

**DETAILS OF WORKS / CONSULTANCY / PURCHASE CONTRACTS AWARDED ON NOMINATION BASIS**  
**4TH QUARTER OF 2023 - 24 (JANUARY 2024 - MARCH 2024)**

**DETAILS OF WORKS / CONSULTANCY CONTRACTS**

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Sr. No.	Description of Item	Cost (Rs. in Lakhs)	Name of the Agency	Contract Period	Reason for nomination	Approving Authority	UNIT
1	<b>Name of the Work:</b>	<b>Estimated Cost:</b>	M/s. Bauer Engineering India Pvt. Ltd.	12 Months	Work award through nomination/ without call of tender for Phase-2 has been recommended as per Provision of HQI-2001 considering the urgency, complexity and specialized nature of the work since the project work of critical path is on hold.	<b>Administrative Approval:</b> <b>Director (P)</b> <b>NLA approving authority:</b> <b>Board Sub-Committee</b>	<b>GHAVP</b>
	Additional Geotechnical Investigations, Dewatering/ Ground Improvement Trials and its qualification for remedial actions (Phase-2 works) at GHAVP-1&2 site.	7080 (Including GST 18%)					
	<b>Tender / Quotation No:</b>	<b>Value of work awarded:</b>	<b>Starting Date:</b>				
	Email dtd: 11/01/2024	7080 Lakh (Including GST 18%)	15.03.2024				
	<b>Work Order Details:</b>		<b>End Date:</b>				
	WO No.: 21110275, Dtd: 01/03/2024		14.03.2025				

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Sr. No.	Description of Item	Cost (Rs. in Lakhs)	Name of the Agency	Contract Period	Reason for nomination	Approving Authority	UNIT
2	<b>Name of the Work:</b>	<b>Estimated Cost:</b>	M/s. Engineers India Limited	12 Months	FPC of NB-1 raft is under hold & there is an urgent need to resolve the issue. It is therefore proposed to award an Engineering Services Contract to M/s EIL on nomination basis (nomination of government organization) under the provisions of HQI- 2014, Part-2 Clause 8, Note-2	<b>Administrative Approval:</b> <b>Director (P)</b> <b>NLA approving authority:</b> <b>Director (P)</b>	<b>GHAVP</b>
	Independent Proof Consultancy for work of Additional Geotechnical Investigations, Dewatering/ Ground Improvement Trials, its qualification and actual implementation of remedial actions at GHAVP-1&2 site.	333.173 (Including GST 18%)					
	<b>Tender / Quotation No:</b>	<b>Value of work awarded:</b>	<b>Starting Date:</b>				
	Tender No.: NPCIL/GHAVP/CTC/20 23/NOM-223, Dtd: 30/12/2023. Offer recived on date 15/01/2024.	317.529 Lakh (Including GST 18%)	26.03.2024				
	<b>Work Order Details:</b>		<b>End Date:</b>				
	WO No.: 21110278, Dtd: 22/03/2024		25.03.2025				

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Sr. No.	Description of Item	Cost (Rs. in Lakhs)	Name of the Agency	Contract Period	Reason for nomination	Approving Authority	UNIT
3	<b>Name of the Work:</b>	<b>Estimated Cost:</b>	M/s. Larsen & Toubro Limited, Construction, Heavy Civil Infrastructure Mount Poonamallee Road, Manapakkam, P.B.No. 979 Chennai – 600 089,	03 weeks	As per Administrative Approval No.NPCIL/KKNPP/CI-5&6/2023/S/ dated 15.09.2023:- 02 Nos. of Steam Generators, each weighing 312.33 MT, has been shipped through M/s. Sapodilla from Russian Federation to Tuticorin Port. The materials have been further transported to KKNPP Site through barge by M/s. CJ DARCL Logistics Limited. Tug RESCO-5 and Barge Sea Hope with 02 Nos Steam generators have started their voyage from Tuticorin port to KKNPP Site on 07.09.2023 and reached KKNPP outer anchorage on 08.09.2023 at 13:15 hours. While entering into the kudankulam port by 16:35 Hours, towing bridle wires parted off from barge and Tug was unable to regain the control of barge due to entanglement of tow wire on Tugs propeller. Due to heavy wind and swell, barge with steam generators have drifted towards the shore. Multiple attempts to pull the barge from drifted place with the help of Tug RESCO-5, fishing trawlers and Tug ORION T1202 failed. As all the attempts to pull the barge with the cargo had failed and construction of an approach road from nearby shore to the barge is opined as the most viable option for securing the safe unloading of the cargo from the barge. As menioned above, the approach road to the stranded barge is the only viable option available to discharge the steam generators from the stranded barge. Thus due to extreme urgent requirement, it is proposed to dispense away the public tender and call enquiry from M/s. L&T, Chennai on Nomination due to following reasons:- 1. The keel of the barge is damaged and attempts to pull barge further is likely cause the damage to cargo. 2. Heeling of the barge to the port side. 3. Due to exigency of work and extremely urgent requirement to retrieve the cargo safely from the barge and transport to NPCIL stores for further preservation, normal tendering action is not feasible. Hence tender on "Nomination" is proposed for construction of approach bund to stranded barge. 4. M/s. L&T, Chennai is chosen for "Nomination" due to the following reasons a) M/s. L&T, Chennai is currently executing 4 Nos of work orders at KKNPP Site viz Main Plant Civil works, Unit-3&4 ("Construction of Reactor Building,, Turbine Building, Diesel Generator Building and other safety related structures of KKNPP-3&4" W.O. 200820 dt : 24.06.2017), Hydro Technical Structure Civil works (Construction of Hydro Technical Structures for Phase-2 of KKNPP" W.O.200819 dt:13.06.2017), Main Plant Civil Works, Unit-5&6 ("Construction of Reactor Building, Reactor Auxiliary Building, Turbine Building, diesel Generator Building and other Safety Related Structures of KK-5&6" W.O. 200947 dt: 20.04.2021) and Construction of Spent Fuel Storage facility("Construction of Spent fuel Storage Facility (SFSF) for Kudankulam Units-3&4" W.O. 200968 dt: 04.12.2021) b) They are Conversant with Scope of work, having technical knowhow & expereinced Personnel and currently executing similar nature of work. c) The Infrastructure is in place for the existing works which can be used for the present proposed work. d) Manpower Mobilization can be expedited as requisite infrastructure is in place. e) M/s. L& T, Chennai is reputed contractor in the field of construction and is in nuclear industry for abut 40 years. Vast experience of the construction can be utilized to complete the construction of approach bund to stranded barge at the earliest. The event leading to the drifting of the barge towards the shore has created anxiety to in view of the value of cargo onbaord as well as the long duration of manufacture. This event had the potential to derail the project and push the program towards a long loss of schedule. Several attempts to retrieve the cargo involving various experts in the field also did not yield the desired results inview of the risks involved in the operations.	<b>Project Director, KKNPP-5&amp;6</b>	<b>KK</b>
	Construction of Approach Bund to Stranded Barge	241.14					
	<b>Tender / Quotation No:</b>	<b>Value of work awarded:</b>	<b>Starting Date:</b>				
	Quotation dated 08.11.2023	240.83	06.09.2023				
	<b>Work Order Details:</b>		<b>End Date:</b>				
	201023 dated 31.01.2024		27.09.2023				

				<p>Diver specialists could also not venture into close proximity of the vessel in view of the serious hazards associated.</p> <p>Finally a tough call was taken to construct an access road for towing the cargo out of the shore. The decision had to be taken quickly as uncertainties were being expressed by the specialists that the barge could not be left in the same condition or long as the risk of capsizing was also not ruled out.</p> <p>After detailed through process it was proposed to construct the access road suitable for towing the cargo. It may be noted that the cargo weighs above 300 Tonnes each and the road being constructed should be able to withstand of the pressure for the same along with the hydraulic axes. Additionally the sea has severe swell and the road should not be washed away before the consignment is safely moved. The only option was to request the services of M/s. L&amp;T HTS for making this access road. The proposal is to make an emergency nomination contract with M/s. L&amp;T to construct the access road. The rates have been arrived based on the rate analysis done for the HTS Contract with the revised input rates for the various components. The quantities are tentative as the levels beneath the water surface are based on certain assumptions. The work is to be done on short notice and sourcing of materials are to be done quickly. It may be pertinent to note here that the sourcing of aggregates is already difficult in this part in view of the issues on the quarries.</p> <p>The cargo has been insured as per the norms for transportation. The insurance also covers the cost of minimizing the damages and the cost involved towards the making of the access road can be treated in this category and claim made accordingly to the insurance agency. The insurance surveyor and loss assessor teams have been appraised of the various options and the final decision to proceed with the access road.</p> <p>M/s. L&amp;T has adequate capability in terms of material sourcing, material components and manpower to carry out the work. Hence to meet the urgent requirement taking up the work through M/s. L&amp;T is approved in principle.</p>		
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Sr. No.	Description of Item	Cost (Rs. in Lakhs)	Name of the Agency	Contract Period	Reason for nomination	Approving Authority	UNIT
4	<b>Name of the Work:</b>	<b>Estimated Cost:</b>	M/s Indian Engineering Co.	45 Days	<p>History / Justification for contract:</p> <p>At KAPS-1&amp;2 design has three nos. of Boiler feed pumps (BFP) in the feed water system in each unit (total – 6 nos) . On 05.02.2024, KAPS-1, BFP-7 motor tripped on earth fault and its IR value found zero. Further motor was inspected through inspection window. Burning smell was observed near DE &amp; NDE end and hence, it is concluded that motor winding insulation has failed.</p> <p>Presently no spare motor is available at KAPS. As both units are operating and no standby BFP is available in KAPS, in case of tripping of any running BFP pump will lead to Unit outage.</p> <p>Considering this Operational Emergency condition rewinding of the failed motor needs to be done on urgent basis in shortest possible time. Already 03 nos of BFP motors has been rewinded with Class H insulation and no failure has been reported. Hence, Complete rewinding of this motor stator by replacing existing class 'F' insulation with Class-H insulation is proposed.</p> <p>KAPS will not have any standby BFP till rewinding/repair of the failed motor. Rewinding and servicing of HT motors is a specialized job requiring special tools , testing facilities and skilled workers.</p> <p>Also, presently KAPS-1&amp;2 does not have any ongoing contract for rewinding of the HT motors. Considering operation emergency and time urgency only option available is to get failed motor rewinded &amp; repaired on nomination basis without call of tender to make motor available in shortest time.</p> <p>Earlier three BFP motors were rewinded thorough M/s Indian Engineering Company, Vadodara.</p> <p>Based on above tenders, parties known to KAPS who had executed rewinded of same motors are:</p> <ol style="list-style-type: none"> <li>1. M/s Indian Engineering Co., Vadodara</li> <li>2. M/s India Electric Works, Patiyala, Punjab.</li> </ol> <p>As M/s India Electric Works is located in Patiala, Punjab and transportation will time period by another seven days or more. Considering time constraint M/s Indian Engineering Co. is suitable option considering its location near to KAPS site. Moreover, M/s Indian Engineering Co is renowned rewinding firm and has rewound similar BFP motors (03 nos) in 2021 vide WO No. 72138 dtd 02/02/2021, same tender was PT and the work awarded on L-1 basis to this party. Earlier same party has executed rewinding works of various motors for KAPS.</p> <p>Considering Operational Emergency affecting plant availability, time constraint and requirement , it is proposed to rewind failed BFP motor with Class-H insulation on nomination basis from M/s Indian Engineering Co, Vadodara as per HQI 2015 (R-1), clause 7(d),(i).</p> <p>Justification:</p> <p>Considering Operational emergency affecting plant availability, time constraint and requirement, it is proposed to rewind failed BFP motor with Class-H insulation on nomination basis from M/s. Indian Engineering Co, Vadodara as per HQI 2015 (R-1),clause 7d),(i).</p> <p>K N Damor, SO/F</p>	SD KAPS 1&2	kakrapar Gujarat Site
	Rewinding of M/s BHEL make, 6.6 KV, 1450 KW motor.	Rs.27,69,495 (Incl. GST)					
	<b>Tender / Quotation No:</b>	<b>Value of work awarded:</b>	<b>Starting Date:</b>				
	KAPS/CMMW/1-2/EMU/2024/MT/1472	Rs. 27,69,495 (Incl. GST)	18-02-2024				
	<b>Work Order Details:</b>		<b>End Date:</b>				
	WO No.: KAPS/CTC/1-2/EMU/REV/2024/WO/72343 Dtd: 16/02/2024		30-03-2024				