

No. NH.III/P/54/76

Dated the 25th June, 1976

To

All the Chief Engineers of States
(dealing with National Highways)

Subject : Tenders of National Highway (Road) Works-Information required

To expedite decision on tenders involving excess beyond the permissible limit, it may please be ensured that the information, as indicated in the enclosed list, is also furnished.

Enclosure to letter No. NH.III/P/54/76 DT. 25.6.76

TENDERS FOR NATIONAL HIGHWAY (ROAD) WORKS : INFORMATION REQUIRED

- (i) No. and date of the job
- (ii) Sanctioned amount of the whole job
- (iii) Latest expenditure (as available)
- (iv) Whether the work put to tender is whole as sanctioned or only a part of it. In case it be a part of the remaining work, the reasons as to why it is not whole of the remaining work and the programme of completing the balance work.
- (v) Sanctioned cost of the work put to tender.
- (vi) Cost estimated at present-day rates of the work put to tender. (This cost should be based on the latest schedule of rates with leads, lifts, etc., as actually required.)
- (vii) Tendered cost
- (viii) Percentage excess given by the tendered cost over the sanctioned cost i.e. over (v)
- (ix) Percentage excess or saving given by the tendered cost over the present-day estimated cost i.e. over (vi).
- (x) Sl. No. of the tender-call i.e. whether first, second or third etc.
- (xi) Brief history of the tenders received in the earlier calls.
- (xii) No. of tenders received in the call under consideration.
- (xiii) Validity date of the tender.
- (xiv) In case the work be the same as abandoned by a previous contractor, the action taken against the defaulting contractor.
- (xv) Reasons for variation in items and quantities, if any, from those in the sanctioned estimate. (These would include extra items and substituted items).
- (xvi) Financial implications of each of the conditions, if any, laid-down by the tenderer.
- (xvii) Comparison of rates of bitumen, cement, steel, etc., as provided in the sanctioned estimate and as stipulated for supply in the N.I.T.
- (xviii) Reasons for poor response of tenders.
- (xix) Whether the Chief Engineer considers that reinvitation of the tender is likely to bring down the bid/or is likely to increase the bid.