

OIL INDIA LIMITED
RAJASTHAN FIELD
JODHPUR

AMENDMENT NO. 2 DATED 12.06.2026
TO TENDER NO. GEM/2026/B/7522881

This amendment against Tender No. GEM/2026/B/7522881 is issued as under:

- A.** Amendments in Bid Evaluation Criteria (BEC) and Scope of Work (SOW) are enclosed as **ANNEXURE-AA.**
- B.** Clarifications on Pre-Bid queries of bidder's are enclosed vide **Annexure-1** to **Annexure-14.**
- C.** Bid Closing/Technical Bid Opening Date of the Tender is extended as:

Bid Closing Date & Time:	19.06.2026 at 15-00 Hrs. (IST)
Technical Bid Opening Date & Time:	19.06.2026 at 15-30 Hrs. (IST)

- D.** All other Terms & Conditions remain unchanged.

Note: Bidder's are advised to take a note of above while preparing and submitting bid.

AMENDMENTS IN TENDER NO. GEM/2026/B/7522881 FOR HIRING SERVICES OF 24 KL CAPACITY BOWSER (TANKERS) EQUIPPED WITH LOCKING, CAMERA AND GPS FACILITY FOR TRANSPORTATION OF CRUDE OIL FROM BAGHEWALA OIL'S FIELD LOCATED IN PHALODI DISTRICT OF RAJASTHAN TO MEHSANA, ONGCL GUJARAT ON CALL OUT BASIS, FOR A PERIOD OF THREE (3) YEARS.

SL. NO.	CLAUSE NO.	EXISTING CLAUSE	AMENDED CLAUSE
1.	PART-2 BID EVALUATION CRITERIA (BEC) , 3.0 TECHNICAL EVALUATION CRITERIA: 3.1	3.1 The bidder must have experience of successfully completing one similar nature of Service valuing at least INR 12.33 Crores during last 7(seven) years under single contract to be reckoned from the original bid closing date in Central Govt./State Govt./Public Sector Undertaking/Public Limited Company. The bidders shall provide necessary documentary evidence for the same while submitting their bid.	3.1 The bidder must have experience of successfully completing maximum two (02) contracts of similar nature in any upstream/downstream oil and gas company, having a cumulative executed value of at least INR 12.33 Crores (exclusive of all taxes) during last 7(seven) years to be reckoned from the original bid closing date. The bidders shall provide necessary documentary evidence for the same while submitting their bid.
2.	PART-2 BID EVALUATION CRITERIA (BEC) , 3.0 TECHNICAL EVALUATION CRITERIA: 3.2	3.2 If the bidder is executing similar Nature of contract with Central Govt./State Govt./Public Sector Undertaking/Public Limited Company and the contract value executed prior to the original date of bid submission is equal to or more than INR 12.33 Crores , such experience will also be taken into consideration, provided that bidder has submitted satisfactory service execution certificate for the said value, issued by the user.	3.2 In case the bidder is currently executing a similar nature of contract with any upstream/downstream oil and gas company, the value of work successfully executed prior to the original bid closing date shall also be considered, provided the cumulative executed value under maximum two (02) such contracts is at least INR 12.33 Crores (exclusive of all taxes). The bidder shall submit a satisfactory Service Execution Certificate issued by the user certifying the executed value of work along with other relevant documentary evidence.
3.	PART-2 BID EVALUATION CRITERIA (BEC) ,	Note to Clause No. 3.5: The bidder must submit Annexure-III and for ascertaining the details therein they must submit documents but not limited to	Note to Clause No. 3.5: The bidder must submit registration certificate or any other documentary evidence substantiating that the chassis of all the vehicles is in the

	<p>3.0 TECHNICAL EVALUATION CRITERIA: Note to Clause No. 3.5:</p>	<p>registration certificate, insurance certificate, fitness certificate, Tank calibration certificate, Explosive license, Pollution Certificate for the offered bowsers/Tankers along with the technical bid. All the documents are to be self certified/attested by the bidder.</p>	<p>Firm's Name/bidder's name (in case of proprietary firm it may be in proprietor's name and similarly it may be in the partners' name in case of partnership firm)for the offered bowsers/Tankers along with the technical bid.</p>
4.	<p>Part-3, Section-II, SCOPE OF WORK (SOW), Clause No. 1.1</p>	<p>1.1 The Contractor shall agree and undertake to carry out the service by deploying the required no. of bowsers of model not earlier than 01.01.2026 in the area of operations of the Company as per the instructions of the Company Engineer during the entire tenure of the contract.</p>	<p>1.1 The Contractor shall agree and undertake to carry out the service by deploying the required no. of bowsers manufactured not earlier than 01.01.2026 (both body and chassis) in the area of operations of the Company as per the instructions of the Company Engineer during the entire tenure of the contract. All work performed by the Contractor shall be continuous, on day-to-day basis.</p>
5.	<p>Part-3, Section-II, SCOPE OF WORK (SOW), Clause No. 1.5</p>	<p>1.5. The Contractor undertakes to place the tankers/ bowsers within the due date of placement after mobilization notice served to them. Otherwise, penalty will be levied to the contractor for late placement of bowser at the rate of non-availability/ shut down of bowser as per the penalty clause. Bidder has to provide their email id and mobile numbers for correspondence. At any point of time, the Contractor shall ensure deployment of up to twelve (12) bowsers per day at the loading station, as per the requirement of the Company based on production profile. The Contractor shall also be capable of arranging additional bowsers over and above twelve (12), if required by the Company. The Contractor must maintain sufficient fleet strength to meet such requirements at all times.”</p>	<p>1.5 The Contractor undertakes to place the tankers/ bowsers within the due date of placement after mobilization notice served to them. Otherwise, penalty will be levied to the contractor for late placement of bowser at the rate of non-availability/ shut down of bowser as per the penalty clause. Bidder has to provide their email id and mobile numbers for correspondence. At any point of time, the Contractor shall ensure deployment of up to twelve (12) bowsers per day at the loading station, as per the requirement of the Company based on production profile. The Contractor shall also be capable of arranging additional bowsers over and above twelve (12), if required by the Company. Deployment of bowsers for loading/unloading shall be based on the Company's call.</p> <p>Payment shall be made only for the bowsers actually deployed and utilized for loading/unloading operations against such authorized call issued by the Company. The Contractor must maintain sufficient fleet strength to meet such requirements at all times.</p>

6.	Part-3, Section-II, SCOPE OF WORK (SOW), New Clause No. 1.7	New Clause	1.7 For the purpose of this contract, the terms “Bowser” and “Tanker”, shall be used interchangeably and shall mean a PESO-approved road tanker mounted on suitable automotive chassis, having a tank capacity of 24 KL only, designed for transportation of petroleum products/crude oil with top loading and bottom unloading arrangement, complete with all statutory safety fittings, valves, piping, earthing provision and accessories as per applicable PESO Rules, CMVR requirements and other statutory regulations in force.
7.	Part-3, Section-II, SCOPE OF WORK (SOW), Clause No. 15.14	15.14. Oil India Limited (OIL) reserves the full right to change the unloading station based on business requirements. In the event of a change in the unloading location, the total trip distance and duration shall be revised accordingly. The penalty criteria shall either remain the same or be modified at the discretion of OIL. For any such revision in trip distance and duration, the bidder shall be required to accept and agree to the distance and time determined by OIL.	15.14 Oil India Limited (OIL) reserves the full right to change the loading and unloading station across Rajasthan and Gujarat based on business requirements. In the event of a change in the loading/unloading location, the total trip distance and duration shall be revised accordingly. The penalty criteria shall either remain the same or be modified at the discretion of OIL. For any such revision in trip distance and duration, the bidder shall be required to accept and agree to the distance and time determined by OIL.

Note : Please read above amendments in PROFORMA-Y : EVALUATION SHEET FOR BID EVALUATION CRITERIA(BEC) also, in place of existing.

Annexure-1 : Reply to Pre-Bid Queries

Sl. No.	Query	OIL's reply
1	<p>It is respectfully submitted that the present eligibility criteria are excessively stringent considering the nature of work involved in this tender, which is primarily a transportation/logistics service contract and not a highly specialized engineering/EPC project. The following points are submitted for kind consideration:</p> <p>1. Restriction of Competition - The present requirement of INR 12.33 Crores under a single contract significantly restricts participation from otherwise experienced and capable transport operators. - In previous OIL Tender No. CJI3238P24, OIL had prescribed experience criteria of approximately INR 5.52 Crores, under which only around 04 bidders could technically qualify. - With the present enhanced requirement of INR 12.33 Crores under a single contract, participation may effectively be restricted to existing/incumbent contractors only. - This may result in participation from only 1–2 bidders, thereby reducing healthy market competition.</p> <p>2. Nature of Tender Does Not Justify Such High Qualification Threshold - The subject tender pertains to transportation of crude oil through tankers, which is an operational transport service. - The work does not involve highly specialized engineering execution, construction activities, offshore works, EPC execution, or complex process infrastructure. - Therefore, broader participation criteria would be more practical and commercially beneficial.</p> <p>3. Comparison with Similar ONGC Tender (Larger & More Specialized Tender) - ONGC Ahmedabad Asset Tender No. D16CC24002 titled: “Hiring the Services of 48 Crude Oil Tankers (30 Regular + 18 Call-on Basis) to Lift and Transport Crude Oil / Emulsion for a Period of 5 Years from 2025-30” adopted significantly broader qualification criteria despite being a much larger tender estimated around INR 150 Crores. - In the said ONGC tender, under Clause 2.1(a) of BEC, bidders were only required to have executed tanker transportation contracts involving minimum</p>	Please refer to Amendment issued.

	<p>cumulative 05 tankers in oil & gas/petroleum industry during last 7 years. - The ONGC tender did not impose such a high-value single-contract experience requirement despite involving 48 crude oil tankers and large-scale operations. - ONGC also allowed consideration of multiple contracts and ongoing contracts for qualification purposes.</p> <p>4. Broader Criteria Will Benefit OIL India Limited - Relaxation of eligibility criteria will encourage wider participation from experienced transport operators across India. - Increased competition generally results in: - More competitive commercial offers - better price discovery - Reduced cartelization risk - Greater transparency and fairness in bidding. - More participation will ultimately be in the larger commercial interest of OIL India Limited.</p> <p>5. Recommendation in Larger Public Interest - It is therefore requested that OIL India Limited may kindly reconsider the present clause and align the qualification criteria closer to previous OIL Tender No. CJI3238P24 and similar PSU transportation tenders by allowing: - Experience of INR 5.52 Crores, and/or - Experience through multiple similar contracts cumulatively.</p>	
2	<p>The following points are submitted for kind consideration:</p> <p>1. Previous OIL Tender Had Practical and Broader Eligibility Conditions - In previous OIL Tender No. CJI3238P24 floated during July-2023, OIL had permitted: - tanker vintage up to 01.01.2017, and - tanker capacity ranging from 20 KL to 24 KL. - The earlier criteria were practical, reasonable, and enabled wider participation from experienced transport contractors. - The present tender conditions are significantly more restrictive compared to the previous tender despite similar nature of work.</p> <p>2. Current 01.01.2026 Vintage Requirement is Excessively Restrictive - The present tender has been floated in May-2026 while requiring tanker vintage not earlier than 01.01.2026. - Effectively, this condition permits only extremely new or recently registered tankers for qualification purposes. - Such a condition is unusually</p>	Please refer to Amendment issued.

	<p>restrictive and does not align with standard qualification practices generally followed in PSU transportation tenders or other major industry tenders. - A 48-month vintage limit would still ensure availability of modern and operationally reliable tankers while encouraging wider participation.</p> <p>3. 24 KL-Only Restriction Will Severely Limit Competition - Presently, crude oil tankers commonly deployed across oil & gas industry contracts are predominantly of 12 KL and 20 KL capacities. - For the purpose of establishing ownership capability and bidder competence, permitting tankers within the range of 20–24 KL would not materially affect operational capability or service quality. - Restricting ownership qualification only to 24 KL tankers may render most experienced transport operators technically ineligible despite possessing substantial tanker fleet strength and operational experience. - Such restrictive qualification conditions may effectively limit participation only to existing contractors or a very small number of bidders already possessing such tankers.</p> <p>4. Request for Fair and Competitive Qualification Conditions - It is respectfully submitted that qualification conditions in public procurement should promote wider participation, fair competition, and better commercial outcomes for the principal employer. - The present restrictive conditions relating to tanker vintage and 24 KL-only ownership criteria appear unusually stringent for a transportation service contract and may substantially reduce effective competition. - It is therefore requested that OIL India Limited may kindly reconsider and rationalize the clause in line with previous OIL tenders and prevailing PSU industry practices.</p>	
3	<p>The following points are submitted for kind consideration:</p> <p>1. Present Mobilization Period is Practically Insufficient - The present mobilization period of 30 days is extremely short considering the operational and statutory formalities involved in procurement and preparation of crude oil tankers. - In case a successful bidder intends to provide new or freshly fabricated tankers, the complete process including: - procurement of chassis, - tanker fabrication/building, - calibration formalities, - RTO registration process, - PESO approvals/explosive</p>	No Change. Please be guided as per Tender.

licensing, and - installation/testing of mandatory monitoring systems, cannot realistically be completed within 30 days.

2. PESO / Explosive License Process Itself Requires Significant Time - Approval and explosive licensing formalities from PESO generally require substantial processing time after tanker fabrication is completed. - In practical industry conditions, the PESO approval process itself may take around 45–60 days depending upon inspection schedules and documentation processing. - Therefore, the present mobilization period may unintentionally place even sincere and capable successful bidders into default/penalty conditions despite best efforts for compliance.

3. New Tender Introduces Significant Additional Technical Compliance Requirements - Compared to the previous tender, the present tender introduces several entirely new digital monitoring and surveillance requirements including: - dual-facing dashboard cameras, - top hatch monitoring camera, - live monitoring system, - minimum 30-day recording storage, - mobile/web access integration for OIL, - tamper-proof surveillance system, - night vision capability, and - real-time monitoring access. - These systems require procurement, installation, testing, integration, and operational validation before deployment. - Even bidders already owning compliant tankers would require substantial time for fitment and commissioning of such additional systems.

4. Risk of Automatic Penalty Situation - Under the present clause, any delay beyond 30 days may attract penalties as per tender conditions. - However, considering the statutory approvals and additional technical fitments required under this tender, the current mobilization timeline appears commercially and operationally non-workable. - This may lead to avoidable disputes and penalty situations despite genuine compliance efforts by successful bidders.

5. Request for Practical and Industry-Aligned Mobilization Period - In the interest of smooth execution, broader participation, and realistic compliance timelines, it is

	requested that OIL India Limited may kindly provide minimum 60-90 days mobilization period from the date of award of contract / mobilization notice. - This would align the mobilization requirement with practical industry timelines and help ensure proper deployment of compliant tankers without operational compromise.	
4	We request OIL may kindly clarify: 1. The calculation methodology adopted for deriving the quantity of 32,400 DAYS?	Considering 3 days for a trip, 360 operational days in a year and 3 years of contract and 10 bowsers daily. i.e, $360 \times 3 \times 3 \times 10$

Annexure-2 : Reply to Pre-Bid Queries

S.No.	Query	OIL's reply
1	Why has only 24 KL capacity tankers been specified in the tender? Can 35 KL or 40 KL capacity tankers not be considered/allowed?	No Change. Please be guided as per Tender.
2	Is it mandatory to submit documents for minimum 5 tankers at the initial stage for participation in the tender? Because if the tender is not awarded, it will become difficult to manage newly arranged tankers.	Please refer to Amendment issued.
3	If currently only technical details and documentation are required, we can provide the details/documents of 40 KL tankers for the time being.	Please refer to Amendment issued.
4	In case the tender/LOI is awarded to us, we will arrange and deploy new 24 KL tankers within 30–45 days from the date of LOI issuance.	No Change. Please be guided as per Tender.
5	Approximately how much quantity of crude oil/product is expected to be transported per month?	Refer SOW of the Tender
6	Approximately how many trips can one tanker complete in a month?	Refer SOW of the Tender
7	Approximately how many total tankers (TTs) will be required for this work?	Refer SOW of the Tender
8	Vehicles complying with the tender requirement and registration criteria after 01.01.2026 are not readily available with us, as our existing vehicles are presently deployed under various ongoing contracts. However, in the event of issuance of LOI/LOA in our favour, we undertake to procure/fabricate and deploy new vehicles strictly as per tender specifications and operational requirements within 30–45 days from the date of award.	Please refer to Amendment issued.
9	our firm has successfully executed several transportation works in the petroleum/chemical transportation sector amounting to approximately INR 5 Crores and above cumulatively. Although we have not executed a single contract of INR 12.33 Crores individually, we possess adequate operational capability, experienced manpower, fleet management resources and technical expertise required for successful execution of the present contract.	Please refer to Amendment issued.

Annexure-3 : Reply to Pre-Bid Queries

S.No.	Query	OIL's reply
1	Reduce the required single contract experience value from INR 12.33 Crores to around INR 7 Crores; and	Please refer to Amendment issued.
2	Permit consideration of cumulative experience from multiple similar contracts aggregating to the required value.	Please refer to Amendment issued.
	<p>Relaxation in Ownership & Vintage Criteria We further request OIL India Limited to kindly review and relax the ownership qualification criteria relating to tanker capacity and tanker vintage.</p> <p>At present, many experienced transport contractors operating in the petroleum and hazardous chemical sector own tankers ranging between 12 KL and 24 KL capacity, which are regularly deployed in PSU and industrial operations and comply with PESO safety norms and operational standards.</p> <p>Restricting ownership qualification only to 24 KL tankers appears impractical and unnecessarily restrictive. We therefore request that tankers ranging from 12 KL to 24 KL capacity may kindly be considered eligible for ownership qualification purposes.</p> <p>Further, the present tanker vintage requirement linked to registration post 01.01.2026 appears highly stringent and may substantially restrict participation despite availability of well-maintained and operationally fit tankers.</p> <p>We request OIL India Limited to kindly permit tanker vintage up to 4 years instead, which would continue to ensure operational safety, compliance and reliability while allowing broader and more competitive participation.</p> <p>In view of the above, we kindly request OIL India Limited to consider the following amendments:</p>	
3	Acceptance of cumulative experience from multiple contracts;	Please refer to Amendment issued.

4	Reduction of single contract value requirement to around INR 7 Crores;	Please refer to Amendment issued.
5	Acceptance of tanker ownership ranging from 12 KL to 24 KL capacity; and	No Change. Please be guided as per Tender.
6	Allowing tanker vintage up to 4 years instead of restricting the same to post 01.01.2026 registration only.	No Change. Please be guided as per Tender.

Annexure-4 : Reply to Pre-Bid Queries

S.No.	Query	OIL's reply
	<p>1. Acceptance of Experience from Multiple Contracts</p> <p>We humbly request OIL India Limited to reconsider the present technical qualification requirement mandating execution of a high-value single contract.</p> <p>M/s Jayveer Enterprise has successfully completed transportation contracts involving 24 KL crude oil tankers with reputed organizations in the oil & gas sector. Our executed and ongoing works demonstrate substantial operational capability and relevant field experience comparable to the present tender requirement.</p> <p>Our major experience details are as under:</p> <p>Successfully completed contract for deployment of 08 Nos. 24 KL crude oil tankers with Gujarat State Petroleum Corporation (GSPC) having executed contract value of approximately INR 6 Crores.</p> <p>Presently executing another running contract for deployment of 08 Nos. 24 KL crude oil tankers for crude oil transportation, wherein executed contract value till date is approximately INR 2.70 Crores.</p> <p>We are also engaged in hazardous chemical transportation activities for OPAL, Dahej through deployment of 24 KL tankers. The total contract value is approximately INR 10.06 Crores, out of which work worth around INR 6 Crores has already been executed successfully till date.</p> <p>From the above, it is evident that we possess substantial execution capability and relevant operational experience under multiple contracts collectively satisfying the intent of the technical qualification criteria.</p> <p>Further, we also possess the required ownership of 05 Nos. 24 KL tankers, thereby demonstrating our operational preparedness and infrastructure capability for execution of the present tender.</p> <p>However, the present eligibility condition restricting qualification only through a single high-value contract appears highly restrictive and may unintentionally limit participation of experienced transport contractors who are successfully handling multiple medium and large-scale contracts simultaneously in the petroleum and hazardous transportation sector.</p>	<p>Please refer to Amendment issued.</p>

We therefore request OIL India Limited to kindly amend the qualification criteria and permit consideration of cumulative experience from multiple similar contracts for determining bidder eligibility. Such relaxation would encourage wider competition and allow participation of capable and experienced transport contractors like us.

The existing clauses appear extremely restrictive in nature and seem tailored in a manner that may limit broader competitive participation to only a few bidders. A more practical and inclusive approach would ensure healthy competition and better participation from experienced transport operators already serving major oil & gas companies successfully.

We hope our representation will be considered favourably in the interest of fair competition and wider participation.

Annexure-5 : Reply to Pre-Bid Queries

S.No.	Query	OIL's reply
1	<p>Experience Criteria under Single Contract</p> <p>As per the present eligibility clause, bidders are required to have executed one similar work of substantial value under a single contract. We humbly request OIL India Limited to reconsider this condition and permit experience from multiple contracts cumulatively, with individual contract values of around INR 5 Crores and above.</p> <p>Jenish Projects has been actively associated with reputed PSU oil companies such as HPCL, BPCL and IOCL, where we are successfully operating tanker fleets having PESO-approved explosive permissions. We are presently deploying 12 KL and 20 KL tankers for transportation activities of petroleum products and related operations, which are operationally similar to the present OIL requirement.</p> <p>Our company currently maintains a fleet strength of nearly 60 tankers; however, the work orders are distributed across multiple contracts, generally ranging between INR 4 Crores to INR 7 Crores each. Although the operational scale, execution capability and field experience are substantial, the present “single contract” requirement may technically disqualify companies like ours despite having extensive execution experience in the oil & gas transportation sector.</p> <p>The present condition appears highly restrictive and may significantly reduce broader market participation. Allowing cumulative experience from multiple contracts would encourage wider competition, better commercial participation and fair opportunity for experienced transport operators who are already serving major PSU oil companies successfully.</p> <p>We therefore request OIL India Limited to kindly amend the clause and accept cumulative experience under multiple similar contracts with minimum value criteria around INR 5 Crores.</p>	Please refer to Amendment issued.

Ownership & Vintage Criteria for Tanker Capacity

We further request OIL India Limited to kindly relax the ownership qualification requirement relating to tanker capacity and tanker vintage criteria.

At present, a large number of transport contractors operating in the petroleum and oil sector own 12 KL and 20 KL tankers which are regularly deployed in PSU operations. The tankers owned by us perform identical transportation activities and comply with PESO safety norms and operational requirements similar to the present tender scope.

We therefore request that tankers ranging from 12 KL to 24 KL capacity may kindly be accepted for ownership qualification purposes instead of restricting eligibility only to 24 KL tankers.

Further, the present tanker vintage requirement of not earlier than 01.01.2026 appears extremely stringent and practically limits participation only to very recently purchased tankers. We request OIL India Limited to kindly consider allowing tanker vintage up to 4–5 years, which would still ensure safe, operationally reliable and compliant tankers while enabling participation from experienced transport contractors.

Restricting both the tanker capacity and tanker vintage conditions in such a narrow manner may unnecessarily reduce competition and limit participation of capable contractors like us despite having substantial operational experience in the oil & gas transportation sector.

In view of the above, we kindly request OIL India Limited to adopt a broader and practical qualification approach by:

- 1. Permitting ownership qualification for tankers ranging from 12 KL to 24 KL capacity; and**
- 2. Allowing tanker vintage up to 4–5 years instead of restricting the same to post 01.01.2026 registration only.**

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Please refer to Amendment issued.

Annexure-6 : Reply to Pre-Bid Queries

S.No.	Query	OIL's Reply
1	The bidder must have experience of successfully completing one similar nature of Service valuing at least INR 12.33 Crores during last 7(seven) years under single contract to be reckoned from the original bid closing date in Central Govt./State Govt./Public Sector Undertaking/Public Limited Company. We request to your kind honor that please reduce the valuing for a single contract and also added the word of multiple contact.	Please refer to Amendment issued.

Annexure-7 : Reply to Pre-Bid Queries

S.No.	Clause Description	Query	OIL's reply
1	The bidder must have experience of successfully completing one similar nature of Service valuing at least INR 12.33 Crores during last 7(seven) years under single contract to be reckoned from the original bid closing date in Central Govt./State Govt./Public Sector Undertaking/Public Limited Company.	We request to your kind honor that please reduce the valuing for a single contract and also added the word of multiple contact.	Please refer to Amendment issued.

Annexure-8 : Reply to Pre-Bid Queries

S.No.	Query	OIL's Reply
1	The bidder must have experience of successfully completing one similar nature of Service valuing at least INR 12.33 Crores during last 7(seven) years under single contract to be reckoned from the original bid closing date in Central Govt./State Govt./Public Sector Undertaking/Public Limited Company. We request to your kind honor that please reduce the valuing for a single contract and also added the word of multiple contact.	Please refer to Amendment issued.

Annexure-9 : Reply to Pre-Bid Queries

S.No	Query	OIL's Reply
1	<p>Tanker Ownership / Vintage Criteria</p> <p>The tender presently requires bidders to submit documents of minimum 05 tankers of 24 KL capacity only and further prescribe tanker vintage not earlier than 01.01.2026.</p> <p>In this regard, it is humbly requested that:</p> <p>a) Tanker vintage criteria may kindly be relaxed to permit tankers up to 4-5 years old.</p> <p>b) Ownership qualification criteria may allow tankers ranging from 12 KL to 24 KL capacity, similar to earlier PSU transportation tenders.</p> <p>The present requirement appears highly restrictive considering the operational nature of the contract. Across the petroleum transportation industry, a large number of experienced transporters are presently operating compliant 12 KL, 20KL & 24 KL tankers with valid PESO approvals and proven execution capability.</p> <p>Further, the condition requiring only 2026 model tankers may unnecessarily restrict participation to a very limited number of bidders despite availability of technically sound and operationally efficient tankers in the market. Relaxation of these conditions would encourage broader participation and enable OIL India Limited to achieve better commercial competitiveness.</p>	Please refer to Amendment issued.

2	<p>Scope of Work - Mobilization Timeline</p> <p>As per the tender conditions, the contractor is required to mobilize tankers within 30 days from issuance of mobilization notice.</p> <p>It is requested that the mobilization period may kindly be revised to minimum 60–90 days from the date of award / mobilization notice.</p> <p>The current timeline appears practically insufficient considering the extensive statutory and operational formalities involved in tanker deployment, including fabrication activities, calibration, RTO formalities, PESO approvals, installation of surveillance systems, testing and commissioning requirements.</p> <p>Additionally, the tender introduces several advanced monitoring requirements such as live tracking systems, dashboard cameras, recording storage and remote monitoring integration. Procurement and commissioning of such systems require adequate implementation time to ensure safe and proper deployment.</p> <p>Providing a practical mobilization period will facilitate smooth execution of the contract and help avoid operational difficulties during initial deployment stages.</p>	No change. As per Tender.
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3	<p>Price Bid Evaluation Quantity</p> <p>The price bid format mentions evaluation quantities calculated on the basis of 32,400 DAYS and related running quantities.</p> <p>In this regard, it is requested that OIL India Limited may kindly clarify the methodology and basis adopted for deriving the said evaluation quantities in the price bid schedule.</p> <p>A detailed clarification regarding the calculation formula and estimated deployment assumptions would assist bidders in preparing commercially accurate and competitive bids.</p> <p>We request your good office to kindly consider the above representations in the interest of fair competition and wider participation.</p>	<p>Considering 3 days for a trip, 360 operational days in a year and 3 years of contract and 10 bowsers daily. i.e, $360 \times 3 \times 3 \times 10$</p>
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Annexure-10 : Reply to Pre-Bid Queries

S.No.	Query	OIL's Reply
1	<ul style="list-style-type: none">· If bidder is MSME, whether EMD is applicable or exempted.· What is the tolerance shortage limit.· What are the applicable detention charges.· What is the maximum life of tanker.· Who will bear the transit insurance charges.	Please be guided as per tender & Amendment issued.

Annexure-11 : Reply to Pre-Bid Queries

S.No.	Query	OIL's Reply
1	(i) Relaxation in Bowser Vintage Criteria and Submission of Documentation: (ii) Relaxation in Past Experience Value:	Please be guided as per tender & Amendment issued.

Annexure-12 : Reply to Pre-Bid Queries

S.No.	Query	OIL's Reply
1	1.The total number of TT required 2. Bid security amount 3. Rate per km/ kl. 4.Reservation of any	Please be guided as per tender & Amendment issued.

Annexure-13 : Reply to Pre-Bid Queries

Sl. No.	Clause No	Description	Query	OIL's reply
1	Clause No. 3.0 – Technical Evaluation Criteria:	“The bidder must have experience of successfully completing at least one similar nature of service valuing at least INR 12.33 Crores during last 7 (seven) years under single contract.”	<p>The above requirement appears excessively restrictive considering the actual nature and scope of work involved in the present tender, which is primarily a transportation/logistics service for deployment of 12 bowsers/tankers.</p> <p>In transportation contracts executed in PSU sectors, experienced transport operators frequently perform work through multiple contracts or split allocations. Because of this established practice, many experienced contractors possessing sufficient infrastructure, fleet strength and execution capability may not satisfy such a high-value single-contract criterion despite years of successful execution experience.</p> <p>The present condition may unintentionally restrict participation mainly to presently operating or incumbent contractors and thereby reduce effective competition.</p> <p>Further, the Current tender GEM/2026/B/7522881 itself provides for distribution of quantities amongst multiple bidders depending upon ranking and matching of L1 rates. Therefore, insisting upon execution of one single contract valuing INR 12.33</p>	Please refer to Amendment issued.

			<p>Crores appears disproportionate to the operational requirement of the present tender.</p> <p>A broader qualification framework would encourage participation from more experienced transport agencies across India and would ultimately benefit OIL India Limited through:</p> <ul style="list-style-type: none"> • Increased competition • Better commercial rates • Improved transparency • Wider vendor participation • Reduced dependency on limited bidders <p>Hence, it is requested that the experience requirement may kindly be revised to a more practical level of INR 5–7 Crores and cumulative experience from multiple similar contracts may also be considered acceptable for qualification purposes.</p>	
2	Clause No. 3.5:	Bidder must submit documents for at least 05 (Five) tankers/bowsers along with technical bid. The vintage of all the bowser/tanker offered must not be earlier than 01.01.2026 and the bowser/tanker service must be of 24 KL capacity only.	<p>The above clause presently combines ownership qualification requirements and offered tanker deployment conditions into one common condition, which creates ambiguity for bidders intending to provide brand-new tankers after award of contract.</p> <p>As per practical industry conditions, no new participant would ordinarily possess ready 24 KL bowsers already complying with the specified vintage criteria prior to award of tender, except bidders presently operating similar ongoing contracts.</p>	Please refer to Amendment issued.

			<p>Many reputed transport contractors may be fully capable of arranging and deploying brand-new tankers immediately after issuance of LOA/NOA, however such bidders presently become technically disadvantaged because the tender does not clearly distinguish between:</p> <ul style="list-style-type: none">(a) Existing owned fleet for qualification purpose, and(b) Fresh equipment proposed to be inducted after award of work. <p>Accordingly, it is requested that OIL India Limited may kindly introduce separate provisions as under:</p> <p>A. OWNERSHIP QUALIFICATION</p> <p>“To establish capability and operational experience, the bidder should possess ownership of minimum 05 nos. tankers/bowsers of 12 KL to 24 KL capacity used for transportation of crude oil, petroleum products, hazardous chemicals or similar hydrocarbon products. Such owned tankers should not be older than 04 years from the date of NIT.”</p> <p>B. OFFERED TANKERS AFTER AWARD OF CONTRACT</p>	
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			<p>“Tankers/bowsers proposed for deployment after issuance of LOA/NOA may be permitted to be newly manufactured and newly registered vehicles after issue of LOA/NOA.”</p> <p>The above clarification would create a practical distinction between qualification fleet and deployment fleet and would significantly enhance bidder participation.</p> <p>Such amendment would also:</p> <ul style="list-style-type: none">• Encourage induction of brand-new tankers• Provide fair opportunity to capable non-incumbent bidders• Increase healthy competition• Improve service standards• Ensure wider participation in the tender process	
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Annexure-14 : Reply to Pre-Bid Queries

S.No.	Query	OIL's reply
1	We request to your kind honor that please reduce the annual financial turnover value for a single financial year INR 12.33 crores to INR 5 crores	No Change. Please be guided as per tender.
2	the booking slip will be allowed for new browsers which were placed at location within 60 days from the date of LOA	Please guided by the tender and amendment issued.

OIL INDIA LIMITED
RAJASTHAN FIELD
JODHPUR

AMENDMENT NO. 1 DATED 29.05.2026
TO TENDER NO. GEM/2026/B/7522881

This amendment against Tender No. GEM/2026/B/7522881 is issued as under:

A. Bid Closing/Technical Bid Opening Date of the Tender is extended as:

Bid Closing Date & Time:	12.06.2026 at 15-00 Hrs. (IST)
Technical Bid Opening Date & Time:	12.06.2026 at 15-30 Hrs. (IST)

B. All other Terms & Conditions remain unchanged.

Note: Bidder's are advised to take a note of above while preparing and submitting bid.
