

**CLARIFICATION NO. 2**

**Name of Work: Construction of Head Race tunnels including Intakes, Pressure Shafts, Penstocks, Power House Cavern, Transformer cum GIS Cavern, Draft Tube Gate Operation Chamber including Gate shafts, Downstream Surge Cavern, Tail Race Tunnels, Pothead Yard, Adits including approach roads of Kamala H.E. Project (1720MW), Kamle district, Arunachal Pradesh, (LOT-2)**

**Tender ID: 2025\_NHPC\_884444\_1**

**NIT published on 12.01.2026**

**Ref : Clarification No. 1 dated 06.04.2026**

Sl. No	Clause No.	Page No.	Description as per Tender Specification	Bidders Queries	NHPC's Reply / Clarification
30	Section 1, IFB, Cl. 5.0	40 (Vol 1)	<p><b>(b) Access road to various work sites:</b></p> <p>Left Bank Access Road: In order to reach the Project Components on the left bank from Tamen bridge, a RWD road constructed under PMGSY Scheme is available. However, the condition of the road is deplorable. This access road shall be widened for movement of heavy equipment and machineries from Tamen Bridge to Pokhu village. The widening and maintenance of this access road, as well as the strengthening and upgradation of bridges/culverts in this stretch shall be <b>carried out by the Lot-1 Contractor up to completion of the project.</b></p> <p>However, during the widening of this access road as well as strengthening and upgradation of bridges/culverts on this road <b>by the Lot-1 Contractor</b>, the movement of construction equipment and machineries may be hindered. <b>No</b></p>	<p>It is requested to provide the present status of Lot-1 Contractor.</p> <p>Any delay in handing of these mentioned roads by Lot – 1 Contractor shall be compensated in Time and Cost.</p>	<p>The Employer will make efforts to award works of Lot 1 and Lot 2 simultaneously to the extent possible so as to synchronize the activities of the both packages.</p> <p>However, in case of short gap between the awards, the mobilization period could be utilized for mitigating the time gap eventually leading to simultaneously start of work.</p>

			<p><b>any claim of the Lot-2 contractor shall be admissible on this account.</b></p>		<p>In the event that the work under LoT-2 is awarded prior to the award of LoT-1, the Contractor of LoT-2, subject to prior consent of the Engineer-in-Charge (EIC), shall undertake the widening and strengthening of the existing left bank road, including construction/improvement of culverts, as may be required for transportation of materials, equipment, and machinery to the work front. Accordingly, such portion of work shall be excluded from the scope of LoT-1 and incorporated into the scope of LoT-2 by the EIC.</p>
31	Section 1, IFB, Cl. 5.0	40 (Vol 1)	<p><b>Left Bank Access Road:</b> [..] However, during the widening of this access road as well as strengthening and upgradation of bridges/culverts on this road by the Lot-1</p>	<p>We understand that the Employer shall ensure effective coordination between the stakeholders of Lot-1 and Lot-2 so as to avoid any impact on the submitted schedule.</p>	<p>The Employer will make efforts to award works of Lot 1 and Lot 2 simultaneously to the</p>

		<p>Contractor, the movement of construction equipment and machineries may be hindered. No any claim of the Lot-2 contractor shall be admissible on this account.</p>		<p>extent possible so as to synchronize the activities of the both packages.  However, in case of short gap between the awards, the mobilization period could be utilized for mitigating the time gap eventually leading to simultaneously start of work.  In the event that the work under LoT-2 is awarded prior to the award of LoT-1, the Contractor of LoT-2, subject to prior consent of the Engineer-in-Charge (EIC), shall undertake the widening and strengthening of the existing left bank road, including construction/improvement of culverts, as may be required for transportation of materials, equipment, and</p>
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					<p>machinery to the work front. Accordingly, such portion of work shall be excluded from the scope of LoT-1 and incorporated into the scope of LoT-2 by the EIC.</p>
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