

Slno	Type of Query	RFP Section No	RFP Page No	Relevant RFQ Section	Query	Reply
1	Others				<p>Excise Duty is on manufacturer and ONGC being manufacturer, excise duty should be factored into the cost of production itself. That means when ONGC sets its price based on the Domestic Driven Price (DDP) plus margin, excise duty ought to be included in the base cost before arriving at the selling price. Other statutory levies on sales like VAT & TRD Cess will be additional on buyers. Please confirm if our understanding is correct.</p>	<p>As per the Schedule B of the GSA , the price set for the gas from Tulamara field is Domestic Natural Gas Price (as per the "New Domestic Natural Gas Pricing Guidelines, 2014 dated 25.10.2014 and "Review of New Domestic Gas Pricing Guidelines, 2014" dated 07.04.2023 and as amended from time to time without ceiling referred in Para 4 of the Notification dated 07.04.2023) + Quoted Premium + Marketing Margin + Transportation charges (if transported by ONGC) + Taxes and duties. Since, Domestic Natural Gas Price is notified by PPAC, the Price, as such, is more governed by factors prevailing in the market and policies of the Govt, rather than cost of production.</p> <p>Taxes and all other statutory levies as applicable at present or to be levied in future are on buyer's account. Currently, excise duty on compression of gas to make it cascade ready, VAT and TRD Cess, as applicable are covered under "Taxes and duties" (as specified in the Schedule B of the GSA) and will be on buyer's account. Please refer the Schedule B to the GSA for full details in this regard.</p>
2	Others				<p>Safety Concern: We had visited the site and approach road, and it has been observed that there are two bridges along the route have a specified load-bearing capacity of 8 MT only, pics attached, while our minimal operational requirement involves movement of LCV vehicles with gross weight of about 14 MT.</p> <p>In this regard, we request you to kindly provide a clear and firm confirmation on the feasibility and safety of plying NEGDC's LCVs of about 14 MT on the said route and clarification on the inclusivity of excise duty in the price offered.</p>	<p>As submitted, the surveyed route is adequate for the movement of a 3000 WL CNG cascade vehicle, whose weight it is understood is 13 – 14 MT.</p> <p>With reference to the bridges mentioned, Tripura Asset has taken up the matter with senior officials of the State Government and the PWD. It was informed that the bridges have a capacity of 24 MT hence could easily accommodate vehicles with 14 MT capacity. The signage on 2 bridges quoted by bidder of 8 MT may be a fact, which could be attributed to their need for adequate caution and buffer from their estimated capacity (of 24 MT).</p> <p>On personal discussions with officers in the PWD and R&B (Roads & Bridges) sections, it was further assured that the strengthening of these bridges is planned and shall be undertaken at the earliest, so as to facilitate safe and smooth movement of heavy vehicles.</p> <p>Hence, Bidder may be informed that 14 MT capacity should not be a show stopper; however he may independently do a survey and also discuss with concerned officials (R&B; PWD etc).</p>

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3	Others				<p>As per our query, we had requested confirmation on whether the route is suitable for movement of LCV vehicles with a maximum gross weight of up to 14 MT.</p> <p>In your response, it was mentioned that the surveyed route is sufficient for movement of 3000 WL CNG Cascades and that the buyer may assess the feasibility.</p> <p>However, during our field visit, we have observed that there are two bridges along the route with a specified load bearing capacity of 8 MT each.</p> <p>In view of the above, we request a clear and firm confirmation from your end regarding the feasibility and safety of plying TNGCL's LCVs of approximately 14MT on the said route.</p>	<p>As submitted, the surveyed route is adequate for the movement of a 3000 WL CNG cascade vehicle, whose weight it is understood is 13 – 14 MT.</p> <p>With reference to the bridges mentioned, Tripura Asset has taken up the matter with senior officials of the State Government and the PWD. It was informed that the bridges have a capacity of 24 MT hence could easily accommodate vehicles with 14 MT capacity. The signage on 2 bridges quoted by bidder of 8 MT may be a fact, which could be attributed to their need for adequate caution and buffer from their estimated capacity (of 24 MT).</p> <p>On personal discussions with officers in the PWD and R&B (Roads & Bridges) sections, it was further assured that the strengthening of these bridges is planned and shall be undertaken at the earliest, so as to facilitate safe and smooth movement of heavy vehicles.</p> <p>Hence, Bidder may be informed that 14 MT capacity should not be a show stopper; however he may independently do a survey and also discuss with concerned officials (R&B; PWD etc).</p>