT), Govt. of India as revised vide Order No. **P-45021/2/2017-PP (BE-II) dated 16th September 2020** (and as amended time to time) with modifications as notified vide MoPNG Order No. **FP-20013/2/2017-FPPNG-Part (4) (E-41432) dated 26th April 2022,** shall be applicable in this tender. Bidders to check the provisions of the Notification and their eligibility to bid and any claim on Purchase preference. Purchase preference will be applicable as per the Notification(s) and any amendment thereof.

G. Award of Contract:

Contract shall be awarded for the **entire scope of work**, under this tender subject to concurrent application of Public Procurement Policy for **MSE Order 2012 and PP(MII) Order 2017 as per Order No. F.1/4/2021-PPD dated 18.05.2023** issued by Public Procurement Division, Department of Expenditure, Ministry of Finance, Govt. of India and any subsequent amendment thereto.

H. GENERAL NOTES:

i. In case bidder takes exception to any clause of bidding document not covered under BEC, then the Company has the discretion to load or reject the offer on account of such exception if the bidder does not withdraw / modify the deviation when / as advised by company. The loading so done by the company will be final and binding on the bidders. No deviation will however be accepted

in the clauses covered under BEC.

ii. To ascertain the substantial responsiveness of the bid the Company reserves the right to ask the bidder for clarification in respect of clauses covered under BEC also and such clarifications fulfilling the BEC clauses in toto must be received on or before the deadline given by the company, failing which the offer will be evaluated based on the submission. However, mere submission of such clarification shall not make the offer responsive, unless company is satisfied with the substantial responsiveness of the offer.

iii. If any of the clauses in the BEC contradict with other clauses of the Bid Document elsewhere, then the clauses in the BEC shall prevail.

iv. Bidder(s) must note that requisite information(s)/financial values etc. as required in the BEC & Tender are clearly understandable from the supporting documents submitted by the Bidder(s); otherwise, Bids shall be rejected.

v. OIL will not be responsible for delay, loss or non-receipt of applications for participating in the bid sent by mail and will not entertain any correspondence in this regard.

vi. Bidders shall submit duly filled checklists on BEC & other relevant technical criteria as prescribed in the tender along with their technical bid. If any bidder fails/declines to submit the same, their bid shall not be considered for further evaluation.

I. CERTIFICATION OF DOCUMENTS BY INDEPENDENT THIRD-PARTY INSPECTION AGENCIES (TPIA):

1.0 Oil India Limited (OIL) has engaged the following 17 (Seventeen) Independent Inspection Agencies for a period of 04 (Four) years up to 06.06.2028 to verify and certify various documents submitted by the bidders required against BEC/BRC of the tender:

Sl. No.	Name of Independent Inspection Agency	Contact E-mail ID
i.	M/s. Dr. Alfred H Knight Pvt. Ltd.	a. rkjain@ahkgroup.com b. Pradeep.mathur@ahkgroup.com c. info@ahkgroup.com

ii.	M/s. TUV India Private Limited	a. noida@tuv-nord.com b. mumbai@tuv-nord.com c. salim@tuv-nord.com
iii.	M/s Conformity India International Private Limited	a. mktg@ciindia.in

iv.	M/s Ravi Energic Private Limited	a. baroda@ravienergic.com b. tpia@ravienergic.com
v.	M/s SGS India Private Limited	a. dhaval.vora@sgs.com b. sgs.india@sgs.com
vi.	M/s Assure Quality Management Certification Services Private Limited	a. aqmcs@aqmcs.com
vii.	M/s. ISSPL Limited	a. industrial_services@irclass.org b. oilandgas@irclass.org
viii.	M/s. TÜV Rheinland (India) Pvt. Ltd.	a. Shailesh.deotale@ind.tuv.com b. Kaushal.gohil@ind.tuv.com c. info@ind.tuv.com d. ravi.kumar@ind.tuv.com
ix.	M/s Gulf LIoyd (India) Ltd.	a. contact@gulflloyds.com b. inspection@gulflloyds.com
x.	M/s Baltic Testing India Pvt. Ltd.	a. office@balticcontrolindia.com
xi.	M/s Sanmarg Engineering Validation & Assessment	a. Amitra@sanmargeva.com
xii.	M/s Meenar Global Consultants LLP	a. sales@mgellp.in
xiii.	M/s Rites Limited	a. nrinspn@rites.com b. info@rites.com c. sbu.ninsp@rites.com
xiv.	M/s Bureau Veritas (India) Private Limited	a. bvindia.corporate@bureauveritas.com

xv.	M/s TUV SUD South Asia Private Limited	a. Hemant.chavan@tuvsud.com b. Jayashree.rane@tuvsud.com
xvi.	M/s Adornment Engineers India Private Limited	a. jks@adornmentengineers.com
xvii.	M/s TCRC Inspections Pvt. Ltd.	a. admin@tereinspections.com b. ashismallick@teregroup.com c. tenders@teregroup.com

1.2 Bidders are required to have their documents, as mandated under the Bid Evaluation Criteria (BEC) / Bid Rejection Criteria (BRC) of the tender, verified and certified by any one of the empanelled Independent Third-Party Inspection Agencies listed above. The Inspection Certificate, duly issued by the selected agency, must be submitted along with the Technical Bid. All costs related to verification and certification by the Third-Party Inspection Agencies shall be borne solely by the respective bidders. Payments in this regard shall be made directly by the bidders to the Inspection Agencies. OIL shall not be held responsible for any payment-related dispute between the bidders and the inspection agencies.

1.3 The verified and certified documents must be submitted along with the Technical Bid. Any bid submitted with un-verified supporting documents shall not be considered. However, in case a bidder submits its bid along with all relevant supporting documents as per BEC/BRC without getting all/some of them verified by the designated Independent Inspection agency, such bid can be provisionally considered, provided it is accompanied by an **Undertaking by the Bidder on their official letterhead towards submission of the duly verified and certified copies/ Inspection Certificate within 07 (Seven) days from the actual date of bid opening**. No reminders or clarifications will be issued by the Company in this regard, and failure to submit the verified/ certified documents within the stipulated time shall result in outright rejection of the bid, at the sole risk and responsibility of the bidder.

1.4 The methodology of verification/certification of documents followed by the agencies is broadly as under, but not limited to:

(a) It is the sole responsibility of the bidders intending to participate in the tender to thoroughly understand the requirements of the tender, particularly the documents required under BEC/BRC. The bidders must present all relevant documents to any of the empanelled third-party certifying agencies for verification/certification. Neither OIL nor the Inspection Agencies shall be responsible for the selection or appropriateness of the documents submitted for verification. It is entirely the bidder's responsibility to ensure that the appropriate documents are verified/certified in support of BEC/BRC compliance.

(b) The concerned Independent Third-Party Inspection Agencies shall depute their qualified/competent inspector to the Bidder's premises to check the original documents and certify the copies which the bidder shall submit along with their bids. OIL will reserve the right to ask the inspection agencies to verify the documents with source, if required at no extra cost to OIL. Verification/Certification of documents by OIL's empanelled third-party inspection agencies shall not automatically make the bidder techno-commercially-acceptable or eligible for award of contract.

(c) Verification/Certification of documents are normally categorized as under:

i General Requirement:

- Check Bidder's PAN Card
- Check Bidder's GST Certificate

- Check Bidder's Certificate of Incorporation
- Power of Attorney

ii Additional Documents: (If applicable against the tender)

- Bidders general structure and organization
- Joint Ventures Agreements – To cross-check with JV Partners
- Consortium Agreements – To cross-check with Consortium Partners
- Holding/Parent/Subsidiary/Sister Subsidiary/Co-Subsidiary Company – To check the Share Holding pattern, Corporate Guarantee etc.

iii Technical Criteria

- To check Experience Proof- Completion Certificates, Reference contact verification, Original Work Order/Contract Copy and any other document(s), if called for vide BEC/BRC of the Tender.
- Health, Safety and Environmental Management Policy

iv Financial Criteria

- Line of credit, if incorporated in the tender.

Notes:

(i) Bidder's self-declared undertakings, Audited Balance Sheet & Profit-loss statement and/or CA certificate having UDIN are not required to be verified by the TPI agency. If any documents, LOI/LOA/Contracts, etc., submitted towards BEC/BRC experience criteria are issued by Oil India Limited, such documents need not be verified by TPI agency.

(ii) Undertaking from TPI Agency as per format (**PROFORMA-S**) enclosed should be submitted along with the Bid.

(iii) **In case of clarifications sought by OIL against BEC/BRC, supporting documents (historical in nature) to those submitted in the original bid will also have to be verified from the same TPI agency which has originally verified their bid documents. OIL shall categorically mention the documents that are to be submitted with TPI verification in the clarification sought. In case the bidder fails to submit the TPI verified documents, as sought by OIL, as part of their clarification, their offer will be liable for rejection.**

(iv) In case of refloated tenders, if the earlier tender was cancelled and refloated within a period of 6 (six) months, and the same document still meets the revised BEC of the refloated tender. In such cases, the bidder shall submit the previously verified/ certified documents (against the cancelled tender) along with the bid against the refloated tender. Any new document, if called for, must be freshly verified/certified by a TPIA

J. DOCUMENT AUTHENTICITY UNDERTAKING: Bidders should note that Company (OIL) may verify authenticity of all the documents /certificates / information submitted by the bidder(s) against the tender. In case at any stage of tendering process or Contract

execution etc., if it is established that bidder has submitted forged documents / certificates / information towards fulfilment of any of the tender / contract conditions, Company shall immediately reject the bid of such bidder(s) or cancel / terminate the contract besides taking action as per OIL's Banning Policy available in the OIL's website. Accordingly, service provider/vendor to submit the Undertaking of authenticity of information/documents submitted as per **PROFORMA-K**.

K. LAND BORDER SHARING: Bidders should submit an Undertaking that, their bid is compliant to Order No. **F.No. 6/18/2019-PPD dated 23.07.2020** issued by Ministry of Finance, Department of Expenditure, Public Procurement Division, Govt. of India (including subsequent amendments thereto, if any), regarding restrictions on procurement from a bidder of a country which shares land border with India. Formats for submission of undertaking is enclosed as **Exhibit -I, II & III.**

L. COMPLIANCE OF THE COMPETITION ACT, 2002: The bidder shall strictly comply with the provisions of the Competition Act, 2002, more particularly, Section-3 of the Act. Any violation the provisions of the Act shall attract penal action under the Act.

M. CHECKLIST FOR BEC-BRC: Bidder must submit the duly filled Technical Evaluation checklist, commercial checklist, proformas and other relevant techno-commercial documents as outlined in the tender document along with unpriced techno-commercial bid. Failure to submit dully filled up any of the above-mentioned documents within the stipulated deadline will render the bid liable for rejection and will not be considered for further evaluation. Enclosed as **COMMERCIAL CHECK-LIST (CHECKLIST-I)** and **TECHNICAL EVALUATION SHEET (CHECKLIST-II)**.

***

Annexure- III

to BID

CORRIGENDUM-2

CHECKLIST-II
REVISED TECHNICAL EVALUATION SHEET FOR BEC

Bidder's Name: _____

Clause No. of PQC/BEC, Description	Compliance		Bidder to indicat Relevant Page No. of their Bid support the remarks / compliance
	Yes	No	
1.0 VITAL CRITERIA FOR ACCEPTANCE OF BIDS: The bid shall conform generally to the specifications and terms and conditions given in the Bid Document. Bidders are advised not to take any exception / deviation to the Bid Document. Exceptions / Deviations, if any, should be brought out during the Pre-Bid Conference as scheduled against this Tender. After processing such suggestions, Company may communicate the changes, if any, through an addendum to the tender document in this regard to the prospective bidders. Still, if any exceptions			

1.1 GENERAL CONFORMITY: Bids will be rejected in case the equipment and services offered do not conform to the required parameters as stipulated in the technical specifications of this bidding document. Notwithstanding the general conformity of the bid to the stipulated specifications, the following requirements will have to be particularly met by the bidders without which the same will			

evaluation.			

1.2 ELIGIBILITY CRITERIA:

The bidder must be incorporated/registered in India and must maintain more than or equal to 20% local content (LC) for the offered services to be eligible to bid against this tender.

Regarding calculation of local content and submission of documents during bidding & execution of contracts, provision of Purchase preference under Public Procurement (Preference to Make in India) Order, 2017 of Department for Promotion of Industry and Internal Trade (DPIIT), Govt. of India as revised vide Order No. P 45021/2/2017-PP (BEII) dated 16th September 2020 (and as amended time to time) with modifications as notified vide MoPNG Order No. FP20013/2/2017-FP-PNG Part
(4) (E-41432) dated 26th April 2022 (including subsequent amendments thereof, if any) shall be applicable.

If such local content is not maintained during execution of contract, OIL reserves the right to invoke the Performance Securities and additional Bank Guarantee submitted by the bidding and supporting companies, in addition to resorting to other options as may be deemed appropriate.

Whether or not the bidders want to avail PP-LC benefit against this tender, it is mandatory for them to meet the following at the bidding stage:

a. The bidder must provide the specific percentage (%) of local content in their bid, without which the bid is liable for rejection being non-compliant.

b. The Bidder shall submit an undertaking from the authorised signatory of bidder having the Power of Attorney along with the bid, stating that the bidder meets the minimum LC requirement (equal to or above 20%) and such undertaking shall become a part of the contract, if awarded [Format enclosed as **Proforma-O**].

c. The aforesaid undertaking of the bidder shall also be supported by a certificate from the statutory auditor or cost auditor of the company (in case of companies) or

from a practicing cost			

accountant or practicing chartered accountant (in respect of other than companies) giving the percentage of local content. [Format enclosed as **Proforma-O-1**]

d. Bidder to submit a copy of their Certificate of Incorporation / Registration in India.

A. TECHNICAL EVALUATION CRITERIA

The requirement for helicopters is as under:

Type of Helicopter	Duration	Quantity	Remarks
Helicopter with maximum AUW (All Up Weight) not to exceed 7000 kg to cover minimum 400 NM	3 years (tentatively from 01.01.2027)	01 Firm	Required for medical evacuation in both day and night between Offshore Drilling Units in East Coast of India and designated Heli Bases. Initial deployment at Sri Vijaya Puram and later to be shifted to Visakhapatnam.

The offered Helicopter shall be Twin engine, passenger version, IFR (Instrument Flight Rules) rated.

Notes:

(i) The helicopters offered should strictly conform to the specifications and also to the DGCA norms in toto. Company and / or its nominated agency may carry out periodic inspections of helicopters to ascertain whether the machines are being maintained properly as per norms. This inspection would be in addition to the mandatory DGCA inspection certification.

(ii) Bidders to note that in case of any regulation of DGCA being superior to what is specified in the tender, DGCA's regulation shall prevail.

2.0 EXPERIENCE OF AIR LOGISTICS SERVICE PROVIDER: 2.1 The Bidder should have Air Logistic support (Helicopter operations) experience for offshore helicopter operations for a minimum period of 3 years with a satisfactory safety record to his credit for a twin-engine Cat 'A' certified Helicopter duly equipped for offshore operations for carrying minimum 11 passengers plus two crew members.			

2.2 The Bidder should have a minimum 3600 hours (multi engine) flying experience in providing helicopter services in offshore during last three (03) years, reckoned from the original bid closing date.			
2.3 The Bidder should have executed at least one (01) number of Contract of providing helicopter services in offshore for minimum of 500 hours (multi engine) flying experience during last three (03) years, reckoned from the original bid closing date. [Note: Ongoing contracts having satisfactory completion of minimum flying hours as above shall also be considered as executed for evaluation purpose].			
2.4 The bidder's experience in ongoing contract involving multiple services (with no inter-dependence) shall also be considered in meeting the experience under 2.1 and 2.2 above, subject to condition that the relevant service has been satisfactorily completed.			

2.5	To substantiate the experience under the Clauses 2.1, 2.2 and 2.3 above, the Bidder should submit copies of respective contracts, along with documentary evidence in respect of satisfactory execution of each of those contracts / satisfactory completion of relevant services, in the form of copies of any of the documents (indicating respective Contract number and types of services) such as: (i) Satisfactory completion certificate / performance report (OR) (ii) Proof of release of Performance Security after completion of the contract (OR) (iii) Proof of settlement / release of final payment against the contract (OR) (iv) Any other documentary evidence that can substantiate the satisfactory execution of each of the contracts as cited above. (v) Documents confirming to ongoing contract having satisfactory completion of minimum flying hours as per the above clauses 2.2 and 2.3.			
3.0	Bids of those bidders who themselves do not meet the experience criteria as stipulated in Clause Nos A.2.1, A.2.2 and A.2.3 above, can also quote under the categories listed below:			

3.1 Eligibility & Experience criteria for Indian Joint Venture bidder: In case the bidder is an Incorporated Indian Joint Venture Company, registered in India and incorporated under the Companies Act 1956 and any amendments there under, then the technical experience criteria laid down in Clause Nos A.2.1, A.2.2 and A.2.3 above should be met as under: (i) The Joint Venture Company by itself should meet the experience criteria (Or) (ii) The Joint Venture Partner (who can be either a Indian or a foreign company) having a stake of at least 26% in the Joint Venture Company should meet the technical experience criteria stipulated in the tender on its own and cannot rely on any other arrangement such as Consortium or Supporting company of the JV Partner or subsidiary / co-subsidiary / sister subsidiary / parent / holding / affiliating / associate company or through any other arrangement like technical collaborator for meeting the technical experience criteria. Documentary evidence in support of the above should be submitted along with the techno-commercial bid. (iii) In case of (ii) above, an undertaking from the Joint Venture partner, based on whose experience the JV seek qualification, shall be submitted with the techno-commercial bid stating they shall maintain minimum 26% shareholding in the JV till the execution of the contract. (iv) Members of the JV are not allowed to quote separately / independently against this tender. All the bids received in such case shall be summarily rejected. Further, all bids from parties with technical support from the same Principal shall be rejected. (v) Constitution of Joint Venture: The members of the JV should not be more than three. If during evaluation of bid, a JV leader proposes any alterations / changes in the constitution or replacement or inclusion or expulsion of any partner(s) / member(s) of the Joint Venture which had originally submitted the bid, to drive some advantages / benefits based on any development(s) having come to his knowledge at any			

time, the bid of such a JV shall be liable for rejection. Similarly, under such a situation the contract shall be liable for termination, if already awarded.			

(vi) Indian companies / Joint Venture companies (Incorporated JV): Indian bidders whose proposal for Joint Venture involves foreign equity participation or payment of royalty and / or lump sum for technical know-how and wherever Govt. approval **is necessary, are required to submit their application submitted to SIA/RBI along with the bid and copy of Govt. approval prior to the date of price bid opening**. Confirmation to this effect and declaration on the same to be provided as part of their technical offer.			
3.2 Eligibility criteria in case bid is submitted based on technical experience of another company (supporting company) which holds more than 50% (fifty percent) of the paid-up share capital of the bidder company either directly or through intermediate subsidiaries, or vice versa: Offers of those bidders (not under consortium arrangement) who themselves do not meet the technical experience criteria as stipulated in the BEC Clause Nos A.2.1, A.2.2 and A.2.3 above and are quoting based on the experience of another company (supporting company) can also be considered. In such case the supporting company should hold more than fifty percent of the paid-up share capital of the bidding company either directly or through intermediate subsidiaries, or vice versa. However, the supporting company should on its own meet the technical experience as stipulated in the BEC Clause Nos A.2.1, A.2.2 and A.2.3 above and should not rely on any other company or through any other arrangement like technical collaboration agreement. In that case, as the bidding company is dependent upon the technical experience of another company, with a view to ensure commitment and involvement of the companies involved for successful execution of the contract, the participating bidder should enclose the following Agreements / Guarantees / Undertakings along with the techno-commercial bid: (i) An Agreement (**as per format enclosed at Annexure-I(a)** between the bidder and the supporting company. (ii) Guarantee (**as per format enclosed at Annexure-I(b)** by the supporting company to OIL INDIA LIMITED for fulfilling the obligation under the Agreement.			

(iii) Undertaking by Supporting Company to provide a Performance Bank Guarantee (as per format and instructions enclosed at **Annexure-I(c)**, equivalent to 50% of the value of the			

performance security, which is to be submitted by the bidding company in case the supported bidding company is the successful bidder. In cases where foreign based supporting company does not have Permanent Establishment in India, the bidding company can furnish performance Bank Guarantee for an amount which is sum of performance security amount to be submitted by the bidder and additional performance security amount required to be submitted by the supporting company subject to the condition that supporting company have more than 50% paid up equity share capital of the bidder either directly or through intermediate subsidiaries, or vice versa. In such case bidding company shall furnish an undertaking that their foreign based supporting company is not having any Permanent Establishment in India in terms of Income Tax Act of India. (iv) Undertaking from the supporting company to the effect that in addition to invoking the performance security submitted by the contractor, the performance security provided by supporting company shall also be invoked by OIL INDIA LIMITED due to non-performance of the contractor. **Note:** In case Supporting Company fails to submit Bank Guarantee as per (iii) above, bid security submitted by the bidder shall be forfeited.			
3.3 Eligibility Criteria in case bids are submitted on the basis of Technical Experience of the Parent / Subsidiary Company: Offers of those Primary bidder who themselves do not meet the experience criteria as stipulated in Clause Nos A.2.1, A.2.2 and A.2.3 above can also be considered provided the bidder is a wholly owned subsidiary company of the parent company [supporting company] or parent company can also be considered on the strength of its wholly owned subsidiary [supporting company]. However, the parent / subsidiary company of the bidder should on its own meet the experience as stipulated under Clause Nos A.2.1, A.2.2 and A.2.3 above and should not rely for meeting the experience criteria on its sister subsidiary / co-subsidiary company or through any other arrangement like Technical Collaboration agreement for meeting the experience criteria. In case of Primary bidder who is a subsidiary company			

dependent upon the experience of the parent company or vice- versa, with a view to ensure commitment and involvement of the			

parent / subsidiary company (Supporting Company) for successful execution of the contract, the participating bidder should enclose the following with the techno-commercial bid: (i) An Agreement (**as per format enclosed as Annexure-II**) between the (bidder and supporting company) (ii) Guarantee (**as per format enclosed as Annexure-III**) from the parent / subsidiary company (supporting company) to OIL INDIA LIMITED for fulfilling the obligation under the Agreement. (iii) Undertaking from the supporting company to the effect that in addition to invoking the performance security submitted by the contractor, the performance security provided by supporting company shall also be invoked by OIL due to non-performance of the contractor.			

3.4 Eligibility Criteria in case bid is submitted on the basis of Technical Experience of Sister-Subsidiary / Co-Subsidiary Company: Offers of those primary bidders who themselves do not meet the experience criteria as stipulated in Clause Nos A.2.1, A.2.2 and A.2.3 above can also be considered based on the experience criteria of their sister-subsidiary / co-subsidiary company within the ultimate parent / holding company subject to meeting of the following conditions: (i) Provided that the sister-subsidiary / co-subsidiary company and the bidding company are both wholly owned subsidiaries of an ultimate parent / holding company either directly or through intermediate wholly owned subsidiaries of the ultimate parent / holding company or through any other wholly owned subsidiary company within the ultimate / holding parent company. Documentary evidence to this effect to be submitted by the ultimate parent / holding company along with the technical bid. (ii) Provided that the sister subsidiary / co-subsidiary company on its own meets the experience criteria stipulated in the Clause Nos A.2.1, A.2.2 and A.2.3 above and not through any other arrangement like Technical Collaboration agreement. (iii) Provided that with a view to ensure commitment and involvement of the sister subsidiary / co-subsidiary company for successful execution of the contract, the participating bidder			

submits an Agreement, as per format furnished vide **Annexure-IV**, between their Sister Subsidiary / Co-Subsidiary Company and the Ultimate Parent / Holding Company of both the bidder and the Sister Subsidiary / Co-Subsidiary, along with the technical bid. **Note:** In case of Clauses 3.3 & 3.4 above, bidders shall submit the following additional documents: a) Undertaking by the subsidiary / parent company to provide a Performance Security (**as per format and instructions enclosed vide Annexure-I(c)**), equivalent to 50% of the value of the Performance Security to be submitted by the bidding company in case the bidding company is the successful bidder. **Note to a):** In case subsidiary / parent company fails to submit Performance Bank Guarantee as per (a) above, Bid Security submitted by the bidder shall be forfeited. b) In cases where subsidiary / parent companies do not have Permanent Establishment in India, the bidding company can furnish Performance Security which is sum of Performance Security amount to be submitted by the bidder and additional 50% Performance Security to be submitted by the subsidiary / parent / sister company. In such case bidding company shall furnish an undertaking that their subsidiary / parent / sister company is not having any Permanent Establishment in India in terms of Income Tax Act of India. c) Undertaking from the subsidiary / parent company to the effect that in addition to invoking the performance security submitted by the contractor, the performance security provided by them shall also be invoked by OIL INDIA LIMITED due to non-performance of the contractor.			
4.0 Details of experience and past performance of the bidder and incorporated joint venture partner (in case of a joint venture), on works / jobs done of similar nature in the past and details of current work in hand and other contractual commitments, indicating areas and clients are to be submitted along with the techno-commercial bid, in support of the experience laid down under Clause Nos A.2.1, A.2.2 and A.2.3 above.			

5.0 Indian companies / Joint Venture companies (Incorporated JV): Indian bidders whose proposal for Joint Venture involves foreign equity participation or payment of royalty and / or lump sum for technical know-how and wherever Govt. approval is			

necessary, are required to submit copy of Govt. approval, on their application submitted to SIA (Secretariat for Industrial Assistance), prior to the date of price bid opening.			
6.0 Maintenance Facility: The Bidder should have requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. Documentary evidence to this effect must be submitted along with the technical bid. In case the bidder presently does not have such facility, the bidder must confirm that they would create the requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145 prior to commencement of flying operations upon placement of LOA by Oil India Limited (OIL) but not later than 120 days of placement of Mobilization Notice i.e. within the allowed mobilization time. In case the Bidder fails to establish such a facility within the stipulated time frame, OIL shall recover from the Contractor, as an ascertained and agreed Liquidated Damages, a sum equivalent to 0.5 (half) % of total contract value, for each month of delay or part thereof. OR The Bidder should submit MOU/Agreement concluded by the Bidder with any other firm having requisite infrastructure facility in India approved by DGCA as per the requirement laid down under CAR 145, for maintenance of the offered helicopters. The MOU/Agreement should also be addressed to OIL, clearly stating that the MOU/Agreement is applicable to this tender and shall be binding on them for the entire Contract period. Notwithstanding the MOU/Agreement, the responsibility of completion of job under this Contract will be with the Bidder.			

7.0 Title / Ownership: The Air Logistics Service Company/Companies, should own/possess the helicopters. Proof of ownership/possession of title evidenced (valid back-to-back lease arrangement with registered owner) by a currently valid registration certificate of the helicopters offered shall be enclosed along with the technical bid. In case the Bidder is not the owner, a copy of the agreement with the registered owner of the helicopter(s) offered duly endorsed by a notary confirming that the said helicopter(s) shall be placed on lease, at the disposal of the Bidder for operation/maintenance of the subject helicopter(s) for the			

intended contract period including extensions, if any, giving OIL's tender reference shall be enclosed along with the technical bid. The said agreement with the owner of the helicopter(s) shall specify the following: a) It is applicable for the tender under reference. b) An undertaking from the owner that the said Agreement shall be kept valid for the entire period of contract including extensions, if any, (if awarded) to the bidder under this tender.			

8.0 Identification of Helicopters: 8.1 All the bidders are required to clearly identify the Helicopters with a call sign at the time of submission of the technical bid with documentary proof thereof. 8.2 In case the owner of the helicopters himself is the bidder, the certificate confirming the availability of the helicopters for this contract, shall be furnished by the owner himself. 8.3 In case of the leased helicopter(s) or proposed purchase of helicopter(s), the bidders are required to submit along with the technical bid, a copy of the Memorandum of Understanding/ Agreement of lease/purchase of helicopter(s), concluded with the owner of the helicopter(s), specifically for this tender. This must be duly supported by documentary proof of ownership of the helicopter(s) in the form of a registration certificate of the helicopter(s). The above MOU/agreement must be valid throughout the validity of the bid. The successful bidder shall be required to keep the MOU/Agreement valid for the period of the contract and any extension thereof. 8.4 The MOU/Agreement must clearly indicate that the Helicopter Call Sign/Serial No. is not being offered by the owner to anybody else other than _____ (name of the bidder) to participate in OIL's tender No._____. 8.5 In case a bidder proposes to deploy new helicopter(s) under manufacture, then a copy of order acceptance by the manufacturer indicating the delivery schedule, make and serial number allotted to the helicopter(s) is to be enclosed with the technical bid. The delivery date of the helicopter(s) should match the mobilization schedule indicated in the tender. 8.6 Bidder may identify more than one helicopter(s) against each of the helicopters offered, giving complete technical details for evaluation along with a copy of the MOU/Agreement for this tender. Bidders will have to mobilize the helicopter(s) out of this identified helicopter(s), which are found acceptable to OIL.			

8.7 Offers with helicopter(s) identified but with the condition "subject to availability" shall also be considered for techno-commercial evaluation. The bidders, however, have to confirm the availability of the offered helicopter(s) one day prior to the price bid opening. Offered helicopter(s) whose availability is not confirmed by the bidder will not be considered. The date of price bid opening will be intimated to the short-listed bidders along with seeking the confirmation of the availability of helicopter(s) offered on "subject to availability.			
9.0 Substitution: Bidders would not be allowed to substitute the Helicopter once offered by them in their bid during the period of bid validity. If more than one helicopter is offered by a bidder for each quoted helicopter, all the Helicopter would be techno-commercially evaluated. The bidder can mobilize any 01 of the available Helicopter found techno-commercially acceptable by OIL but the name of the helicopter to be mobilized by the bidder would have to be furnished by the bidder within 21 days of placement of Letter of Award of Contract (LOA). However, the bidder can substitute the offered Helicopter while extending the bid validity, if sought, during tender processing, however, in such cases, the bidder should submit relevant documents for technical evaluation as per the requirement of the tender. The Helicopter already offered by one bidder in this tender in their original bid at the time of Technical Bid Opening or thereafter will not be accepted for substitution by other bidders irrespective of the present status of the owner's commitment for the helicopter, during the tendering process.			

10.0 Others: a) The bidder shall arrange & submit a Non-Scheduled Operator's Permit (NSOP) and a copy of approval from DGCA, India for operation and maintenance of the type of helicopters offered in the bid for offshore operation before the same is mobilized. The bidder will give an undertaking along with the techno-commercial bid that they shall arrange and submit the above-mentioned documents to OIL before mobilization of the helicopters. b) The bidder shall give an undertaking that while operating in India under this bid, he would follow and abide by the conditions laid down by the Director General of Civil Aviation of India as applicable on the date of commencement of operation for Company and as may be modified from time to time. No deviation from this shall be accepted. Bidders shall keep			

themselves abreast of the latest DGCA guidelines while submitting their bids. c) The bidder shall be solely responsible for obtaining at its cost, before commencement of services under the Contract (if awarded to them), all statutory licenses from DGCA or any other Govt. agency for operating the helicopters in India. d) Helicopter Operator to have a program in place to ensure all components are within life or changed accordingly when required.			

11.0 Bidder must confirm in their unpriced techno-commercial bid the following: a) The pilots to be deployed by the Contractor shall have the experience as per DGCA guidelines. The Contractor shall also provide necessary evidence of their flying experience to the Company. All details of pilots to be deployed shall be submitted to the Company (15) fifteen days prior to the scheduled date of commencement. Bidder shall give an undertaking that they will comply with this requirement. b) A self-declaration certificate is to be attached by the bidder to the effect that the offered helicopters are fully IFR equipped and that the IFR equipment is in absolute working order. c) The helicopters shall be fitted with fully automatic water-activated flotation gear and shall be suitable for offshore/maritime operations. d) Foreign pilots and engineers required to operate and maintain the helicopter, shall undergo the necessary security clearances as per DGCA regulations. e) Indian regulations relating to operations and maintenance of the helicopter stipulated for leased aircraft operations shall be complied with by the helicopter operator. f) Foreign operator(s) shall continue to hold a valid operating permit from their parent country. g) Violations of Indian safety and operating regulations shall be subject to action by DGCA, India.			

h) Bidders will confirm and undertake to offer medevac helicopter and crew capable to fly in the night when required.			

12.0 Bidder must furnish the following certificates along with the unpriced Techno-commercial. bid from Regulatory authorities.

a) Current/revalidated copy of the Airworthiness Certificate of the helicopters offered issued by DGCA.

b) Current/valid Registration Certificate of all the helicopters offered.

c) Copy of valid air operators/air carriers license for helicopter operations and maintenance.

d) In case helicopters under manufacture have been offered, bidders confirm that they would fulfil the requirements under (a) & (b) above before the commencement of operations. Further, they should fulfil the requirement for new helicopters as mentioned under the clause relating to "Identification of Helicopters".

13.0 Mobilization Period:

Bidders are required to confirm that they will mobilize the helicopter(s) in fully operational condition at Company nominated Heli base for services within 120 days from the date of issue of Mobilization Notice.

No of Helicopters	Mobilization Period
01 No.	120 days from the date of the issue of Mobilization notice

14.0 The flying requirement of the helicopters that will be used for medivec sorties shall be maintained at minimum 20 hours per month. However, actual flying hours may vary as per the operational requirements of the Company. If required, Company may use the helicopters beyond the estimated hours per month per helicopter at the same rates, terms, and conditions.

B. FINANCIAL EVALUATION CRITERIA:

1.0 Annual Financial Turnover from operation of the bidder during any of preceding 03 (Three) financial/accounting years from the **original bid closing date** should be at least **INR. 19.21 Crores**.

2.0 The **Net worth** of the bidder must be Positive for the financial / accounting year preceding the original bid closing date. **Note:**			

i. **Annual Financial Turnover** of the bidder from operations shall mean: "Aggregate value of the realization of amount made from the sale, supply or distribution of goods or on account of services rendered, or both, by the company (bidder) during a financial year" as per the Companies Act, 2013 Section 2 (91). ii. **Net worth** shall mean: "Share capital + Reserves created out of profits and securities Premium – Aggregate value of accumulated losses (excluding revaluation reserves) – deferred expenditure – Miscellaneous Expenditure to the extent not written off and carried forward Loss - Reserves created out of write back of depreciation and amalgamation".			

3.0 If the **Bidder** is an Incorporated Joint Venture (JV) Company and does not meet financial criteria (BEC Clause Nos. B. 1.0 & 2.0 above) by itself, it can submit the bid based on the financial strength of its JV member having more than 26% stake in the JV Company and the following need to be complied/submitted: i. Annual Financial Turnover from operation of the member having more than 26% stake in the JV during any of preceding 03 (Three) financial / accounting years from the original bid closing date shall be as per Clause 4.1 above. ii. Net worth of the member having more than 26% stake in the JV (supporting company) should be positive for the financial /accounting year preceding the original bid closing date as per Clause 4.2 above. iii. Corporate Guarantee (**ANNEXURE-V**) on the letter head of the member having more than 26% stake in the JV signed by an authorized official undertaking that they would financially support their subsidiary company for executing the project / job in case the same is awarded to them. iv. An undertaking from the Joint Venture partner, based on whose experience the JV seek financial qualification, shall be submitted with the techno commercial bid stating that they shall maintain minimum 26% shareholding in the JV till execution of the contract is accomplished. v. A certificate from the statutory Auditor of the JV company on the shareholding pattern of the JV.			

4.0 In case the bidder is a subsidiary company (should be a wholly owned subsidiary of the parent / ultimate parent / holding company), who does not meet financial criteria by itself and submits bid based on the financial strength of its parent / ultimate parent / holding company, then documents need to be submitted along with the technical bid in support of the following: i. Annual Turnover from operation of last three accounting years of the parent / ultimate parent / holding company (supporting company) shall be as per Clause B, 1.0 above. ii. Net worth of the parent / ultimate parent / holding company (supporting company) shall be positive for the financial / accounting year preceding the original bid closing date as per Clause B, 2.0 above. iii. **Corporate Guarantee (ANNEXURE-VI)** on parent / ultimate parent / holding company's (supporting company) letter head signed by an authorized official undertaking that they would financially support their subsidiary company for executing the project / job in case the same is awarded to them. iv. A certificate from the statutory Auditor of the bidding company as well as of the parent / ultimate / holding parent company (supporting company) to establish the relationship and equity percentage holding between bidding company and the supporting company. The certificates should be duly certified by the Company Secretary or one of the Directors of the company concerned. Note: The above certificate should not be more than 30 days old as on the original bid closing date.			

5.0 Notes to BEC Clause B, 1.0 & 2.0 above: a. For proof of Annual Turnover from operation & Net worth, any one of the following documents/photocopies must be submitted along with the bid: i. Audited Balance Sheet along with Profit & Loss account. **OR** ii. A certificate issued by a practicing Chartered/Cost Accountant (with Membership Number and Firm Registration Number), as per format prescribed in **PROFORMA-H**.			

Note: i. Mention of UDIN (Unique Document Identification Number) is mandatory for all Certificates issued w.e.f. February 1, 2019 by Chartered Accountant in Practice. ii. In case the Audited Balance sheet and Profit Loss Account submitted along with the bid are in currencies other than INR, the bidder shall have to convert the figures in equivalent INR considering the prevailing conversion rate on the date on which the Audited Balance Sheet and Profit & Loss Account is signed. A CA Certificate is to be submitted by the bidder regarding converted figures in equivalent INR. Else, the Audited Balance Sheet and Profit & Loss Account shall be evaluated by considering the BC selling rate declared by State Bank of India (on the date on which the Audited Balance Sheet and Profit & Loss Account is signed) for conversion to INR.			

6.0 Considering the time required for preparation of Financial Statements, if the last date of preceding financial/accounting year falls within the preceding six months/within the due date for furnishing of audit report as per Section 139(1) of IT Act, 1961 (read along with latest circulars/notifications issued by CBDT from time to time) reckoned from the original bid closing date and the Financial Statements of the preceding financial/accounting year are not available with the bidder, then the financial turnover of the previous three financial /accounting years excluding the preceding financial/accounting year will be considered. In such cases, the Net worth of the previous financial/accounting year excluding the preceding financial/accounting year will be considered. However, the bidder has to submit an undertaking in support of the same along with their technical bid as per **PROFORMA-L**.			
7.0 In case the bidder is a Central Govt. Organization/PSU/State Govt. Organization/Semi-State Govt. Organization or any other Central/State Govt. Undertaking, where the auditor is appointed only after the approval of Comptroller and Auditor General of India and the Central Government, their certificates may be accepted even though FRN is not available. However, bidder to provide documentary evidence for the same.			
8.0 Bid will be liable for rejection if not accompanied with adequate documentary proof in support of Annual turnover & Net worth as mentioned above in Para B, 1.0 & B, 2.0.			

C. COMMERCIAL EVALUATION CRITERIA:			
1.0 Bids shall be submitted under **Single-Stage Two-Bid System** i.e. Technical Bid and Priced Bid separately in designated area/ tab in GeM portal respectively. The Un-priced techno commercial bid (or Technical bid) must comprise of all the technical documents substantiating the previous experience, financial & technical credentials of the bidder and any other document as asked for in the bid document. There should not be any indication of price in the Technical bid; otherwise, the bid shall be rejected straightway.			

2.0 The prices / rates offered quoted by the successful bidder must remain firm during the execution of the Contract and not subject to variation on any account. A bid submitted with an adjustable price condition shall be treated as non-responsive and rejected. No discount whatsoever should be quoted separately. Rates / prices quoted must be net of all discount.			
3.0 Bids with shorter validity (i.e., less than **120 days** from the scheduled bid closing date) will be rejected as being non-responsive.			
4.0 Bid Security in Original shall be furnished as a part of the Technical Bid and shall reach **OIL INDIA LIMITED, (KG Basin Project (KGB & MBP), Down Town Building, 3rd Floor, Door No. 70-14-16/4 (Next to D-Mart), Sri Vidya Colony, Venkat Nagar, Kakinada, Andhra Pradesh – 533003)** before bid closing date & time. The original bid security should necessarily be submitted in physical form, in a sealed envelope, prominently super-scribing tender reference and details of bidder. A scanned copy of the bid security shall however be uploaded in GeM portal along with the Technical Bid. The amount of Bid Security shall be as specified in the Forwarding Letter of the Bid Document/NIT of GeM Tender. Bid without proper & valid Bid Security shall be rejected.			
5.0 Integrity Pact: The Integrity Pact is applicable against this tender. OIL shall be entering into an Integrity Pact with the bidders as per format enclosed vide **PROFORMA-J** of the tender document. This Integrity Pact proforma has been duly signed digitally by OIL's competent signatory. The proforma has to be returned by the bidder (along with the Un-priced Techno-Commercial Bid) duly signed (digitally) by the same signatory who signed the bid, i.e., who is duly authorized to sign the bid. Uploading the Integrity Pact with digital signature will be construed that all pages of the Integrity Pact has been signed by the bidder's authorized signatory who sign the Bid. If any bidder refuses to sign Integrity Pact or declines to submit the Integrity Pact, their bid will be rejected. In case of a Joint venture, all the partners of the joint venture should sign the Integrity Pact.			

6.0 Bids submitted after the Bid Closing Date and Time will be rejected.			
7.0 Bids received through the GeM portal shall only be accepted. Bids received in any other form shall not be accepted.			
8.0 Bid documents are non-transferable. Unsolicited bids will not be considered and will be straightway rejected.			
9.0 Any physical documents wherever called for, submitted by bidders shall contain no interlineations, white fluid erasures or overwriting except as necessary to correct errors made by the Bidder, in which case such correction shall be initialled by the person or persons who has/have digitally signed the Bid.			
10.0 Any Bid containing false statement will be rejected.			
11.0 Bidders shall quote directly and not through their Agent / Representative / Retainer / Associate in India.			
12.0 Bidders must quote clearly and strictly in accordance with the price schedule outlined in **"Price Bid Format"** of Bid Document; otherwise, the Bid will be summarily rejected.			
13.0 Bidder must accept and comply with the following clauses as given in the Bid Document in toto failing which bid will be rejected. i. Firm Price ii. Bid Security Clause iii. Scope of Work iv. Specifications v. Price Schedule vi. Period of validity of bid vii. Liquidated damage and penalty clause viii. Performance Guarantee clause ix. Arbitration / resolution of Dispute x. Force Majeure xi. Acceptance of jurisdiction and Applicable Law xii. Tax Liabilities Clause xiii. Safety & Labour Law xiv. Termination Clause			

xv. Integrity Pact xvi. Insurance xvii. Any other condition specifically mentioned in the tender document elsewhere that non-compliance of the clause lead to rejection of the bid.			
14.0 Bidders should not be under liquidation/bankruptcy/undergoing any insolvency resolution process as on Bid Closing date. Bidders shall submit undertaking towards compliance of above as per **APPENDIX-1** along with the bid. If any bidder declines to submit the above undertaking, their bids shall be liable for rejection.			
15.0 The bidder shall submit an undertaking/declaration as per **APPENDIX-2**. confirming that they have read and understood OIL's Banning Policy and that, neither they nor any of their allied concerns or partners or associates or directors, or proprietors involved in any capacity, are currently on OIL's Holiday/Banning List. Further, the bidder shall confirm that neither they nor any of their aforementioned entities have, during the last three years, been involved in any transgression with any company conforming to the Transparency International (TI) approach or with any Public Sector Enterprise of India that could justify exclusion from the tender process. The bidder shall also disclose details of all such allied entities, if any, as required under the Banning Policy.			
16.0 The originals of the documents submitted by the bidder shall have to be produced by the bidder(s) to OIL as and when asked for.			
17.0 Performance Security: Successful bidder shall be required to furnish a Performance Security equivalent to **five (5%) percent** of total Contract Cost within 15 days of receipt of LOA / notification of award. The Performance Bank Guarantee must remain valid throughout the period of execution, including extension if any. Non-submission of Performance Security as above by the successful Bidder shall lead to cancellation / termination of award besides other penal actions as per OIL's Banning Policy.			

D. PRICE EVALUATION CRITERIA: The parties whose bids conform to the technical specifications, terms and conditions stipulated in the bidding document and are considered to be responsive after subjecting to Bid Evaluation Criteria mentioned above and such bids will be			

considered for further evaluation as per the Price Evaluation Criteria given below:			
1.0 The bidders must quote their charges / rates in the manner as called for vide "Schedule of Rates" under Section-IV and the summarized Price Bid Format vide enclosed **PROFORMA-B/Price Bidding Format**. The offers will be evaluated and awarded to the lowest quoted techno-commercially acceptable bidder, subject to concurrent application of Public Procurement Policy for **MSE Order 2012 and PP(MII) Order 2017 as per Order No. F.1/4/2021-PPD dated 18.05.2023** issued by Public Procurement Division, Department of Expenditure, Ministry of Finance, Govt. of India and any subsequent amendment thereto.			
2.0 In the event of computational error between unit price and total price, the quoted unit price shall prevail. Similarly, in the event of discrepancy between rates quoted in words and figures, the unit rates quoted in words will prevail.			
3.0 Priced Bids shall be evaluated taking into account the Price quoted as per **Proforma-B/ Price Bidding Format** including quoted GST.			
4.0 Quoted price must include all liabilities and taxes including statutory liabilities but excluding GST, which shall be quoted separately in the Price Bid format.			

5.0 The quantities shown against each item in the "Price Bid Format (i.e. in **Proforma- B/Price Bidding Format**)" shall be considered for the purpose of Bid Evaluation. It is, however, to be clearly understood that the assumptions made in respect of the number of days / parameters for various operations are only for the purpose of evaluation of the bid and the Contractor will be paid on the basis of the actual number of days / parameters, as the case may be.			
6.0 The bidders are advised not to offer any discount/rebate separately and to offer their prices in the Price Bid Format after considering discount/rebate, if any.			
7.0 Conditional and unsolicited discount will not be considered in evaluation. However, if such bidder happens to be the lowest recommended bidder, unsolicited discount without any condition will be considered for computing the contract price.			
9.0 OIL will prefer to deal with registered bidder under GST. Therefore, bidders are requested to get themselves registered under GST, if not registered yet. However, in case any unregistered bidder is submitting their bid, their			

prices will be loaded with applicable GST while evaluation of bid.			
10.0 Price Bid uploaded without giving any of the details of the taxes (Including rates and amounts) will be considered as inclusive of all taxes including GST. When a bidder mentions taxes as extra without specifying the rates & amount, the offer will be loaded with maximum value towards taxes received against the tender for comparison purposes. If the bidder emerges as lowest bidder after such loading, in the event of order on that bidder, taxes mentioned by OIL on the Purchase Order/Contracts will be binding on the bidder.			
11.0 Input Tax Credit on GST (Goods & Service Tax) for this service is NOT available to OIL & the bids will be evaluated based on total price including GST.			
12.0 If a bidder quotes Total Charges/Consideration as NIL, the bid shall be treated as unresponsive and will not be considered.			

13.0 Priced Bid Evaluation Price Evaluation of all the technically qualified bids will be done on the basis of rates quoted by the bidder as per **PROFORMA-B**. However, bidders must comply with the limits indicated against each of the following rates: The bidder's price shall be worked out as under: • Fixed Monthly Charge (FMC) • Flying Hourly Charges (FHC) • Mobilization Charge (M) • Demobilization Charge (DM) • Ferry Charges of the Helicopter from Sri Vijaya Puram (Port Blair) Heli Base to Visakhapatnam (Ferry) TOTAL ESTIMATED CONTRACT COST FOR THE AIR LOGISTICS SERVICES AND MANPOWER ETC. INCLUDING GST AND ALL OTHER TAXES & DUTIES (EXCEPTING BASIC CUSTOMS DUTY ON ELIGIBLE IMPORTED ITEMS), T = [M + DM + FMC + FHC+Ferry] **NOTES:** a. The items M, DM, FMC, FHC & Ferry are as defined in Schedule of Rates.			

b. Bid evaluation will be carried out based on the sum of the total price quoted including GST. However, payment will be made against the actual job done. c. Mobilization of the Air Logistics (Helicopter) Services will be to Company's Heli base at Sri Vijaya Puram (Port Blair) / Visakhapatnam and demobilization of the Air Logistics (Helicopter) Services will be from Company's Heli base at Sri Vijaya Puram (Port Blair) / Visakhapatnam as detailed in SOW. d. Force Majeure Rate shall not be considered for price bid evaluation. 13.1 Mobilization charges quoted by the bidder for the helicopter shall not exceed 7.5% of the total quoted value for the helicopter. However, mobilization charges if quoted in excess of 7.5% of the total quoted value, the excess amount shall be deducted from the mobilization invoice and the same will be paid at the end of the contract. 13.2 Demobilization charges quoted by the bidder for the helicopter shall not be less than 0.5% of the total quoted value for the helicopter. If De-mobilization charges are quoted in deficit or less than 0.5% of the total quoted value, the deficit amount shall be withheld from the first invoice and the same will be paid at the end of the contract along with Demobilization charges. 13.3 Force Majeure Day Rate of the Air Logistics (Helicopter) Services shall be 75% of the Fixed Monthly Charges divided by 30 days. (This rate will not be considered for price evaluation).			

14.0 To ascertain the inter-se-ranking, Price Bids shall be evaluated on overall lowest cost to OIL (L-1 offer) basis i.e. considering total quoted price for all services including applicable GST (CGST & SGST/UTGST or IGST). Price Bid uploaded without giving any of the details of the taxes (Including rates and amounts) shall be considered as inclusive of all taxes including GST. When a bidder mentions taxes as extra without specifying the rates & amount, the offer shall be loaded with maximum value towards taxes received against the tender for comparison purposes. If the bidder emerges as lowest bidder after such loading, in the event of order on that bidder, taxes mentioned by OIL on the Purchase Order/Contracts shall be binding on the bidder. Input Tax Credit on GST (Goods & Service Tax) for this			

service is NOT available to OIL & the bids shall be evaluated based on total price including GST.			
15.0 OIL will prefer to deal with registered bidder under GST. Therefore, bidders are requested to get themselves registered under GST, if not registered yet. However, in case any unregistered bidder is submitting their bid, their prices will be loaded with applicable GST while evaluation of bid.			
16.0 Bidders are required to ascertain themselves, the prevailing rates of GST and all other taxes and duties as applicable (along with rates of all related levies viz. Surcharges, Cess, etc.,) on the scheduled date of submission of Price Bids / revised Price Bids (if any) and Company would not undertake any responsibility whatsoever in this regard.			
17.0 Accordingly, bidders should quote the prices, clearly indicating the applicable rate of GST / description of service as per GST rules (under which the respective service is covered) along with all other taxes and duties applicable. Details of abatements / deductions available, if any, should also be indicated specifically. Note: Bidder to note that if upon opening of price bid, OIL discovers that bidder has mentioned GST as extra without specifying the rates & amount, the offer entered into GeM Portal will be final and OIL will be considered the base price excluding the amount			

arrived at considering the %age of GST declared in commercial check list for evaluation and same will be binding on the bidder.			
18.0 In the contracts involving multiple services or involving supply of certain goods / materials along with the services, the Bidder should give separate break-up for cost of goods and cost of various services, and accordingly quote GST as applicable for the taxable services. In case the Bidder does not give break-up of the quoted prices, separately indicating the components of taxable services and material to be supplied (if any), the GST will be loaded on entire quoted / contract value for evaluation considering abatement, if an, as per statute.			
19.0 GST, if any, applicable, on input services required to meet the scope of work will be borne by the Bidder within their quoted prices. The Bidder must avail eligible GST credit of tax / duty paid on input services / capital goods / Inputs and benefit of GST credit should be passed on to COMPANY by way of quoting rate(s) net of GST credit i.e. gross value of service adjusted by GST credit available to the bidder.			
E. Customs Duty: In terms of Sl. No. 404 of the Customs Notification No. 50/2017-			

	Cus dated 30.06.2017 amended vide Customs Notification No. 02/2022-Customs dated 01.02.2022 and amended further vide Customs Notification No. 30/2024 dated 23.07.2024, imports of the items specified in List 33 of the Notification are subject to levy of concessional rate of customs duty @12% (BCD Nil & IGST @12%) subject to conditions specified therein (Condition No. 48). Similarly, the domestic supply of such goods would attract 12% GST (i.e. IGST or CGST & SGST/UTSGT) on submission of EC in terms of GST Notification No. 3/2017-Integrated Tax (Rates) Dated 28.06.2017 and amended vide Notification No. 16/2019 Dated 30.09.2019 and 08/2022-Integrated Tax (Rate) dated 13.07.2022. Bidders shall take note of the prevailing customs notifications including the latest amendment vide gazette Notification No. 30/2024 dated 23.07.2024 while quoting their prices. Bidder should consider concessional Customs Duty only for those items appearing in List-33 therein. Items of their import other than those appearing in List-33 of the said gazette notification shall be considered as duty payable on merit basis in their respective bid. OIL shall issue the requisite undertaking/certificate on request from Contractor for availing concessional rate of customs duty only against the items explicitly covered under List-33 of Customs Notification No. 30/2024 dated 23.07.2024 or against any other item(s) subsequently declared by the competent authority during the tenure of the contract to be duty exempted/concessional. However, in the event of refusal/denial by Customs Authority to accord exemption/concession of Customs Duty against import of items which are explicitly covered under List-33 of Notification No. 30/2024 dated 23.07.2024, such applicable customs duty shall be reimbursed at actual by OIL to the Contractor on submission of documentary evidence. Similarly, the items other than those appearing in List-33 of the said gazette notification, if to be imported by the Contractor for the purpose of execution of contract against this tender, the same shall be considered as			

	duty payable on merit basis and the applicable customs duty thereof must be included by the bidder in their respective bid value. OIL will not issue any Undertaking / Certificate towards customs duty concession/exemption for those items (not included in List-33 of Notification) and the duty payable on merit shall be borne by			

the Contractor. However, any other item if subsequently notified by the competent authority to be Duty free / concessional during the tenure of the contract, OIL will issue requisite Certificate / Undertaking for Contractor to avail the Customs Duty benefit and the duty benefit must be passed on to OIL. Additionally, for all those items against which the bidder considers the Customs Duty on merit, the list specifying the Customs Duty Rate (percentage) may be furnished, so that subsequent increase/decrease in Customs Duty, if any shall be reimbursed/recovered by OIL as the case may be on documentary evidence. Bidders should submit the list of items which are to be imported for execution of the contract against this tender as per **PROFORMA-A** prudently along with their bid. Undertaking/Certificate for availing concessional rate of Customs Duty shall be issued by OIL only for the eligible items, provided the same are included in the **PROFORMA-A** submitted by the bidder. Note: a. The customs notifications are subject to change as per Government guidelines and the provisions ruling at the time of Bid Closing will be applicable. b. The Bidder has to re-export or block transfer or re-export to SEZ (as permissible under applicable customs rules / regulations and provided Company is out of charge after Block Transfer or re-export to SEZ) the items after completion of the contract in case of imported items. The bidder will be fully responsible to pay the customs duty in case the items are taken by the Contractor to area where customs duty benefit is not applicable. This is applicable in case OIL issues the certificate for availing concessional customs duty for import of goods.			

F. Purchase Preference Clause: **1.0 MSE Policy: (Traders are excluded from the purview of this policy):** **Purchase Preference to Micro and Small Enterprises is**			

applicable for this tender. (i) Purchase Preference to Micro and Small Enterprises is applicable for this tender. Categorization and various criteria applicable to MSE bidders shall be guided by the Gazette Notification No. **CG-DL-E-26062020-220191 dated 26.06.2020** and Amendment vide Gazette Notification no. **CG-DL-E-16062021-227649 dated 16.06.2021** and No. **CG-DLE-19012022-232763 dated 19.01.2022** and **CG-DL-E-06052022-235600 dated 06.05.2022** (and as amended time to time) issued by MINISTRY OF MICRO, SMALL AND MEDIUM ENTERPRISES, and any amendment thereof. (ii) The purchase preference for price matching shall be given to MSEs falling within the price band of L1+15% (for cases where L1 is a Non-MSE) according to the following order of preference: v. SC/ST Women-owned MSEs vi. SC/ST owned MSEs vii. Women-owned MSEs viii. Other MSEs **Note:** All other guidelines issued in respect of benefits to MSEs shall prevail. Bidder claiming above relaxation/ exemption need to submit necessary documentary proof of their eligibility along with their techno-commercial bid. The certificate must be valid on the bid closing date. (iii) **<u>Documentation required to be submitted by MSEs</u>:** Bidder claiming the MSE status (MSE-General, MSE-SC/ST, MSE-Woman) against this tender has to submit Udyam Registration Number with Udyam Registration Certificate along with the technical bid for availing the benefits applicable to MSEs. **Note:** In case bidding MSE is owned by Schedule Caste or Schedule Tribe or Woman entrepreneur, valid documentary evidence issued by the agency who has registered the bidder as MSE owned by SC/ST/Woman entrepreneur should also be enclosed.			

a) In case bidding MSE is owned by Schedule Caste or Schedule Tribe or Woman entrepreneur, valid documentary evidence issued by the agency who has			

	registered the bidder as MSE owned by SC/ST/Woman entrepreneur should also be enclosed. b) In case participating MSEs quote price within price band of L1+15%, such MSE shall be considered for award of contract by bringing down their price to L1 price in a situation where L1 price is from someone other than an MSE. c) In case of more than one such MSE qualifying for 15% purchase preference, the contract shall be awarded to lowest eligible MSE amongst the MSEs qualifying for 15% purchase preference. d) Provisions such as seeking support from another company by way of Parent / Subsidiary / Sister Subsidiary / Co Subsidiary company's experience / consortium bid, etc., wherever allowed in the tender document shall be available to all interested bidders including MSEs. In those scenarios, MSEs quoting on the strength of Parent/ Subsidiary/ Sister Subsidiary / Co Subsidiary (whichever applicable) will be eligible for the benefits reserved for MSEs provided the supporting company for technical and financial strength is / are also a MSE's. However, in case of submission of Consortium bids by MSEs, in order to avail the benefits reserved for MSEs, the MSE bidder shall have to rely on their own strength or on the strength of another MSE only to meet the various tender requirements including technical and financial evaluation criteria. In that case, all the members of the Consortium including the leader of the Consortium should be eligible MSEs. Further, in case of bid from JVC (incorporated), in order to avail the above MSE benefits, the bidder i.e., JVC shall have to be MSE unit.			

2.0 MII Policy: Purchase preference to MII - notified under Public Procurement (Preference to Make in India) Order, 2017 of Department for Promotion of Industry and Internal Trade (DPIIT), Govt. of India as revised vide Order No. **P-45021/2/2017-PP (BE-II) dated 16th September 2020** (and as amended time to time) with modifications as notified vide MoPNG Order No. **FP-20013/2/2017-FPPNG-Part (4) (E-41432) dated 26th April**			

2022, shall be applicable in this tender. Bidders to check the provisions of the Notification and their eligibility to bid and any claim on Purchase preference. Purchase preference will be applicable as per the Notification(s) and any amendment thereof.			
G. Award of Contract: Contract shall be awarded for the **entire scope of work**, under this tender subject to concurrent application of Public Procurement Policy for **MSE Order 2012 and PP(MII) Order 2017 as per Order No. F.1/4/2021-PPD dated 18.05.2023** issued by Public Procurement Division, Department of Expenditure, Ministry of Finance, Govt. of India and any subsequent amendment thereto.			

H. GENERAL NOTES: i. In case bidder takes exception to any clause of bidding document not covered under BEC, then the Company has the discretion to load or reject the offer on account of such exception if the bidder does not withdraw / modify the deviation when / as advised by company. The loading so done by the company will be final and binding on the bidders. No deviation will however be accepted in the clauses covered under BEC. ii. To ascertain the substantial responsiveness of the bid the Company reserves the right to ask the bidder for clarification in respect of clauses covered under BEC also and such clarifications fulfilling the BEC clauses in toto must be received on or before the deadline given by the company, failing which the offer will be evaluated based on the submission. However, mere submission of such clarification shall not make the offer responsive, unless company is satisfied with the substantial responsiveness of the offer. iii. If any of the clauses in the BEC contradict with other clauses of the Bid Document elsewhere, then the clauses in the BEC shall prevail. iv. Bidder(s) must note that requisite information(s)/financial values etc. as required in the BEC & Tender are clearly understandable from the supporting documents submitted by the Bidder(s); otherwise, Bids shall be rejected.			

v. OIL will not be responsible for delay, loss or non-receipt of applications for participating in the bid sent by mail and will not entertain any correspondence in this regard. vi. Bidders shall submit duly filled checklists on BEC & other relevant technical criteria as prescribed in the tender along with their technical bid. If any bidder fails/declines to submit the same, their bid shall not be considered for further evaluation.			

I. CERTIFICATIONOF DOCUMENTS BY INDEPENDENT THIRD-PARTY INSPECTION AGENCIES (TPIA):

1.0 Oil India Limited (OIL) has engaged the following 17 (Seventeen) Independent Inspection Agencies for a period of 04 (Four) years up to 06.06.2028 to verify and certify various documents submitted by the bidders required against BEC/BRC of the tender:

Sl. No.	Name of Independent Inspection Agency	Contact E-mail ID
i.	M/s. Dr. Alfred H Knight Pvt. Ltd.	rkjain@ahkgroup.com Pradeep.mathur@ahkgroup.com info@ahkgroup.com
ii.	M/s. TUV India Private Limited	noida@tuv-nord.com mumbai@tuv-nord.com salim@tuv-nord.com
iii.	M/s Conformity India International Private Limited	mktg@ciindia.in
iv.	M/s Ravi Energic Private Limited	baroda@ravienergic.com tpia@ravienergic.com
v.	M/s SGS India Private Limited	dhaval.vora@sgs.com sgs.india@sgs.com
vi.	M/s Assure Quality Management Certification Services Private Limited	aqmcs@aqmcs.com
vii.	M/s. ISSPL Limited	industrial_services@irclass.org oilandgas@irclass.org
viii.	M/s. TÜV Rheinland (India) Pvt. Ltd.	Shailesh.deotale@ind.tuv.com Kaushal.gohil@ind.tuv.com info@ind.tuv.com ravi.kumar@ind.tuv.com
ix.	M/s Gulf LIoyd (India) Ltd.	contact@gulflloyds.com inspection@gulflloyds.com
x.	M/s Baltic Testing India Pvt. Ltd.	office@balticcontrolindia.com
xi.	M/s Sanmarg	Amitra@sanmargeva.com

	Engineering Validation & Assessment				
xii.	M/s Meenar Global Consultants LLP	sales@mgellp.in			
xiii.	M/s Rites Limited	nrinspn@rites.com info@rites.com sbu.ninsp@rites.com			
xiv.	M/s Bureau Veritas (India) Private Limited	bvindia.corporate@bureauverita	s.com		
xv.	M/s TUV SUD South Asia Private Limited	Hemant.chavan@tuvsud.com Jayashree.rane@tuvsud.com			
xvi.	M/s Adornment Engineers India Private Limited	jks@adornmentengineers.com			
xvii.	M/s TCRC Inspections Pvt. Ltd.	admin@tereinspections.com ashismallick@teregroup.com tenders@teregroup.com			

1.2 Bidders are required to have their documents, as mandated under the Bid Evaluation Criteria (BEC) / Bid Rejection Criteria (BRC) of the tender, verified and certified by any one of the empanelled Independent Third-Party Inspection Agencies listed above. The Inspection Certificate, duly issued by the selected agency, must be submitted along with the Technical Bid. All costs related to verification and certification by the Third-Party Inspection Agencies shall be borne solely by the respective bidders. Payments in this regard shall be made directly by the bidders to the Inspection Agencies. OIL shall not be held responsible for any payment-related dispute between the bidders and the inspection agencies.

1.3 The verified and certified documents must be submitted along with the Technical Bid. Any bid submitted with un-verified supporting documents shall not be considered. However, in case a bidder submits its bid along with all relevant supporting documents as per BEC/BRC without getting all/some of them verified by the designated Independent Inspection agency, such bid can be provisionally considered, provided it is accompanied by an **Undertaking by the Bidder on their official**

letterhead towards submission of the duly verified and certified copies/ Inspection Certificate within 07 (Seven) days from the actual date of bid opening. No			

reminders or clarifications will be issued by the Company in this regard, and failure to submit the verified/ certified documents within the stipulated time shall result in outright rejection of the bid, at the sole risk and responsibility of the bidder.

1.4 The methodology of verification/certification of documents followed by the agencies is broadly as under, but not limited to:

(a) It is the sole responsibility of the bidders intending to participate in the tender to thoroughly understand the requirements of the tender, particularly the documents required under BEC/BRC. The bidders must present all relevant documents to any of the empanelled third-party certifying agencies for verification/certification. Neither OIL nor the Inspection Agencies shall be responsible for the selection or appropriateness of the documents submitted for verification. It is entirely the bidder's responsibility to ensure that the appropriate documents are verified/certified in support of BEC/BRC compliance.

(b) The concerned Independent Third-Party Inspection Agencies shall depute their qualified/competent inspector to the Bidder's premises to check the original documents and certify the copies which the bidder shall submit along with their bids. OIL will reserve the right to ask the inspection agencies to verify the documents with source, if required at no extra cost to OIL. Verification/Certification of documents by OIL's empanelled third-party inspection agencies shall not automatically make the bidder techno-commercially-acceptable or eligible for award of contract.

(c) Verification/Certification of documents are normally categorized as under:

i General Requirement:

- Check Bidder's PAN Card
- Check Bidder's GST Certificate
- Check Bidder's Certificate of Incorporation
- Power of Attorney

ii Additional Documents: (If applicable against the tender)

- Bidders general structure and organization

• Joint Ventures Agreements – To cross-check with JV Partners			

• Consortium Agreements – To cross-check with Consortium Partners • Holding/Parent/Subsidiary/Sister Subsidiary/Co-Subsidiary Company – To check the Share Holding pattern, Corporate Guarantee etc. **iii Technical Criteria** • To check Experience Proof- Completion Certificates, Reference contact verification, Original Work Order/Contract Copy and any other document(s), if called for vide BEC/BRC of the Tender. • Health, Safety and Environmental Management Policy **iv Financial Criteria** • Line of credit, if incorporated in the tender. **Notes:** (i) Bidder's self-declared undertakings, Audited Balance Sheet & Profit-loss statement and/or CA certificate having UDIN are not required to be verified by the TPI agency. If any documents, LOI/LOA/Contracts, etc., submitted towards BEC/BRC experience criteria are issued by Oil India Limited, such documents need not be verified by TPI agency. (ii) Undertaking from TPI Agency as per format (**PROFORMA-S**) enclosed should be submitted along with the Bid. (iii) **In case of clarifications sought by OIL against BEC/BRC, supporting documents (historical in nature) to those submitted in the original bid will also have to be verified from the same TPI agency which has originally verified their bid documents. OIL shall categorically mention the documents that are to be submitted with TPI verification in the clarification sought. In case the bidder fails to submit the TPI verified documents, as sought by OIL, as part of their clarification, their offer will be**			

liable for rejection. (iv) In case of refloated tenders, if the earlier tender was cancelled and refloated within a period of 6			

(six) months, and the same document still meets the revised BEC of the refloated tender. In such cases, the bidder shall submit the previously verified/ certified documents (against the cancelled tender) along with the bid against the refloated tender. Any new document, if called for, must be freshly verified/certified by a TPIA			
J. DOCUMENT AUTHENTICITY UNDERTAKING: Bidders should note that Company (OIL) may verify authenticity of all the documents /certificates / information submitted by the bidder(s) against the tender. In case at any stage of tendering process or Contract execution etc., if it is established that bidder has submitted forged documents / certificates / information towards fulfilment of any of the tender / contract conditions, Company shall immediately reject the bid of such bidder(s) or cancel / terminate the contract besides taking action as per OIL's Banning Policy available in the OIL's website. Accordingly, service provider/vendor to submit the Undertaking of authenticity of information/documents submitted as per **PROFORMA-K**.			
K. LAND BORDER SHARING: Bidders should submit an Undertaking that, their bid is compliant to Order No. **F.No. 6/18/2019-PPD dated 23.07.2020** issued by Ministry of Finance, Department of Expenditure, Public Procurement Division, Govt. of India (including subsequent amendments thereto, if any), regarding restrictions on procurement from a bidder of a country which shares land border with India. Formats for submission of undertaking is enclosed as **Exhibit -I, II & III.**			
L. COMPLIANCE OF THE COMPETITION ACT, 2002: The bidder shall strictly comply with the provisions of the Competition Act, 2002, more particularly, Section-3 of the Act. Any violation the provisions of the Act shall attract penal action under the Act.			

M. CHECKLIST FOR BEC-BRC: Bidder must submit the duly filled Technical Evaluation checklist, commercial checklist, proformas and other relevant techno-commercial documents as outlined in the tender document along with unpriced techno-commercial bid. Failure to submit dully filled up any of the above-mentioned documents within the stipulated deadline will render the bid liable for rejection and will not be considered for further evaluation. Enclosed as **COMMERCIAL CHECK-LIST (CHECKLIST-I)** and **TECHNICAL EVALUATION SHEET (CHECKLIST-II)**.			

****END OF BEC Checklist****

Annexure- IV to

BID CORRIGENDUM-2

PART-III

SECTION-

IV

REVISED SCHEDULE OF RATES (SOR)

The bidders must quote the rates in their price bids strictly as per the format outlined in **PROFORMA-B** considering the following. The quantity / parameter / volume of job shown against each item in the PROFORMA is tentative and valid for Bid Evaluation purpose only. Payment to the successful Bidder/Contractor shall be made on the basis of actual work done and all "RATE" charges shall be payable after prorating to the next 15 minutes.

The following rates shall be applicable for various charges under this Contract. Payment will be made accordingly for actual work done:

SL	Description of Services	UOM	Qty
a	b	c	e
1	Fixed Monthly Charge (FMC)	Monthly	36
2	Flying Hourly Charges (FHC)	Hourly	700
3	Mobilization Charge (M)	Lumpsum	1
4	Demobilization Charge (DM)	Lumpsum	1
5	Ferry Charges of the Helicopter from Port Blair Heli Base to Visakhapatnam (Ferry)	Lumpsum	1

Notes:

1) The quantities given in the Price Schedule are indicative and just for estimation purpose only. These may change depending upon the actual requirement. Payment shall be made as per actual utilization of services / work done. In case the quantities increase more than that indicated in the Price Schedule, the Contractor has to provide the services at the same rates, terms and conditions as mentioned in the Contract. If the quantities are not utilized as indicated in the Price Schedule, no payment or any other compensation shall be given to the Contractor and Contractor shall not raise any dispute in this regard.

The above rates/charges shall be guided by the following terms and conditions as defined below:

1.0 MOBILIZATION CHARGES ON LUMP SUM BASIS (M):

1.1 The Company shall pay mobilization charges of the helicopter when the helicopter is offered to the Company in fully airworthy condition and complete readiness for deployment, after all, clearances as required from regulatory authorities

in India including DGCA, Customs, defence, navy, but not limited to the above. The Contractor will be fully responsible for and indemnify the Company from any charges, fees, levies, etc., during the initial mobilization.

1.2 Mobilization charges shall become payable after the Helicopter, ready in all respects as per scope of work, including obtaining all statutory clearances (as applicable) are mobilised to the

nominated locations at Port Blair and after on-hire survey by the Company Representative, which shall be no later than 06 working days from the date of arrival/intimation by the Contractor & provided it is certified by the Contractor and accepted by Company Representative that all items are in good working condition. Date of mobilization will be considered as completed from the date of successful inspection carried out by Company representative. However, for the purposes of LD, the mobilisation would be deemed complete from the date and time the Helicopter along with accessories, spares, consumables, personnel etc. are mobilized in the nominated location.

1.3 Mobilization charges quoted as lump sum amount should be inclusive of ATF, transportation, sea/airfreight, loading/unloading, shipping, wharfage/demurrage and harbour fees, port or airport fees, packing and handling charges, permit, import clearance charges, all statutory clearance charges and all insurance adequate to cover the shipment from the place of origin until arrival at Company's specified Heli Base.

1.4 The Company will issue EC as required for custom clearance as the service will be used in PEL/ML area, only on receipt of request from the Contractor and all such requests must be made by the Contractor well in advance, so that the Company can make necessary arrangements for providing the documents in time without causing any delay for the customs/port clearance.

1.5 Mobilization charges quoted by the bidder for the helicopter shall not exceed 7.5% of the total quoted value for the helicopter for that category. However, mobilization charges if quoted in excess of 7.5% of the total quoted value, the excess amount shall be deducted from the mobilization invoice and be paid at the end of the contract.

1.6 Company shall have the option to ask for delayed mobilization of Helicopter to be mobilized as per Contract. A minimum notice period of 30 days before the schedule date of mobilization shall be applicable at the time of asking for such delay in mobilization. Mobilization can be delayed for a maximum of 45 days, limited to once in the duration of the Contract.

2.0 DEMOBILIZATION CHARGES ON LUMP SUM BASIS (DM):

2.1 The Company shall pay the demobilization charges upon issue of demobilization notice to the helicopters or upon the expiry of the Contract. However, no demobilization charges shall be payable in the event Contract stands terminated prematurely.

2.2 The Contractor shall arrange for and execute demobilization of their Helicopters along with accessories, unused spares, consumables, personnel etc. upon receipt of notice from the Company.

2.3 All charges on Helicopters [Fixed Monthly Charge + Flying Hourly Charges] shall cease to exist with effect from the day the Contractor is issued de-mobilization notice by the Company.

2.4 The contractor will ensure that demobilization is completed, and the Heli Base at Visakhapatnam or any other permanent base in India of the Company is cleared-off Contractor's property within 10 days of notice from the Company, failing which, demobilization charges and/or retention amount will not be payable.

2.6 De-mobilization charges shall become payable on clearance & re-export of the Helicopters (if re-exportable), its accessories, unutilized spares, from Indian Port / Custom authorities for re-export of Helicopters (if re-exportable), its accessories, unutilized spares, to Contractor's base or

Block Transfer or re-export to SEZ as permissible under applicable customs rules / regulations and provided Company is out of charge after Block Transfer or re-export to SEZ. However, Company shall not pay de-mobilization charges of Helicopters, its accessories, unutilized spares etc. which are not re-exported on receipt of demobilization notice or on completion of Contract/termination and also if the Contractor deploys such services against any other contract(s) for Company in India.

2.7 The demobilization charge will include all expenses for ATF, inland transport, sea-freight/airfreight, loading and unloading, shipping, wharfage and harbour fees, port or airport fees, packing and handling charges, permit or octroi charges (if any), export clearance charges and all insurance adequate to cover the shipment until arrival at Contractor's base in India or abroad.

2.8 Upon completion of duration of the contract, the contractor shall submit their last invoice for payment along with any document(s) as required by the Indian laws and asked for by the Company to enable release of payment.

2.9 Demobilization charges quoted by the bidder for the helicopter shall not be less than 0.5% of the total quoted value for the helicopter for that category. If De-mobilization charges are quoted in deficit or less than 0.5% of the total quoted value, the deficit amount shall be withheld from the first invoice and the same will be paid at the end of the contract along with Demobilization charges.

2.10 The Company at its discretion may extend the contract period of helicopter for maximum of 12 Months, or part thereof, at the same rates, terms and conditions depending upon operational requirement.

3.0 FIXED MONTHLY CHARGES (FMC):

3.1 Fixed Monthly Charges of the helicopter per month and pro-rata thereof (to the nearest half day) for part of a month and the period during which the chartered helicopter is in service in accordance with this agreement will be as per the Price Schedule at Proforma B. No charges shall be payable for grounding of the helicopter in excess of allowable days as per Clause 11.0 titled "Downtime Clause" of ATC (Additional Terms and Conditions of Contract) in this bid document.

3.2 In case the Company instructs for permanent movement of the helicopter away from Sri Vijaya Puram (Port Blair) to Visakhapatnam Heli base or to any other permanent base/location in India of the Company, then in such case either the Company will provide or reimburse the cost of boarding and lodging of the Contractor's personnel for an initial period not exceeding ten (10) days. The entitlement for boarding and lodging shall be restricted to a Four-Star Hotel accommodation. No expenses on account of consumption of alcohol, cigarettes, etc. shall be borne by the Company. Thereafter, the Contractor will make the lodging and boarding arrangements for his personnel at his cost.

3.3 During the ferry of the helicopter from Sri Vijaya Puram (Port Blair) Heli base to Visakhapatnam Heli base or to any other permanent base/location in India of the Company, fixed Monthly Charges will be paid for five (05) days from the date of release of the helicopter [which shall be no later than two (02) days after receipt of instruction

from the Company], beyond which fixed Monthly Charges will not be paid until arrival of the helicopter at nominated location in India as instructed by the Company.

3.4 Fixed Monthly Charges will be paid after completion of mobilization, as certified by the Company representative. However, Fixed Monthly Charges will be paid for a maximum period of 12 (twelve) calendar days, if DGCA clearance for start of operations is not obtained by the Contractor (Air Logistics Service Provider) after trial run on the Drilling Unit's Helideck, beyond which no Fixed Monthly Charges will be paid till receipt of the requisite DGCA clearance.

4.0 FLYING HOURLY CHARGES (FHC):

4.1 Company shall in respect of the chartered helicopter pay the Contractor the corresponding hourly flying charges per hour and pro-rata basis (to the next 15 minutes) for the flying hours of the helicopter as per the Price Schedule at Proforma B. However, Contractor will be paid for a minimum of 20 flying hours per month (when the monthly flying hours is 20 or less for that month) as per the hourly flying charges mentioned in the Price Schedule.

4.2 ***FHC is excluding Aviation Turbine Fuel (ATF) price***, which shall be supplied by the Contractor (Helicopter Operator) at the cost of the Company i.e. Oil India Limited at Port Blair and Visakhapatnam, Heli Base or any other permanent base of the Company in India. The cost of ATF will be reimbursed by the Company to the contractor on receipt of the Tax Invoice and original vouchers of the ATF supplier, for the amount/quantity supplied to the Helicopter(s) designated for the Company. For such claim, the contractor shall not raise a separate invoice. Contractor shall act as **PURE AGENT** as per GST law. For test flights, maintenance flights, non-revenue flights, etc. refer to Clause no. 12.2 of ATC.

4.3 FHC is inclusive of all other charges like charges on account of the airport, hanger, parking, insurance, customs, Ground handling and airport handling charges,
etc.

4.4 Company may use the helicopter for offshore operations beyond 20 hours per month.

4.5 The helicopter taxing time from the hangar of the Contractor to the Company's dispersal area at Port Blair/Visakhapatnam Heli Base or any other permanent base in India of the Company shall be on Company's account i.e. FHC will be payable from Rotor ON to Rotor OFF.

5.0 FERRY CHARGES FOR NEW BASE:

5.1 The Company shall pay the Contractor to ferry the between Port Blair Heli Base and Visakhapatnam Heli Base as per the Price Schedule at Proforma B. The ferry charges quoted as lump sum amount against the helicopter should be inclusive of ATF, transportation, sea/airfreight, loading/unloading, shipping, wharfage/demurrage and harbour fees, port or airport fees, packing and handling charges, permit, import clearance charges, charges to be incurred for shifting of Ground Support Equipment and Spares, any other cost for shifting to new Base Station and all insurance adequate to cover the shipment from Sri Vijaya Puram (Port Blair)Heli Base until arrival at Company's Heli Base at Visakhapatnam.

5.2 Except as provided in clause 5.1 above, in case the Company instructs for permanent movement of the helicopter away from Visakhapatnam / Port Blair Heli base to any other permanent base/location in India of the Company, the Company shall pay as may be required in accordance with the charges provided in Clause 4.0 from Visakhapatnam/Port Blair Heli base to the nominated location in India as instructed by the Company.

i) The flying time shall be counted from Rotor on to Rotor off from Heli base/point of take-off/hangar (as per the availability of the hangar facility of the respective airport).

ii) ATF charges shall be reimbursed on receipt of the Tax Invoice with applicable GST as per actuals on the production of original vouchers from the ATF supplier of the concerned airport.

iii) During onward ferry of the helicopter away from Visakhapatnam/Port Blair Heli base to any other permanent base/location in India of the Company, either the Company will provide or reimburse the cost of boarding and lodging of the Contractor's personnel for any night halt enroute. The entitlement for boarding and lodging shall be restricted to a Four-Star Hotel accommodation. No expenses on account of consumption of alcohol, cigarettes, etc. shall be borne by the Company.

6.0 PASSENGER SERVICE FEE (PSF):

The Company shall reimburse the Passenger Service Fee (PSF) at actuals, if applicable. The Contractor shall act as PURE AGENT as per GST law.

7.0 OTHER AIRPORT CHARGES:

The Contractor shall bear all other applicable airport charges like parking, landing, and route & navigation charges, etc. to airport authorities for the conduct of flights.

8.0 Any import duty/levies/charges/fees levied in India in connection with the helicopter and spares by the Contractor for providing services under this contract shall be borne and paid by the Contractor.

9.0 LIQUIDATED DAMAGES (LD):

9.1 In the event of the helicopter being not available to the Company beyond permissible downtime as specified in Clause 11.0 titled "Downtime Clause" of ATC (Additional Terms and Conditions of Contract) in this bid document, the Company shall be entitled to recover as ascertained and agreed, LD and not by way of penalty from the Contractor an amount equivalent to, for each day of downtime availed in excess of permissible downtime as under.

i) For the FULL DAY of grounding of the helicopter, an amount equivalent to 5% of FMC (Fixed Monthly Charges).

ii) For HALF DAY of grounding of the helicopter, an amount equivalent to 50% of (i) above.

9.2 In addition to recovery of LD as above, no payment of FMC (Fixed Monthly Charges) shall be made being not due to Contractor for the period the helicopter is not made available to the Company over and above the Permissible Downtime as per Clause 11.0 titled "Downtime Clause" of ATC (Additional Terms and Conditions of Contract) in this bid document.

9.3 The Company at its option may recover the LD as leviable above from the invoices due for the payment.

10.0 FORCE MAJEURE DAY RATE (Per 24 Hrs. Day) (FMR)

10.1 The Force Majeure Day Rate shall be payable for the first thirty days of Force Majeure period, for each occasion, after which zero rate shall be payable to the Contractor. Thereafter, either party shall have the right to terminate the Contract if such `force majeure' conditions continue beyond successive 60 (Sixty) days, for each occasion, with prior written notice of 15 days, provided termination of the Contract does not result into safety hazard to the life and property on account of withdrawal of operations or the operation is at critical stage. The Company shall have the absolute right to decide whether any safety hazard exists, or operation is in a critical position and the decision of the Company shall be binding upon the Contractor.

10.2 Payment towards force majeure day rate of the Air Logistics (Helicopter) Services shall be 75% of the Fixed Monthly Charges divided by 30 days. This will be considered as FORCE MAJEURE RATE under all conditions.

11.0 PAYMENTS, MANNER OF PAYMENT, RATES OF PAYMENT, etc.

Company shall pay to the Contractor during the term of the Contract the amount due from time to time calculated according to the rates of payment set and in accordance with other provisions hereof. No other payments shall be due from Company unless specifically provided for in the Contract. All payments will be made in accordance with the terms hereinafter described.

11.1 MANNER OF PAYMENT:

a) All payments due by Company to Contractor hereunder shall be made at Contractor's designated bank with Reserve Bank of India (RBI)'s approval, if applicable. Bank charges, if any will be on account of the Contractor.

b) Payment of any invoices shall not prejudice the right of Company to question the validity of any charges therein, provided Company within 2 (two) year after the date of payment shall make and deliver to Contractor notice of objection to any item or items the validity of which in question.

11.2 Upon completion of duration of the contract, the contractor shall submit their last invoice for payment along with any document(s) as required by the Indian laws and asked for by the Company to enable release of payment.

11.3 INVOICES WRITTEN:

a) Mobilization charges will be invoiced only upon completion of mobilization, submission/production of appropriate inventory documents, and physical verification by Company representative.

b) Contractor shall submit monthly invoices to Company only after the end of each calendar month for all daily or monthly charges due to the Contractor. In case the Contractor does not submit the required documents along with the invoices, then he shall not be entitled to any payment till such time the required documents are submitted. The Contractor shall not be entitled to any interest payments for any such delays.

c) Billings for daily charges/day rates will reflect details of time spent and the rates charged for that time. This should be in the form of monthly time analysis chart(s). The Contractor shall maintain a complete and correct set of records of all the operations, logbooks, and any other

information on the basis of which the Contractor has preferred or may prefer his claim and draw the invoices accordingly on the Company. Monthly invoices will be raised only after completion of mobilization in all aspect.

d) Invoice for reimbursable charges, if any, related to the Contract will be accompanied by documents supporting the cost incurred and duly certified by Company representative.

e) Contractor will submit 02 (Two) sets of all invoices duly super scribed 'Original' and 'copy' as applicable to the company for processing payment.

f) Payment of monthly invoices, if undisputed, shall be made within 30 calendar days following the date of receipt of invoice by Company excepting for the first and last monthly invoices where some delay (up to two months) may occur. The Contractor shall not be entitled to any interest payments for any such delays.

g) Company shall within 30 calendar days of receipt of the invoice notify the Contractor of any item under dispute, specifying the reasons thereof, in which event, payment of the disputed amount may be withheld until settlement of the dispute, but payment shall be made of any undisputed portion on or before the due date. This will not prejudice OIL's right to question the validity of the payment at a later date as envisaged above.

h) The acceptance by Contractor of part payment on any billing not paid on or before the due date shall not be deemed a waiver of Contractor's rights in any other billing, the payment of which may then or thereafter be due.

i) Payment of other invoices as set forth in Clause 11.3.d) (reimbursable items) shall be made within 30 days following the date of receipt of the invoices by Company.

j) Payment of Mobilization Charges shall be made within 45 calendar days following the date of receipt of undisputed invoices by Company. Mobilization should be complete in all respect before raising invoice accompanied by all supporting documents.

k) Payment of Demobilization charges shall be made when applicable within 45 calendar days following receipt of invoice by Company accompanied by the following documents from the Contractor:

(i) Audited account up to completion of the Contract.

(ii) Tax audit report for the above period as required under the Indian Tax Laws.

(iii) Documentary evidence regarding the submission of returns and payment of taxes for the personnel engaged by the Contractor or by its sub-contractor.

(iv) Proof of re-export of all items including the unutilized spares and consumables (excepting spares and consumables consumed during the contract period) and also cancellation of re-export bond if any.

(v) Any other documents as required by applicable Indian Laws. In case, no de-

mobilization charges are payable, the documents mentioned above will have to be submitted by the Contractor before release of the final payment by Company.

(vi) Contractor shall maintain complete and correct records of all information on which Contractor's invoice are based up to 2 (two) years from the date of last invoice. Such records shall be required for making appropriate adjustments or payments by either party in case of subsequent audit query/objection. Any audit conducted by Company of Contractor's records, as provided herein, shall be limited to Company's verification (i) of the accuracy of all charges made by Contractor to Company and (ii) that Contractor is otherwise in compliance with the terms and conditions of this Contract.

12.0 INVOICE SUBMISSION:

12.1 Invoice, accompanied by copies of the original vouchers, records, receipts or other supporting evidence for the work performed or the expenses incurred during each month, shall be presented to Company's office on or before the tenth (10th) of each succeeding month or soon thereafter.

12.2 The original invoice should also accompany the following documents/details:

(i) ALONG WITH FIRST INVOICE:

Following documents / details should be invariably furnished along with the first GST invoice raised under GST Law indicating GST Registration Number therein:

a) Copy of valid GST registration certificate under GST Legislation.

b) Particulars required for making payments through 'Electronic Payment Mechanism'.

c) Mobile No. (Optional).

d) e-mail ID.

(ii) Payment of Mobilization Charges:

a) Invoice (In accordance with the relevant GST rules).

b) Insurance policies (As applicable).

c) Inspection report (Pre-mob, as applicable).

d) Notification Certificate of Acceptance of Mob.

e) Certificate of 'Commencement of operation' under this contract.

(iii) Periodical / Monthly payment:

a) Invoice (i.e., Tax invoice as per relevant GST rules, in original and duplicate, clearly indicating Service Classification, Service Accounting Code, Rate and amount of GST shown separately).

b) Insurance policies and proof of payment of premium (As applicable).

c) Details of statutory payments like EPF and ESI etc. (As applicable).

d) Undertaking by the contractor regarding compliance of all statutes.

e) Certificate by the contractor stating that labour have been paid not less than minimum wages. (As applicable).

f) Copy of Time sheet / Log Sheet / DPRs with summary showing non-operating period, Flying Hours, AOG period, breakdown of equipment, non-deployment etc (if any) and reasons thereof. The documents submitted with the invoice will be duly approved by the Company Representative on a daily basis.

Any other document specifically mentioned in the Contract or supporting documents in respect of other claims (if any), permissible under the Contract.

g) All Invoices must be uploaded in Company's Vendor Invoice Management (VIM) Portal for processing of payment. The link to OIL's VIM portal is provided below:

https://vim.oilindia.in/velocious-portal-app/

(END OF SECTION-IV, PART-3)

Annexure- V to
BID CORRIGENDUM-2

OIL's response to Pre-Bid Queries received against GeM Tender No. GEM/2026/B/7677715

Vendor 1:

Sr No	Clause No. of Bidding Document	Tender Clause	Changes/ modifications proposed by Bidder	OIL's Response
1	NOTICE INVITING TENDERS **Clause 2(ix)/Pg 2 of 7**	Bid Security/EMD Amount: INR 2,30,62,000.00 (Rupees Two Crore Thirty Lakh Sixty-Two Thousand)	The Bid Security amount stipulated for a single helicopter is considerably high. In line with prevailing industry practice in offshore Oil & Gas helicopter contracts, the Bidder requests OIL to revise the Bid Security amount to INR 88,74,000 for one helicopter.	No change

2	INSTRUCTIONS T O BIDDERS BID PRICE: **Clause 10.2/Pg 2 of 19**	All duties and taxes (excluding GST) and other cess/levies payable by the successful bidder under the Contract for which this Bid Document is being issued, shall be included in the rates, prices and total Bid Price submitted by the bidder and the evaluation and comparison of bids shall be made considering the quoted GST in the Price Bid Format. For example, personal taxes and/or any corporate taxes arising out of the profits on the contract as per rules of the country shall be borne by the bidder.	Kindly confirm whether the successful bidder shall be eligible to avail Customs Duty exemption for the import of helicopters, spares, components and other eligible equipment under this project. If applicable, bidder requests OIL to provide all necessary recommendation letters, certificates and assistance required for obtaining such exemption from the concerned Customs Authorities.	As per the prevailing Customs notifications and applicable statuto ry provisions, no Customs Duty exemption is available for the import of helicopters for oil and gas operations. Accordingly, the successful bidder shall not be eligible for any Customs Duty exemption for the import of helicopters, spare s, components, or other

OIL's response to Pre-Bid Queries received against GeM Tender No. GEM/2026/B/7677715

				equipment under this contract. Bidders are advised to consider all applicable Customs Duties, taxes, levies, and other statutory charges for any import, while quoting against SOR items. It is the sole responsibility of the bidder to ascertain its eligibility for any other such exemption and to comply with the applicable statutory requirements.
3	INSTRUCTIONS TO BIDDERS PERIOD OF VALIDITY OF BIDS **Clause 14.1/Pg 8 of 19**	Bids shall remain valid as per the requirement mentioned in Introduction from the date of closing of bid prescribed by the Company. Bids of shorter validity will be rejected as being non-responsive. If nothing is mentioned by the bidder in their bid about the bid validity, it will be presumed that the bid is valid for	Bidder requests for the Bid validity period to be 90 days from Bid closing date.	No change. As per tender

		minimum 120 days from Bid Opening Date.		
4	NOTICE INVITING TENDERS **Clause 2(xii) /Pg 2 of 7**	Amount of Performance Security: 5% of Total Contract Value Successful bidder has to submit Performance Security amount as mentioned in Introduction, within	The Bidder requests OIL to consider reducing the Performance Security requirement to 3% of the Annual Contract Value (ACV) and	No change

OIL's response to Pre-Bid Queries received against GeM Tender No. GEM/2026/B/7677715

	INSTRUCTIONS TO BIDDER PERFORMANCE SECURITY **Clause: 27.0 /Pg 11 of 19**	30 (thirty) days from the date of issue of Letter of Award (LOA).	permit submission of the Performance Bank Guarantee within 60 days from the date of issuance of the Letter of Award (LOA).	
5	SECTION II TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK **Clause A/Pg 2 of 28**	Helicopter with maximum AUW (All Up Weight) not to exceed 7000 kg to cover minimum 375 NM	Bidder requests to maintain **maximum** distance covered to be 375 NM.	Maximum distance of 400NM **Tender amendment will be issued.**

6	PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC) **Clause 8.3 /Pg 8 of 28**	In case of the leased helicopter(s) or proposed purchase of helicopter(s), the bidders are required to submit along with the technical bid, a copy of the Memorandum of Understanding/ Agreement of lease/purchase of helicopter(s), concluded with the owner of the helicopter(s), specifically for this tender. This must be duly supported by documentary proof of ownership of the helicopter(s) in the form of a registration certificate of the helicopter(s). The above MOU/agreement must be valid throughout the validity of the bid. The successful bidder shall be required to keep the MOU/Agreement valid for the period of the contract and any extension thereof.	The bidder proposes to offer a helicopter which is presently operating in India under the bidder's NSOP on an existing offshore contract. The helicopter is registered under the bidder's NSOP and the bidder possesses the valid Certificate of Registration (C of R) and Certificate of Airworthiness (C of A). The Certificate of Registration also identifies the registered owner of the helicopter. OIL is requested to clarify whether submission of the C of R, C of A and evidence of the helicopter being operated under the bidder's NSOP would be considered sufficient for	C of R, C of A and evidence of the helicopter being operated under the bidder's NSOP would be considered sufficient for the identification of Helicopter. However, if the bidder is not the owner of the Helicopter, bidder must have a MoU/Agreement with the owner of the helicopter

OIL's response to Pre-Bid Queries received against GeM Tender No. GEM/2026/B/7677715

			compliance with the helicopter identification requirements.	
7	PRE-QUALIFICATION CRITERIA (PQC) / BID EVALUATION CRITERIA (BEC) **Clause 14.0/Pg 11 of 28**	The flying requirement of the helicopters that will be used for regular sorties shall be for around 20 hours per month. However, actual flying hours may vary as per the operational requirements of the Company. If required, Company may use the helicopters beyond the estimated hours per month per helicopter at the same rates, terms, and conditions.	The Bidder requests that the minimum guaranteed flying hours be maintained at 20 hours per month.	Agreed. **Tender Amendments to be published.**
8	GCC SPECIAL TERMS & CONDITIONS (STC) SECTION-I: GENERAL CONDITIONS OF CONTRACT (GCC)/ REMUNERATION AND TERMS OF PAYMENT **Clause 27.5 /Pg 25 of 43**	Mobilization charges will be invoiced only upon completion of mobilization as certified by COMPANY representative and CONTRACTOR is ready at site for starting the services/ operation. Payment of mobilization charges shall be made within 45 days following the date of receipt of undisputed invoices by COMPANY.	Bidder requests OIL to release payment for undisputed invoices within 15 days following the date of receipt of invoices.	No change

9	GCC SPECIAL TERMS & CONDITIONS (STC) SECTION-I: GENERAL CONDITIONS OF CONTRACT (GCC)/ REMUNERATION AND TERMS OF PAYMENT	Payment of monthly invoices, if undisputed, shall be made within 30 days following the date of receipt of invoice by COMPANY.	Bidder requests OIL to release payment for undisputed invoices within 15 days following the date of receipt of invoices.	No change

OIL's response to Pre-Bid Queries received against GeM Tender No. GEM/2026/B/7677715

	Clause 27.8 /Pg 25 of 43			
10	GCC SPECIAL TERMS & CONDITIONS (STC) SECTION-I: GENERAL CONDITIONS OF CONTRACT (GCC)/ REMUNERATION AND TERMS OF PAYMENT **Clause 27.9 /Pg 25 of 43**	COMPANY shall within 30 days of receipt of the invoice notify the CONTRACTOR of any item under dispute, specifying the reasons thereof, in which event, payment of the disputed amount may be withheld until settlement of the dispute, but payment shall be made of any undisputed portion on or before the due date. This will not prejudice the COMPANY's right to question the validity of the payment at a later date as envisaged in clause no. 27.4 above.	Bidder requests OIL to notify within 7 days in case of any queries related to invoices. FMC Invoices: These will be submitted at the beginning of each month. The Bidder requests that payments for FMC invoices be scheduled in advance to ensure timely settlement. FHC Invoices: These will be submitted at the end of each month. The Bidder requests that payments for FHC invoices be scheduled accordingly in line with submission.	No change
11	GCC SPECIAL TERMS & CONDITIONS (STC) SECTION-I: GENERAL CONDITIONS OF CONTRACT (GCC)/REMUNERATIO N AND TERMS OF PAYMENT	Payment of Final demobilization charges shall be made if applicable within 45 days on receipt of invoice by COMPANY accompanied by the following documents from the CONTRACTOR:	Bidder requests OIL to release payment for undisputed invoices within 15 days following the date of receipt of invoices	No change

	Clause 27.11/ Pg 25 of 43			
12	GCC SPECIAL TERMS &	If the contractor is unable to mobilize/deploy and commence the operation within the period specified in sub clause (a) above, it may request OIL for extension	Bidder requests OIL to clarify that no liquidated damages shall be applicable for delays arising due to reasons beyond the	No change

OIL's response to Pre-Bid Queries received against GeM Tender No. GEM/2026/B/7677715

	CONDITIONS(STC) SECTION-I: GENERAL CONDITIONS OF CONTRACT (GCC) / TIMELY MOBILIZATION AND LIQUIDATED DAMAGES **Clause:30. b/ Pg 27 of 43**	of the time with unconditionally agreeing for levy and recovery of LD. Upon receipt of such a request, OIL may at its discretion, extend the period of mobilization and shall recover from the CONTRACTOR, as an ascertained and agreed Liquidated Damages, a sum equivalent to @ 0.5% of contract value including mobilization cost, per week or part thereof of delay subject to maximum of 7.5% of the Contract Price.	contractor's reasonable control, including but not limited to regulatory approvals, customs clearances, airport permissions, security clearances, acts of government, war, armed conflict, hostilities, terrorism, geopolitical disruptions, force majeure events and delays attributable to third-party agencies. Further, bidder requests that the mobilization schedule shall be extended correspondingly in such circumstances without any imposition of liquidated damages.	

13	GCC SPECIAL TERMS & CONDITIONS (STC) SECTION-I: GENERAL CONDITIONS OF CONTRACT (GCC)/ Termination for Unsatisfactory Performance **Clause:44.5 /Pg 40 of 43**	If the COMPANY considers that, the performance of the CONTRACTOR is unsatisfactory, or not as per the provision of the Contract, the COMPANY shall notify the CONTRACTOR in writing and specify in details the cause of dissatisfaction. The COMPANY shall have the option to terminate the Contract by giving 15 days' notice in writing to the CONTRACTOR, if CONTRACTOR fails to comply with the requisitions contained in the said written notice issued by the COMPANY. In the event CONTRACTOR rectifies its non-performance to the satisfaction of the COMPANY, the option of termination may not be exercised by the COMPANY. If, however, CONTRACTOR repeats non-performance subsequently, COMPANY shall exercise the option to terminate contract by giving 07 days' notice. Such	Bidder requests OIL to consider a minimum notice period of three (3) months for termination arising out of non-performance. Further, in the event of prolonged Force Majeure affecting either party, termination shall be subject to a minimum three (3) months' prior written notice to facilitate orderly demobilization.	No change

OIL's response to Pre-Bid Queries received against GeM Tender No. GEM/2026/B/7677715

		CONTRACTOR shall be put on holiday as per the Banning Policy of OIL [available at www.oil-india.in].		
14	PART -3 SECTION II TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK **Clause: 3.1 /Pg 3 of 10**	a) **One helicopter** to support **Medical Evacuation in day and night** b) **Helicopter Type / Requirement for above - Maximum AUW up to 7000 kgs to cover minimum 375 NM without re-fuelling – 1 (One) No.**	a) Night MEDEVAC operations are not envisaged under the scope of this contract. b) Day MEDEVAC operations will be subject to the flight crew's Flight Duty Time Limitations (FDTL). The turnaround time for any subsequent MEDEVAC mission will depend on the nature of the Air Medical Transport load and any post-flight requirements following the first MEDEVAC, such as aircraft fumigation, decontamination, or other mandatory servicing, as applicable. c) Depending on the location of the offshore drilling unit, if any flight requires overflight or operational permissions from a neighbouring country due to FIR restrictions, OIL shall obtain the necessary diplomatic clearances prior to the commencement of operations.	a) Night MEDVAC operations are required. b) Flight crew for MEDVAC helicopter will be required to be available without any restrictions. c) Noted.

15	PART -3 SECTION II TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK **Clause: 4.0 para 4 /Pg 4 of 10**	The Contractor shall provide complete Air Logistics Support for the airlift of the crew including the Company's personnel, essential cargo, emergency medical services required between the designated helicopter base and the offshore Drilling Unit at Heli bases designated for the blocks as detailed above.	It is understood that the primary role of the helicopter is to perform Medical Evacuation (MEDEVAC) operations. In this context, it is requested that OIL to clarify the requirement for providing Air Logistics Support, including the carriage of essential cargo, and specify	**Tender amendment will be published**

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			the scope, nature, and extent of such operations covered under the contract. GVHL NSOP permits passengers only and is not cleared for cargo operations. Only Passenger Baggage accompanied by the passenger is permitted. No separate Cargo flight can be undertaken. Also, personal baggage will be limited by the space and load limitation of the baggage compartment. Dangerous Goods are NOT permitted on board GVHL Helicopters.	
16	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK/ Air Logistics Services should meet the following requirements **Clause :5.1 /Pg 4 of 10**	The Helicopters offered shall be Twin engine, passenger version, IFR-rated helicopters with flotation gear duly equipped for offshore operations with IFR-rated night flying qualified crew for the type of Helicopters to be used. The Contractor shall be responsible to equip the Helicopters with all requisite equipment and appliances for safe operation as per Director General Civil Aviation (DGCA) requirements.	Kindly confirm the required configuration of the helicopter under the scope of this contract. Specifically, please clarify whether the helicopter is required to be configured as a dedicated MEDEVAC standby helicopter or for passenger transportation duties.	Helicopter to be configured as **dedicated MEDVAC helicopter** with all requisite equipment and appliances as specified in the tender.

17	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK/ Air	A minimum of two sets of pilots for helicopter offered. An extra one set of pilots shall be mobilized to the Port Blair and later to Visakhapatnam or any other permanent Heli bases in India of the Company within	Kindly clarify the requirement for an extra set of crew.	Additional set will be required when present set of Pilots are not available or when the

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	Logistics Services should meet the following requirements **Clause :5.2 /Pg 4 of 10**	05 calendar days, as and when required, at no additional cost to OIL.		duty pattern of each set of pilots are 8 hours per day.
18	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK/ Air Logistics Services should meet the following requirements **Clause :5.8-5.9 /Pg 4 of 10**	The Helicopters must be capable of airlifting passengers to an offshore location at a one-way distance of 187.5 nautical miles (minimum) from shore at 35 degrees Celsius under favorable weather conditions as permitted by the Air Traffic Controller (ATC). The helicopter must carry a payload under Class-I performance as per payload charts. The Helicopters offered must also be capable of airlifting passengers to and from an offshore location at a one-way distance of 187.5 nautical miles (minimum) from Company's designated Heli Base without refueling. The total minimum distance to be covered without refueling is 187.5 x 2 = 375 nautical miles.	Please note that, although the helicopter has a specified seating capacity, the actual carriage capability may vary depending on several operational factors, such as distance, weather conditions, deck height, and aircraft performance considerations. Under favourable weather conditions, at approximately 187.5 NM range, with an ambient temperature of 30°C and a suitable deck height, the anticipated payload capability for an AW139 helicopter is approximately 350 kg from the point of departure. In the event that the helicopter is assigned for MEDEVAC duties to evacuate a medical casualty from an offshore platform, due consideration will be required for CG limitations. Accordingly, it may be necessary to carry a minimum of two personnel	Noted

			during the outbound flight leg to maintain the required operational configuration.	

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			The actual payload capability will be determined based on the prevailing operational conditions at the time of flight, including distance, weather conditions, deck height, aircraft performance, and other relevant operational considerations.	
19	PART 3, SECTION II TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:6.1/ Pg 6 of 10**	The Contractor shall be solely responsible for complying with DGCA Rules, Regulations, and Aviation requirements issued from time to time in respect of operation and maintenance in India.	Obtaining the necessary clearance from DGCA for the offshore rig shall be the responsibility of OIL India.	Only DGCA approval for Helideck is Company`s responsibility.

20	PART 3, SECTION II TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:6.3 / Pg 6 of 10**	Contractor shall be responsible for arranging special sorties as and when required by Company for reasons other than directly connected with the rig operations, at Company's cost as per the program notified by Company to Contractor.	Kindly clarify the nature and scope of any special sorties, other than Medical Evacuation (MEDEVAC) missions, that may be required under the scope of this contract.	Only Medevac sorites when requested by the State authorities. **Tender Amendment will be published**

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21	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Responsibilities of the Contractor **Clause No:6.5 /Pg 6 of 10**	The Contractor shall call the designated helicopter for operations under their contract and its base of operations to be equipped with appropriate, sufficient, and functional communication equipment/appliances to maintain a continuous two-way communication system during flight operation between the helicopter, and destination (offshore/onshore) and departure location or vice versa at all times when on the ground or airborne.	Kindly clarify the communication facilities expected to be provided by the contractor. Bidder proposes that operational communications with ATC and offshore installations shall be through standard aviation communication systems and frequencies.	Noted
22	PART 3, SECTION II TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:6.6/ Pg 6 of 10**	The Contractor shall provide hanger (if available at the designated Airport), tarmac facilities, and base facilities for the conduct of operation including facilities for cargo/passenger handling their security checks, passenger briefing on the use of life-saving appliances on-board, in-flight emergency procedures, and if the flight involves extended over the water operation, well in advance before boarding the helicopter(s).	Bidder requests OIL to coordinate with AAI for obtaining Hangarage and Tarmac facilities at Sri Vijaya Puram/Visakhapatnam. The requirement for facilities related to cargo and passenger handling, including security checks, is not clearly understood. It is requested that OIL clarify the scope of these requirements and specify the responsibilities of the Contractor in this regard.	No change. To be as per tender. For medevac operations, carriage of cargo shall be restricted to patient-related medical equipment and essential items, as permitted under applicable regulations. The relevant tender clauses,

				whereve r applicable, shall be amended accordingly.

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				Tender Amendments will be published
23	PART 3, SECTION II TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:6.9 / Pg 6 of 10**	Offshore Helicopter Recommended Practices (OHRP) and its component documents provide recommended practices that will assist in the safe, effective, and efficient management of offshore commercial helicopter transport operations. The document reflects industry best practices, developed in collaboration between Oil and Gas Companies, Aviation Industry Associations, and Helicopter Operators. Adopting the Offshore OHRP will provide the framework for effective management of a key material risk to the safety of offshore personnel.	GVHL is governed by the relevant Indian DGCA regulations and these will be adhered to for all operations by GVHL.	Noted
24	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Responsibilities of the Contractor **Clause: 6.10/ Pg 6 of 10**	During the life of the contract, the Contractor guarantees that the Helicopters will be available and mechanically capable to fly within the normal working hours every day from half an hour after sunrise to half an hour before sunset or twelve duty hours whichever comes first, except for (4) four days per month and not cumulative from month to another month which is allowed by the Company to Contractor for the maintenance (Routine or Breakdown).	Kindly confirm that aircraft availability obligations shall remain subject to DGCA Flight Duty Time Limitation regulations, weather conditions, ATC restrictions and applicable safety requirements. Please note pilots will have one day off in any continuous period of 7 days working.	Noted

25	PART3, SECTION II TERMS OF REFERENCE / TECHNICAL	The Contractor will be obligated to support the Company with a replacement Helicopter(s) of the same type of Helicopter(s) and of similar specification if the	Kindly confirm that no standby or backup helicopter is required under the scope of this contract and that contractual obligations shall	To be as per tender.

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	SPECIFICATIONS / SCOPE OF WORK / Responsibilities of the Contractor **Clause No:6.11/ Pg 7 of 10**	Helicopter(s) subject to this Contract is unavailable for operation on any day/days over the allowed four days due to mechanical breakdown with no extra charges than the rate of the originally chartered Helicopter(s). Such replacement must be completed in 15 Calander days.	be fulfilled through the contracted helicopter subject to the downtime provisions of the contract.	
26	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:6.13/ Pg 7 of 10**	Address contingency plans for situations such as equipment breakdown, crew unavailability, and adverse weather conditions, outlining alternative solutions and protocols.	Please confirm whether an additional pilot is required to be positioned for catering to crew unavailability.	Additional set will be required when present set of Pilots are not available.

27	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:7.1 to 7.3 /Pg 7 of 10**	Personnel Qualifications. Pilots in command of all Helicopters shall possess the following minimum experience and qualifications:Experience and qualifications in accordance with the DGCA guidelines or latest version of OGP Aircraft Management Guide 2007, Appendix 5, Experience & qualification levels. A current medical certificate appropriate to his license. The Base Manager Pilot will possess the following minimum experience and qualifications: Experience and qualifications in accordance with the DGCA guidelines or latest version of OGP Aircraft	Crew qualification shall be in accordance with current Indian DGCA regulations. Kindly confirm whether pilots holding valid Foreign Air Transport Pilot License (FATA), duly validated or converted by DGCA and meeting all other contractual and regulatory requirements, shall be acceptable for deployment under this contract.	Noted Agreed. **Tender Amendments will be published.**

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		Management Guide 2007, Appendix 5, Experience & qualification levels. A current medical certificate appropriate to his license. At least four (4) years of substantive seniority in Helicopter operations. Co-Pilots (SIC) of each Helicopter will possess the following minimum experience and qualifications: Experience and qualifications in accordance with the DGCA guidelines or latest version of OGP Aircraft Management Guide 2007, Appendix 5, Experience & qualification levels. A current medical certificate appropriate to his license.		

28	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:7.7/ Pg 8 of 10**	A medevac (medical evacuation) helicopter is a specialized air ambulance designed for rapid transport and in-flight critical care, serving as a flying emergency room for transferring patients to trauma centers. Medevac helicopter is to be fitted with advanced medical equipment for stabilization and resuscitation and inter-alia cover the following- i) Minimum 1 stretcher provision ii) Quick conversion capability ≤ 30minutes iii) Oxygen system iv) First Aid Kit v) Stretcher with restraints vi) Ventilator, Defibrillator, ICU capability vii) Any other instrument deemed necessary for transportation of critically injured/ill patient	i) As per DGCA regulations Section 8 series S part 7 Air Ambulance helicopter can be utilized only for Tertiary response and limited secondary response. No Primary response is possible. ii) Kindly clarify the requirement for quick conversion capability of a dedicated Air Ambulance helicopter. As per the applicable regulatory provisions, once an aircraft is certified and configured as an Air Ambulance, passenger carriage and conversion between configurations may not be permissible. iii) Kindly clarify whether an onboard oxygen system or portable oxygen cylinders are required under the scope of the contract.	i) Noted ii) Agreed, **tender amendment will be issued.** iii) Either an onboard Oxygen system or adequate numbers of

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				portable oxygen cylinders with sufficient capacity to provide continuous oxygen supply for a minimum duration of **2 hours**. **Tender Amendment will be published** iv) The helicopter shall be equipped with ventilator, defibrillator, and other essential equipment required to provide ICU-level care, in compliance with the applicable DGCA regulations governing air ambulance operations. v) • ICU stretcher with
			iv) The requirement for ICU capability may kindly be elaborated, considering the applicable requirements associated with Air Ambulance certification. v) Kindly provide further details and specifications regarding the above requirements to enable appropriate assessment.	

				restraint system • Mechanical ventilator • Multi-parameter patient monitor (ECG,

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				SpO_2, blood pressure, $EtCO_2$) • Defibrillator • Oxygen supply with backup cylinders • Suction apparatus • Infusion and syringe pumps • Emergency drugs and airway equipment • Critical care doctor and fligh t nurse/paramedic. As above
29	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:7.7.1/**	The Contractor shall ensure availability of sufficient stock of life-saving drugs on the Air ambulance, during the complete duration of the project/deputation.	Kindly provide details of the life-saving drugs required to be carried onboard	The Contractor shall carry life-saving drugs as per applicable DGCA/Civil Aviation regulations and prevailing Air Ambulance standards. No

	Pg 8 of 10			separate list will be provided by OIL.
30	TERMS OF REFERENCE / TECHNICAL	Onboard medivac helicopter, there will be 2 qualified doctors or else one doctor & one paramedic to ensure	It is requested that OIL arrange for the required medical personnel, as GVHL does	No change. To be as per tender

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	SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:7.7.2/ Pg 8 of 10**	proper medical assistance to be given to the patient on board. All doctors & paramedics should have undergone rigorous training for emergency rescue operations, flight safety operations, etc. The team may include cardiologist, Neurologist, Anesthesiologist, orthopedic, Critical care consultants.	not possess the necessary expertise to provide these services. It is further requested that the nominated doctor and/or paramedic be duly HUET qualified.	
31	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter **Clause No:7.7.3/ Pg 8 of 10**	Once the call is received and informed about the medical condition of the patient needed to be airlifted, the Contractor needs to inform/alert their medical team that studies the patient's medical history and prepare an action plan. The service provider is required to be airborne within 30 minutes of receiving the call from the designated airport.	The medical team, as specified, may kindly be arranged by OIL, as GVHL does not have the necessary expertise and resources to provide the same. A minimum activation time of 2:00 hours is required to facilitate the necessary ATC clearances, ground handling arrangements, and completion of pre-flight formalities.	The service provider shall ensure the shortest possible time to become airborne. **Tender amendment will be published.**

32	TERMS OF REFERENCE / TECHNICAL SPECIFICATIONS / SCOPE OF WORK / Scope of Work/Requirement of helicopter Technical Specifications of	Technical Specificationsof offered Helicopters (INSTALLED EQUIPMENT) Engine Air Particle Separator Sky Connect	Engine Air Particle separator is not required for offshore helicopter operations. Request you to kindly remove same from the technical specification list. Sky Connect is not mandatory for offshore helicopter operations. Request you to kindly remove same from the technical specification list.	Agreed **Tender amendment will be published.**

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	offered Helicopters (INSTALLED EQUIPMENT) **Clause No:8/ Pg 9 of 10**			
33	Part 3, Section II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC)/ DELIVERY OF HELICOPTERS: **Clause: 2.3 / Pg 4 of 25**	This Contract shall commence when the Air Logistics (Helicopter) Services are mobilized as per the mobilization schedule and are ready in all respects for carrying out necessary trial runs on the drilling unit's helideck to commence operations as per the Scope of work, including obtaining all statutory clearances and duly certified by the Company Representative; herein referred to as "Commencement Date".	Deck inspection and clearance shall be provided by OIL. In case of Shifting of Rig from one location to another, a fresh trial landing will be required for the new location of the rig at OIL cost. Depending on the location of the offshore drilling unit, if any flight requires overflight or operational permissions from a neighbouring country due to FIR restrictions, OIL shall obtain the necessary diplomatic clearances prior to the commencement of operations	Agreed. Trial landing will be at OIL's cost. Overflight over any neighbouring countries will not be required for flying to the offshore locations.

34	Part 3, Section II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / DELIVERY OF HELICOPTERS **Clause: 3.2 / Pg 4 of 25**	The Contractor shall obtain at his cost all necessary approvals, clearances, permits, and statutory licenses from regulatory authorities including DGCA, India, and ensure that the helicopter is properly licensed and complies with all Laws, Rules, Regulations, Orders, Standards and Schedules governing aircraft in Non-Scheduled category of DGCA, India and is flown and operated offshore in compliance with the laws in force.	Clearance with regard to Heli decks shall be obtained by OIL. Depending on the location of the offshore drilling unit, if any flight requires overflight or operational permissions from a neighbouring country due to FIR restrictions, OIL shall obtain the necessary diplomatic clearances prior to the commencement of operations	Agreed. Overflight over any neighbouring countries will not be required for flying to the offshore locations.

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35	Part 3, Section II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) **Clause: 7.2 / Pg 7 of 25**	The flying requirement shall be as under. Offshore Medevac Helicopter: Around 20 hours per month. The actual flying hours may vary as per the operational requirements of the Company.	The quantum of flying that can be provided will be subject to crew FDTL.	Agreed.
36	Part 3, Section II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / CONTRACTOR'S OBLIGATIONS **Clause: 8.1.1 /Pg 7of 25**	Contractor shall ensure that its personnel will be competent as required under the service to be provided. However, the Contractor shall provide details of experience, qualification and other relevant data of the personnel to be deployed for scrutiny and clearance by the Company before the actual deployment, i.e within the mobilization period. The Contractor shall not deploy its personnel unless cleared by the Company. The contractor shall not replace the personnel initially mobilized during the contract period, except in the case of leave, illness, and resignation.	GVHL follows a roster system for pilots and suitably qualified pilots will be positioned to undertake flying operations on a rotation basis.	Noted. Approvals to be taken from OIL for all pilots and co-pilots that will be included in GVHL roster system for this contract. Any subsequent changes in the roster shall also be subject to OIL approval.

37	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) /	The Contractor shall be responsible to arrange at his cost the facilities relating to the hanger, storage space for spares, parking, repairs, personnel, accommodation, transport, security, communication, or any other facility deemed required to provide	Bidder requests OIL to provide suitable operational infrastructure at the base including hangar space (where available), office accommodation, storage area, utilities, parking facilities and other infrastructure necessary for execution of the contract.	Not agreed. To be as per tender.

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	OPERATIONAL TERMS & CONDITIONS **Clause 10.4/ Pg 10 of 25**	helicopter services at Sri Vijaya Puram, Visakhapatnam or any other permanent base of the Company in India.	In the event Hangarage and Tarmac facilities are not available at Visakhapatnam/Sri Vijaya Puram bidder requests OIL to facilitate allocation of suitable maintenance and parking facilities through the airport authorities. All hangar related charges to be borne by OIL.	

	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.9/ Pg 10 of 25** and **Clause 10.20/ Pg 10 of 25**	Contractor shall provide for the duration of the Agreement for the helicopter during the term, two sets of appropriately licensed, qualified, & experienced pilots for the helicopter and qualified, licensed, & experienced engineering crew to maintain and operate the helicopter and provide the services. All such personnel shall be and remain the Contractor's employees. An extra one set of pilots will be mobilized to Sri Vijaya Puram/Visakhapatnam or any other permanent base in India of the Company within 05 calendar days, as and when required, at no additional cost to Oil India Limited. The Contractor shall be under obligation to provide the Company the contracted helicopter daily in airworthy condition, regularly on all 365 days of the year and without delay at the time asked for by the Company to complete the daily assigned task.	Night MEDEVAC operations are not envisaged under the scope of this contract. Kindly clarify the requirement for an additional set of crew, including the operational circumstances and purpose for which such requirement is envisaged.	No change. To be as per tender. Additional set will be required when present set of Pilots are not available.

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38	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.10/ Pg 11 of 25**	The Contractor's personnel shall carry out and observe the instructions given by the Company in the course of job execution. They shall also maintain complete secrecy of the operations and assigned tasks. It is agreed that all the flights, except test flights, shall be made only on the directions of the Company or his authorized representative nominated from time to time.	Training flights required to maintain pilot currency shall be conducted at the discretion of GVHL in coordination with OIL to ensure no disruption of services.	Training flights for maintaining pilot currency to be at GVHL's cost (Flying Hours Cost)
39	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.12 /Pg 11 of 25**	Passengers and/or cargo may be carried in the helicopter as required by the Company, and to be notified before each flight. The Contractor shall provide to the Company a table indicating approximate different payloads for the helicopter which can be carried to different locations of the Company at varying temperature conditions. Notwithstanding the foregoing, it shall be Contractor's responsibility to determine and advise the acceptable payload to the Company before each flight and upon such determination, the Contractor may vary the proposed load to be carried by helicopter in case there is any change in the program by the Company for the day or there is a change	GVHL NSOP permits passengers only and is not cleared for cargo operations. Only Passenger Baggage accompanied by the passenger is permitted. No separate Cargo flight can be undertaken. Dangerous Goods are NOT permitted on board GVHL Helicopters.	For medevac operations, carriage of cargo shall be restricted to patient-related medical equipment and essential items, as permitted under applicable regulations. The relevant tender clauses, wherever applicable, shall be amended accordingly.

		in meteorological parameters of the day.		**Tender Amendment will be published**

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40	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.13 /Pg 11 of 25**	The Contractor shall deploy a flight dispatcher at the Company's Heli base for the conduct of a smooth operation.	A Base Coordinator will be provided by GVHL for the smooth conduct of operations.	Agreed
41	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.14 /Pg 11 of 25**	The Contractor shall provide adequate personnel and facilities at the base for handling passenger baggage between the departure/arrival area and the helicopter. The Contractor shall also provide suitable conveyance for the movement of passengers between the Terminal building and helicopter, wherever required.	GVHL will appoint an AAI-approved ground handling agent as required, and the cost of the same shall be reimbursed by OIL India.	Not Agreed. **Tender amendment will be published for clarity.**

42	ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS	The helicopter shall be required to operate from the offshore helidecks of small/medium size at temporarily fixed Mobile Offshore Drilling Units in all weather conditions, including monsoon, as per Daily Flying Schedule provided by the Company. The Contractor shall ensure that helicopter operating to and from a helideck meet all the DGCA regulatory requirements.	Operations to Small / Medium size helideck will be subject to limitations as laid down by DGCA and in the Helicopter RFM. All weather operations subject to weather minima i.e. DGCA regulations and GVHL SOPs.	Agreed

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	Clause 10.17/ Pg11 of 25	At no stage, there should be any compromise with the Safety of the passengers and helicopter.	Trial landings are to be carried out on helidecks before regular operations, and the deck approval for these shall be obtained by OIL. All such flights shall be on account of OIL.	
43	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.19 / Pg 12 of 25**	The Company shall provide a chronological manifest containing details of the number of passengers, their names and cargo on board, and the ETD to the Contractor prior to the departure of the flight. Contractor to confirm same and provide ETD and ETA based on the ETD provided by Company.	GVHL NSOP permits passengers only and is not cleared for cargo operations. Only Passenger Baggage accompanied by the passenger is permitted. No separate Cargo flight can be undertaken. Dangerous Goods are NOT permitted on board GVHL Helicopters.	For medevac operations, carriage of cargo shall be restricted to patient-related medical equipment and essential items, as permitted under applicable regulations. The relevant tender clauses, wherever applicable, shall be amended accordingly. **Tender Amendment will be published**

44	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS	At Company's Heli base, the Cargo handling arrangements shall be made by the Contractor.	GVHL NSOP permits carriage of only Passengers and their accompanied baggage. Cargo Handling will be limited to Passenger Baggage accompanied by the passenger.	For medevac operations, carriage of cargo shall be restricted to patient-related medical equipment and essential items, as permitted under applicable regulations. The relevant tender

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	Clause 10.21/ Pg 12 of 25			clauses, wherever applicable, shall be amended accordingly. **Tender Amendment will be published**
45	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.23/ Pg 12 of 25**	The Contractor shall be responsible to impart Safety briefing to all the passengers prior to departure from the base. The Contractor must ensure that all passengers are instructed on safety procedures, safe practices, emergency procedures, life vest procedures, air breathers, evacuation procedures, etc. The instructions shall be comprehensive and presented in a manner that is clearly understood by all the passengers.	HUET training for all the passengers shall be responsibility of OIL India. Safety Briefing will be provided to the passengers before the flight by GVHL.	HUET training, wherever required, shall be the responsibility of OIL India.

46	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.24/ Pg 12of 25**	The Contractor undertakes to provide maximum useful payload in line with the helicopter manufacturer's Payload chart. It is expected that all the pilots of the Contractor shall utilize the same Standard chart for arriving at optimum payload for conditions at a time. The contractor should submit the following payload charts: (a) Performance of Helicopter in terms of allowable Payload excluding fuel requirement at various ambient temperatures in fair weather conditions. (b) Payload calculations for Base to Offshore sorties.	The payload capability may vary depending on prevailing operational conditions, including factors such as distance, weather conditions, deck height, aircraft performance, and other relevant operational considerations.	Noted

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47	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC)/ OPERATIONAL TERMS & CONDITIONS **Clause 10.26 /Pg12 of 25**	The Company shall arrange and bear the cost relating to the facilities of free boarding and lodging for the crew at Offshore installation and shall also provide necessary support at offshore installation for helicopter operation; i.e, helideck manning, communications, firefighting, security, medical, non-directional Beacons, wind direction indicators, space for helicopter spares, etc.	OIL shall provide a suitable accommodation as defined in DGCA CAR 7/J/II para 3.19. OIL to provide a Safety Boat during offshore sorties.	Accommodation will be provided as available in Drilling Unit. Safety boats will be provided during Offshore sorties.
48	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.28 /Pg13 of 25**	The Contractor shall nominate Base Manager, who shall be available during the entire day to coordinate with the Company's Operational team for the smooth conduct of operations.	A Base Coordinator will be provided by GVHL for the smooth conduct of operations.	Agreed

49	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS	The pilots shall be allowed to carry out sorties during the night to and from the Company's offshore drilling unit on Company's account for the purpose of following pieces of training and maintenance of currency/recency as per DGCA requirements. a) Corrective training (A DGCA requirement in case of an incident)	Night flying will not be possible.	Night flying is required. Obtaining required DGCA approval for Night Flying operations will be Contractor's responsibility.

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	Clause 10.31 /Pg13 of 25	b) Night Deck Landing Practice (DGCA requirement for night currency) The Contractor will schedule the training in advance and notify Company about the same latest 24 hours prior to such night flights. Such training and maintenance sorties must not interrupt the Company's planned movement of personnel.		
50	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 10.36 /Pg13 of 25**	Medevac Helicopter deployed shall be required for day and night flying.	a) Night Medevac will not be possible. b) Day MEDEVAC operations will be subject to the applicable Flight Duty Time Limitations (FDTL) of the operating crew. The turnaround time for any subsequent MEDEVAC mission will depend on the nature of the Air Medical Transport load and any necessary actions required following completion of the first MEDEVAC mission, including, where applicable, aircraft fumigation and other operational requirements	a. No Change. To be as per tender b. Noted

51	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / DOWNTIME CLAUSE **Clause 11.1 / Pg14 of 25**	The downtime permissible for scheduled and unscheduled maintenance (where stipulated by the Contractor as a technical requirement and accepted by the Company) and payable by the Company pro-rata as per Fixed Monthly Charges (FMC) shall be four days per month per helicopter and to which Contractor shall be entitled during the month. However, the Contractor shall not be allowed to accumulate any leftover	Bidder requests OIL to permit accumulation of the permissible maintenance downtime of 04 (four) days per month per helicopter for a period of up to three (3) consecutive months, thereby allowing utilization of up to twelve (12) days of accumulated downtime at a time for scheduled maintenance activities, major inspections, component replacements and	Agreed for maximum accumulation of up to 08 days. **Tender amendment will be published.**

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		downtime period during the tenure of the Contract. If AOG (Aircraft on Ground) days in respect of the helicopter exceed the Free Downtime days available in any month, then charges (FMC) will be made on a pro-rata basis for days the helicopter is available during the month.	continued airworthiness requirements. Such accumulated downtime shall remain within the overall annual downtime entitlement and shall be planned in consultation with OIL to minimize operational disruption.	
52	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / DOWNTIME CLAUSE **Clause 11.2 /Pg 14 of 25**	The Contractor will carry out all its maintenance, repair, overhaul, or service activities during such times other than the timings of an operational day so that the flying activities during the day, other than ground time as specified in Clause 11.1 above are not affected adversely.	Bidder requests OIL to consider all scheduled maintenance activities required for continued airworthiness of the helicopter as part of the contractual scope, in addition to the permitted downtime provisions. No deduction from Fixed Monthly Charges (FMC) should apply during such scheduled maintenance periods.	As per the tender. Bidder to plan schedule maintenance within the allowed downtime.

53	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 11.3/ Pg 14 of 25**	The helicopter and its crew(s) shall be available and fully operational for use by the Company during an operational day. A helicopter would be considered operational for Half a Day if it is made available to the Company any time up to 1100 Hrs during the first half of the day and up to 1430 Hrs during the second half of the day. It would be treated as serviceable for Full Day if it has been made available during both halves of that day. However, if a helicopter is made available before 1100 hrs. and the same stays in the field up to 1430 hrs. at the insistence of the Company, then the said	The operational availability will be managed in accordance with the applicable Flight Duty Time Limitations (FDTL) of the operating crew, including the provision of one day off for the pilots during any continuous period of seven days. Availability of crew shall be subject to FDTL	Noted

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		helicopter will be deemed to be available for the full day. In case, a helicopter is available for the first half of the day then it must be made available in the second half of the day with sufficient time to conduct another sortie, only then the said helicopter shall be deemed available for the second half of the day, failing which helicopter shall be considered as ½ days AOG.		
55	Part-3 ATC Section-II ADDITIONAL TERMS AND CONDITIONS OF CONTRACT (ATC) / OPERATIONAL TERMS & CONDITIONS **Clause 11.6/ Pg 14 of 25**	Notwithstanding anything stated hereabove, the following time gap between the two sorties shall be allowed for the Contractor to carry out their running repairs and maintenance of helicopters: a) 45 minutes, in cases where the helicopter has flown from the base and returns to the base to undertake another sortie during the same day. b) ATC 3 Hours, in cases where the helicopter has returned to the Base from a night halt en route.	a) At least 01 hrs. 30 mins required for turnaround due to ground handling, pre/post flight actions and ATC clearances. b) Kindly clarify the requirement for the night halt as envisaged. The crew which stays offshore at night is restricted by FDTL regulations for next day's flying	a. Agreed for 01:30 Hr. **Tender amendments will be published.** b. Night halt at Drilling Unit due to any emergency of the Helicopter breakdown at Drilling Unit

56	Part-3 ATC Section-III SPECIAL CONDITIONS OF CONTRACT (SCC)/ OPERATIONAL TERMS & CONDITIONS:	ATF (Aviation Turbine Fuel) shall be supplied by the Contractor (Helicopter Operator) at the cost of the Company i.e. Oil India Limited at Sri Vijaya Puram (Port Blair), Heli Base or any other permanent base of the Company in India. The cost of ATF will be reimbursed by the Company to the contractor on receipt of the Tax Invoice and original vouchers of the ATF supplier, for the amount/quantity supplied to the Helicopter(s)	Kindly clarify the extent of support that shall be provided by OIL for aviation fuel coordination, passenger processing, logistics support and operational coordination at the operating base. Bidder requests OIL to amend the clause to clarify that the Contractor shall procure ATF and subsequently raise separate tax invoices	No Change. As per the tender.

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	Clause 12.1 /Pg 15 of 25	designated for the Company. For such claim, the contractor shall not raise a separate invoice. Contractor shall act as PURE AGENT as per GST law. For test flights, maintenance flights, non-revenue flights, etc. ATF charges shall be borne by the Contractor.	for reimbursement of ATF along with applicable GST, supported by original supplier invoices and relevant documentary evidence. Accordingly, the requirement for the Contractor to act as a "Pure Agent" under GST provisions may be reviewed, considering that the Contractor would be issuing tax invoices for such reimbursements.	
57	PART-III SOR SECTION-IV SCHEDULE OF RATES (SOR) / DEMOBILIZATION CHARGES ON LUMP SUM BASIS (DM): **Clause 2.4 /Pg 2 of 9**	The contractor will ensure that demobilization is completed, and the Heli Base at Visakhapatnam or any other permanent base in India of the Company is cleared-off Contractor's property within 10 days of notice from the Company, failing which, demobilization charges and/or retention amount will not be payable.	Bidder requests clarification that Fixed Monthly Charges (FMC) shall remain payable until the helicopter reaches its designated home base in Mumbai following completion of demobilization activities under the contract.	Fixed Monthly Charges (FMC) shall remain payable till the issuance of Demobilization notice. Bidder to quote Demobilization charges as per the provision in the tender.

58	PART-III SOR SECTION-IV SCHEDULE OF RATES (SOR)/ FLYING HOURLY CHARGES (FHC) **Clause 4.4 /Pg 4 of 9**	Company may use the helicopter for offshore operations beyond ~~60~~ (20) hours per month.	Request clarification on number of flying hours per month as per clause 7.2 (Requirement of services) of the **Additional Terms and condition of contract** flying requirement mentioned is of 20 hours.	20 Hours **Tender amendment will be published.**

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59	PART III /Section - IV /SCHEDULE OF RATES (SOR) //FORCE MAJEURE DAY RATE **Clause 10.2/ Pg 6 of 9**	Payment towards force majeure day rate of the Air Logistics (Helicopter) Services shall be 75% of the Fixed Monthly Charges divided by 30 days. This will be considered as FORCE MAJEURE RATE under all conditions.	Bidder requests payment terms in case of Force Majeure to be 100% of FMC.	No change. To be as per tender
60	**PROFORMA-B** Price Schedule (Format)	**Currency of Quote: INR**	Considering that the major cost elements of this contract, including helicopter lease rentals, OEM support, spares, components, engines, insurance and other imported services, Indian bidders are exposed to significant exchange rate risk throughout the contract period. Bidder requests OIL to permit Indian bidders to submit their commercial bid in USD and receive payment in USD.	No Change
61	Proforma-O-1 **Pg 29 of 112**	CERTIFICATION BY STATUTORY AUDITOR / COST AUDITOR / PRACTISING COST ACCOUNTANT / PRACTISING CHARTERED TOWARDS LOCAL CONTENT	Bidder requests OIL to clarify whether the Certificate confirming Local Content as per PROFORMA-O-1 may be certified by a Practicing Chartered Accountant in lieu of the Statutory Auditor.	Can be certified by a Practicing Chartered Accountant or Statutory Auditor.

62	This shall be the responsibility of OIL India		• Passenger details and manifest. • Rig clearance and maintenance. • Communication/Navigation facilities on the rig (Radio / Sat Com / Internet / NDB)	Agreed, except for the last two points, as deployment of the helicopter shall depend

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			• HLO / HLA and all other deck related facilities required for flying operations from offshore at the Rig • Passenger Safety Briefing on board the rig for disembarking passengers • Passenger HUET • Safety Boat – in vicinity in water with qualified personnel & equipment for rescue. • Notice period of at least 04 hours in case no sortie planned for the day. • Sortie details for next day to be intimated latest by 1900h with departure not before 0800h the next day to cater for crew FDTL mandated rest period.	on the emergency requirement.

Vendor 2:

SL. No.	Clause No.	Tender Requirement	Pre-Bid Query / Suggestion	OIL`s response

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1	Part-3, Section-II Additional Terms & Conditions O Contract (ATC) Clause 2.2	**Mobilization Time**	*"Mobilization Time. Within 90 days of Mobilization Notice issued by Company"* It is evident through experiences of the past that the operator is required to obtain various statutory and regulatory approvals, in addition to establishing the necessary operational infrastructure prior to commencement of services. This includes, but is not limited to, preparing the aircraft as per contract requirements, securing approvals from the relevant regulatory authorities, finalizing arrangements with airport operators for landing and parking, engaging ground handling agencies, and completing other essential administrative and logistical requirements. Theseactivities are time-intensiveand are critical to ensuring safe, compliant, and uninterrupted helicopter operations from the date of commencement. Adequate time is therefore required to complete all regulatory processes and operational preparedness. In view of the above, Oil India is respectfully requested to kindly extend the mobilization period to 120 days from the date of issuance of the Mobilization Notice. This extension will enable the operator to complete all necessary approvals, arrangements, and operational readiness activities, thereby ensuring a smooth and timely commencement of services, without compromising safety or regulatory compliance.	Mobilization Time to be increased to 120 days. **Tender Amendments will be published.**

2	Part-3 Section-II Scope of Work: Clause 2.0 (II)	**Expected duration of deployment of Helicopter**	*"3 (three) years for Medevac Helicopter which will be shifted from Sri Vijaya Puram after completion of drilling program in Andaman"* As per the Clause, it is stipulated that the Medevac helicopter deployed initially at Sri Vijaya Puram, shall subsequently be relocated to Visakhapatnam / Bhogapuram upon the completion of the drilling program in the Andaman Block. This implies that the Medevac helicopter will remain stationed at Sri Vijay a Puram tentatively from 01.12.2026 to	It is clarified that once operations at Andaman are over, the service requirements will be from KG and Mahanadi block

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			01.04.2027, before transitioning to its permanent station at Visakhapatnam / Bhogapuram. However, the tender document does not explicitly state whether the Medevac helicopter, following its relocation to Visakhapatnam, will exclusively cater to the medical emergency requirements of the KG Mahanadi Block, or if it will continue to support the Andaman Block. In view of this ambiguity, it is respectfully requested that Oil India Limited may kindly provide formal clarification regarding the duration of deployment of the Medevac helicopter in Sri Vijaya Puram and regarding whether the helicopter's operational mandate will be restricted solely to the medical emergency requirements of the KG Mahanadi Block once the heli-base is shifted to Visakhapatnam / Bhogapuram.	
3	Part-3 Section-II Scope of Work: Clause 6.3	**Responsibilities of the Contractor**	*"Contractor shall be responsible for arranging special sorties as and when required by Company for reasons other than directly connected with the rig operations, at Company's cost as per the program notified by Company to Contractor."* As per the Clause, it is mentioned that the Contractor shall arrange special sorties as and when required by Company for reasons other than directly connected with the rig operations. Based on the details provided in Part-3 Section II Scope of Work Clause 1.2, it is understood that the primary objective of chartering these helicopter services is to support Medevac operations in the Andaman and KG Mahanadi Blocks. In view of this provision, it is respectfully requested that Oil India Limited may kindly provide formal clarification and	Only Medevac sorites. **Tender Amendment will be published**

			details regarding any additional tasks and operational mandates projected to be conducted under the scope of these special sorties.	

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4	Part-3 Section-II Scope of Work: Clause 7.4	**ATF Provision**	Under the existing helicopter operations, the ATF is being arranged and supplied by Oil India Limited, with fuel accounting and reconciliation being managed directly by the Company. This established mechanism has ensured efficient operations, streamlined administration, and seamless financial reconciliation. The proposed arrangement requiring helicopter operator to procure ATF and subsequently claim reimbursement from Oil India may introduce additional administrative complexities, commercial challenges, and potential tax implications for both parties. Such an arrangement could also lead to avoidable delays in reconciliation and increase the overall operational burden. In view of the above, it is respectfully requested that Oil India may kindly consider adopting the existing ATF supply and accounting mechanism under the present tender as well. Continuing with the current practice would facilitate smooth operations, simplify fuel management and accounting, and eliminate administrative and taxation-related complexities while ensuring operational efficiency.	No Change. As per tender requirement

5	Part-3 Section-II Scope of Work: Clause 7.7	**Minimum MEDEVAC capability for offered Helicopter**	*Medevac helicopter is to be fitted with advanced medical equipment for stabilization and resuscitation and inter-alia cover the following-* *i) Minimum 1 stretcher provision* *ii) Quick con* version *capability <- 30minutes* *iii) Oxygen system* *iv) First Aid Kit* *v) Stretcher with restraints* *vi) Ventilator, Defibrillator, ICU capability* *vii) Any other instrument deemed necessary for transportation of critically injured/ill patient* The referenced section of the tender document outlines the minimum	Minimum requirements have already been specified in tender. However, standard requirements applicable to Air Ambulance will apply.

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			medical support systems required to be installed and equipped within the proposed Medevac helicopter. However, no specific technical specifications or detailed performance parameters have been provided for the mandated equipment. This omission creates operational ambiguity regarding the items listed from points (i) through (vi). In view of the above, it is respectfully requested that Oil India Limited may kindly provide the technical specifications and detailed minimum capability requirements for all mandated Medevac equipment. Oil India may provide clarification on any specific technical criteria or requirements for the Medevac equipment or the industry-standard equipment may be installed.	
6	Part-3 Section-II Scope of Work: Clause 7.7.2	**Onboard Doctors**	*"Onboard medivac helicopter, there will be 2 qualified doctors* or e/se *one doctor & one paramedic to ensure proper medical assistance to be given to the patient on board."* As per the Clause, it is understood that two qualified medical personnel must be on board the Medevac helicopter during flight operations. However, the document does not specify whether the Contractor is responsible for sourcing and providing these medical professionals, or if this operational responsibility falls under the purview of Oil India Limited. In view of this, it is respectfully requested that Oil India Limited may kindly provide formal clarification regardin g the responsibility for arranging and deploying the qualified onboard medic aI professionals to ensure that seamless medical assistance is maintained for patients.	Clarified Contractor shall be responsible for sourcing and providing the medical professionals.
7	Part-3 Section-II Scope of	**Onboard Doctors**	"the *team may include Cardiologist, Neurologist, Anaesthesiologist, Orthopaedic, Critical care consultants."*	No change. To be as per tender.

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	Work: Clause 7.7.2		As per the Clause, it is understood that the onboard medical team may include a Cardiologist, Neurologist, Anaesthesiologist, Orthopedist, or Critical Care Consultant. While it is understood that the two mandatory onboard medical professionals should possess these specializations, the highly distinct nature of these medical fields introduces operational and clinical limitations in an emergency setting. A medical specialist in one domain may not be clinically equipped to manage acute emergencies outside their field of expertise; for example, an Orthopedist may face challenges managing a heart attack, stroke or severe bleeding Conversely, a Cardiologist would not be suited to stabilize complex orthopedic trauma or fractured appendages. In view of these critical clinical variables, and further to our Request for Clarification No. 6, it is respectfully requested that Oil India Limited may kindly undertake the sole responsibility for arranging, and deploying the qualified onboard medical professionals to ensure appropriate emergency medical care is administered during Medevac operations.	

8	Part-3 Section-II Scope of Work: Clause 7.7 3	**Action Plan for Airlifting**	*"Once the call is received and informed about the medical condition of the patient needed to be airlifted, the Contractor needs to inform/alert their medical team that studies the patient's medical history and prepare an action plan."* As per the Clause, Contractor needs to inform / alert their medical team that studies the patient's medical history and prepare an action plan. As per our Request No. 7, Oil India Limited is again requested to kindly undertake the sole responsibility for arranging, and deploying the qualified onboard para medical professionals. In addition to this,	**Tender Amendment will be published for clarity.**

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			it is also requested that Oil India may appoint a Dedicated Coordinator, specifically for Medevac communication to coordinate any information or alert the Medevac Service Provider regarding the flight plan. This shall assist us as a service provider of Medevac services to promptly and swiftly deliver our services and focus on evacuation of the patient	
9	Part-3 Section-II Scope of Work: Clause 7.7.3	**Airborne Time**	"The service provider is required to be airborne within 30 minutes of receiving the ca/I from the designated airport." As per the Clause, the Service Provider is required to be airborne within 30 minutes of receiving a call for medical evacuation. While the critical nature of emergency response is fully appreciated, executing a flight requires several mandatory operational and regulatory prerequisites. Upon receiving an emergency evacuation call, designated aviation authorities must be notified, a formal flight plan must be filed, and statutory air traffic control (ATC) clearances must be secured before the aircraft can safely depart. These mandatory procedures are inherently time-intensive and typically require 45 minutes to 1 hour to complete under standard aviation protocols, even during emergency scenarios. It is operationally difficult to initiate a flight without completing these foundational regulatory steps. In view of these operational constraints, it is respectfully requested that Oil India Limited may kindly not insist on the minimum time-to-airborne period at 30 mins and kindly reconsider expanding this window to preferably 45 mins to 1 hour, to ensure full regulatory and safety.	The service provider shall ensure the shortest possible time to become airborne. **Tender amendment will be published.**

Annexure- V to
BID CORRIGENDUM-2

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OIL INDIA LIMITED
(A GOVT. OF INDIA ENTERPRISE) KG BASIN PROJECT KAKINADA

Corrigendum No. 1 dated 27.07.2026 to GeM Tender no. GEM/2026/B/7677715 for "Hiring of agency for charter hire of Medevac helicopter services to support Drilling Operations in Andaman Offshore Blocks, Krishna Godavari and Mahanadi Offshore Blocks on the East Cost of Indian waters for a period of three (03) years extendable by another twelve (12) months at the same rates, terms and conditions"

This Amendment to GeM Tender no. GEM/2026/B/7677715 is issued to notify about the following:

Description	Existing Date & Time	Extended upto
Bid Closing Date & Time	31.07.2026 (at 14:00 Hrs. IST)	24.08.2026 (at 14:00 Hrs. IST)
Technical Bid Opening Date & Time	31.07.2026 (at 14:30 Hrs. IST)	24.08.2026 (at 14:30 Hrs. IST)

All other Terms and Conditions of the Tender/Bid Document including previous corrigendum will remain unchanged.

Oil India Limited

KG Basin Project