

Sl. no	Ref. Section	Ref. Clause No and page no	Provision as existing	Provision as amended
1.	Section-I	Clause no. 2.0, 7 th line, Page 1 of 8 pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site, and delivery at the 2x660 MW MSTPP Plant Jetty. pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site, deployment & operation of pay loader, cleaning, sweeping & collection of the last remain of coal to enable it to unload at CDP and delivery at the 2x660 MW MSTPP Plant Jetty.....
2.	Section-II	Clause no. 5.5.3.2 (c)(i) Page 15 of 34	(c) Transshipment and Barging Price (B) (i) High Speed Diesel component: - Reference Index: Price of HSD as notified by Bangladesh Petroleum Corporation as on the date of arrival at the CDP and shall apply Barge-wise.	(c) Transshipment and Barging Price (B) (i) High Speed Diesel component: - Reference Index: Price of HSD as notified by Bangladesh Petroleum Corporation.
	Section-IV	Clause no. 9.2 (B) (iv) page 11 of 35	iv. For Transshipment and Barging Bunker Price: Price of HSD as notified by Bangladesh Petroleum Corporation as on the date of arrival at the CDP and shall apply Barge wise.	iv. For Transshipment and Barging Bunker Price: Price of HSD as notified by Bangladesh Petroleum Corporation.
3.	Section-III	Clause 14.1 (a), Page 37 of 71	(a) Laytime at the CDP shall commence upon completion of draft survey performed on the Barge or the Vessel carrying Coal and readiness for unloading of Coal at the CDP considering fair weather, unless otherwise stated by BIFPCL. Any delay whether attributable to time taken in placing the Barge or the Vessel in proper position with respect to the Unloader at the CDP, time taken in opening of hatch covers of the Barge or the	(a) Laytime at the CDP shall commence upon completion of draft survey performed on the Barge or the Vessel carrying Coal and readiness for unloading of Coal at the CDP considering fair weather, unless otherwise stated by BIFPCL. Any delay whether attributable to time taken in placing the Barge or the Vessel in proper position with respect to the Unloader at the CDP, time taken in opening of hatch covers of the Barge or the Vessel, waiting of the Barge or the Vessel when the

			Vessel, waiting of the Barge or the Vessel when the berth is already occupied by the previous Barge or Vessel, stoppage of unloading operation at the CDP due to warning / instruction issued by Mongla Port Authority, bad weather etc., shall be to the account of the Contractor and shall not count as Laytime and time on demurrage.	berth is already occupied by the previous Barge or Vessel (in case more than one barge waiting at jetty before the completion of laytime of 1 st barge), time taken in sweeping of barge/vessel, stoppage of unloading operation at the CDP due to warning / instruction issued by Mongla Port Authority, bad weather etc., shall be to the account of the Contractor and shall not count as Laytime and time on demurrage. In case more than one barge waiting at jetty & queue situation happened at jetty, the demurrage/despatch shall be calculated based on cumulative Allowed Laytime and the used Laytime for all the waiting barges.
4.	Section-III	Clause No 17.2 (iii).8 Page 43 of 71	17.2 Interim Payment (iii) Submission of original documents / certificate of (1)(8) Submission of original Coal Delivery Point Quality Analysis Certificates.	17.2 Interim Payment (iii) Submission of original documents / certificate of (1) (8) S. No. 8 Deleted.
5.	Section-III	Clause No 17.3 (a), Page 43 of 71	17.3 Balance Payment (a) Balance payment of Contract Price quality and quantity variations, as may be necessary, on fulfilment of the following conditions:	17.3 Balance Payment (a) Balance payment of Contract Price quality and quantity variations, Demurrage/Despatch, any other adjustment, as may be necessary, on fulfilment of the following conditions:
6.	Section-III	Clause 22.2 (b), Page 56 of 71	major breakdowns of the Station or discharging facilities at the CDP;	major breakdowns of the Station or discharging facilities at the CDP for the reasons attributable to 22.2 (a) as above;

7.	Section-IV	Clause no. 2, 7 th line, Page 1 of 35and pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site and as envisaged in terms of clause 8.5 below, and delivery at the 2x660 MW MSTPP Plant Jetty.....and pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site and as envisaged in terms of clause 8.5 below, deployment & operation of pay loader, cleaning, sweeping & collection of the last remain of coal to enable it to unload at CDP and delivery at the 2x660 MW MSTPP Plant Jetty.....
8.	Section-IV	Clause no. 5, 8 th line, Page 3 of 35pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site and as envisaged in terms of clause 8.5 below, and delivery at MSTPP Plant Jetty, etc.....pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site and as envisaged in terms of clause 8.5 below, deployment & operation of pay loader, cleaning, sweeping & collection of the last remain of coal to enable it to unload at CDP and delivery at MSTPP Plant Jetty, etc.....
9.	Section-IV	Clause no. 5.2 (f), 3 rd line, Page 5 of 35 pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site & at CDP and as envisaged in terms of clause 8.5 below, etc.; pilotage services, arranging and deploying tug boats, berthing/ mooring at the transshipment site & at CDP and as envisaged in terms of clause 8.5 below, deployment & operation of pay loader, cleaning, sweeping & collection of the last remain of coal to enable it to unload at CDP , etc.;

10.	Section-IV	Attachment 4-4 Coal Delivery Point (CDP) Clause 6 , Page 25 of 35	<p>Characteristics of the coal unloading facilities:</p> <ul style="list-style-type: none"> (i) (ii) CDP Minimum Average Unloading Rate for typical bulk vessel/barges with capacities between 3000 to 10000 DWT is 400 tph to 800 tph. considering fair weather. (iii) For Guarantee purpose, Guaranteed Minimum Average Unloading rate at CDP shall be considered as follows with fully loaded bulk vessel considering WWD <ul style="list-style-type: none"> a) For capacities between 8000 to 10000 DWT – 800 TPH b) For capacities between 5000 to less than 8000 DWT – 500 TPH c) For capacities between 3000 to less than 5000 DWT – 400 TPH 	<p>Characteristics of the coal unloading facilities is as below. One barge shall be unloaded at a time.</p> <ul style="list-style-type: none"> (i) (ii) CDP Average Unloading Rate for typical bulk vessel/barges with capacities between 3000 to 10000 DWT is generally 400 tph to 800 tph. considering fair weather. (iii) For Guarantee purpose, the Unloading time at CDP shall be considered as follows with fully loaded bulk vessel considering WWD (excluding sweeping time of a barge/vessel by the contractor) <ul style="list-style-type: none"> a) For capacities between 8000 to 10000 DWT – 24 hrs* b) For capacities between 5000 to less than 8000 DWT – 20 hrs* c) For capacities between 3000 to less than 5000 DWT – 14 hrs* <p>* Time period for barges/vessels berthed at jetty after 8 PM will be counted from next morning 8 AM for unloading rate & allowed laytime purpose.</p>
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