

TENDER NO. P1M&P-01/2018 - "DESIGN, MANUFACTURE, SUPPLY, INSTALLATION, TESTING, COMMISSIONING AND COMPREHENSIVE MAINTENANCE SERVICES (CMS) OF MACHINERY AND PLANTS FOR 02 (TWO) NUMBERS OF ROLLING STOCK DEPOTS AT RANGHILL AND VANAZ OF PUNE METRO RAIL PROJECT AND TRAINING OF PERSONNEL"

DATE: 21 Feb 2019

CORRIGENDUM NO. VII REPLY TO PRE-BID QUERIES

S.NO	REFERENCE IN THE BID DOCUMENT	REFERENCE IN CORRIGENDUM IV	MAHA-METRO CLARIFICATION IN CORRIGENDUM-IV	BIDDER'S QUERY	REPLY TO BIDDER'S QUERY
1	Part-2	NA	NA	<p>The technical specification given by MMRCL for Rescue vehicle matches the specifications of Mercedes benz Unimog U400 series. We intend to inform MMRCL that Mercedes Benz has stopped production of the old U400 Unimog series for basic truck. Instead, Mercedes Benz has launched new U423 series with several improvements over the previous series and with some state of the art features. We request MMRCL to please allow for using new U423 series for basic Truck/vehicle.</p> <p><u>Unimog U400 series specs</u> - Complete bodywork Length: approx. 4400 mm , Double cab Length: approx. 1200 mm Compartment for rerailling equipment and tools: Length: approx. 3200 mm ;Rear flap Height: approx. 1400 mm Base construction: Thickness of lateral walls approx. 28 mm ;Thickness of roof sandwich elements approx. 60 mm; One sliding window (600 x 700 mm) on each side</p> <p><u>Unimog U423 Series specs-</u> Complete bodywork: Length: approx. 4.000mm, double cab: 1.250mm, length of compartment for re-railing tools:2750mm ; Rear flap: height approx. 1670mm; thickness of lateral walls : 36mm, thickness of roof sandwich elements: 55mm;one sliding window (600mm x 600mm) on each side. Please confirm.</p>	<p>Refer Specific requirements (Page 177 of 204) of Rescue Vehicle "The rescue vehicle shall be of UNIMOG Make or equivalent."</p> <p>Specifications given are indicative and are similar to the specifications of Unimog U400. It is understood that Bidder shall propose equivalent or superior available version of Unimog.</p> <p>Bid conditions prevail.</p>
2	Part 2	Corrigendum IV, Query no-19, Page 6 of 156	RRV should be designed for 3 car train only.	In the response to query no-19, it has been stated that RRV should be designed for 3	Confirmed. RRV is not required for shunting operation of train.

				car train only. As the technical specifications of the RRV doesn't specify if the RRV is required to shunt the train on mainline as part of rescue operations. Please confirm that RRV is not required for shunting operation of train.	Bid conditions prevail.
3	Part 2	Corrigendum IV, Query No 134, Page 31 of 156	Each bogie hoist shall be raised or lowered via 4 independent lifting columns. Lifting columns shall consist of a spindle-lifting element, a lifting beam, guiding box, one automatic following gap cover and associated electrical equipment.	As per information available from respective OEM, single column lifting system is completely safe for train and there is no abnormal vibration during train lifting. This type of system is patented in EU and is being used in many metro systems in the world including in DMRC (atleast 2 sets) and has been giving good performance from more than 8 years. We request MMRCL to please allow for using this design in order to allow reputed OEM's in participating in this tender and also to have the most efficient and cost effective solution. Please confirm.	Bid conditions prevail.
4	Part 2	Corrigendum IV, Query No 166, Page 38 of 156	Any calibration required till the end of AMC including the DLP period is the responsibility of Contractor for AVI system as well as other M&Ps. Further, Contractor shall supply all the equipment as part of the supply of M&P which are required for the M&P calibration and train Employer's staff for the calibration. Tender Condition prevails.	Clarification is noted however request to delete " Tender Condition prevails" wording from corrigendum IV. Also request to replace "Inbuilt auto-calibration feature" by "calibration feature" in Chapter-7 Automatic Vehicle Inspection System (item code-PMRPMNP006).clause 7.1.7 of part2 as same is in line with clarifications issued in corrigendum IV.	Inbuilt auto calibration feature is preferred. However, separate calibration system is also acceptable. In such case, it shall be part of the supply of M&P. Bid conditions prevail.
5	Part 2	Corrigendum IV, Annexure 1 Query no 206, Page 45 of 156	Any failure or change in operation of the system is recorded and alerted to the depot maintenance staff through email and SMS.	We request MMRCL to :- Replace - Any failure or change in operation of the system is recorded and alerted to the depot maintenance staff through email and SMS. With - Any failure or change in operation of the system is recorded and alerted to the depot maintenance staff through email OR SMS.	Refer Addendum IV, Annexure 1, Query reply for 169/ 192 will apply for this also.
6	Part 2	Corrigendum IV, Query no-264, Page 58 of 156	Except vehicles/shunters, all other DWEs specially Under-floor wheel lathe, Automatic Train Wash Plant, Automatic Vehicle Inspection System shall have capability and provision to connect to the communication network.	We request MMRCL to please clarify if all equipments (except vehicles) or only Underfloor wheel lathe, Automatic Train Inspection system, Automatic train wash plant need to have a facility of remote diagnosis. All OEM's do not provide this feature as a standard feature in their machine. Please confirm list of M&P in which this facility is required.	Employer is intended to implement a Computerized Maintenance Management System (CMMS). DWEs except vehicles/shunters shall have capability and provision to connect to the communication network so that health status and failures/alarms can be transported to the CMMS system. Bid conditions prevail.

7	Part 2	Corrigendum IV, Annexure 1, Serial No 149, Page 67 of 156	Operating Requirements- The Battery Operated Road cum Rail Shunting Vehicle shall be designed to start & haul 280 tons 6 cars train on dry tracks with a maximum track gradient of 1.5% with curve radius of 140m, occurring together, including turnouts and crossings for Pune Metro.	Maha Metro has stated that-The Battery Operated Road cum Rail Shunting Vehicle shall be designed to start & haul 280 tons 6 cars train on dry tracks with a maximum track gradient of 1.5% with curve radius of 140m, occurring together, including turnouts and crossings. We intend to inform that the performance requirements required as per the corrigendum IV Annexure 1 cannot be met as the shunter size and dimension will increase to meet these requirements. The turning radius of 6500mm will increase to nearly 10000mm and also the height of the shunter with cabin will cross 3500mm. The shunter cabin will not be removable. Hence, MMRCL is requested to re-consider the dimensional and performance requirements so as to enable us to quote for a technically compliant and best-fit shunter. Please confirm.	Refer Annexure-1 to this Corrigendum.
8	Part 1	14	It is bidder's responsibility to avail the benefit of Concessional Custom Duty and pass on the benefit of the same to Maha-Metro. For the bid purpose and price evaluation, bidders shall quote with full custom duty.	Please clarify that the term full custom duty means Basic Custom Duty plus IGST. Here we understand that Basic custom duty is concessional custom duty.	Full custom duty means, custom duty without concession, inclusive of all taxes & duties. For the bid purpose and price evaluation, bidder shall quote with full custom duty. Bid conditions prevail.
9	Part 1	213	Refer Annexure-1 to this Corrigendum.	This is with reference to ITB 4.1 and Annexure-III-A : Pre-Qualification (Initial Filter) Documents, B. ELIGIBILITY CRITERIA Please replace the clause with: Applicant in the capacity of a Subsidiary as a single entity is permitted to use the credential of its Parent Company and/or its sister Subsidiary Company/Companies and /or its affiliate company/companies even if the Applicant does not participates in bid as JV/Consortium with its Parent Company and/or its sister Subsidiary /or its affiliate company/companies.	Bid conditions prevail.
10	Part 1	215	The Bidders shall note the existence of over ground, at grade and underground structures, utilities and infrastructure in the near vicinity of the Works to be constructed. Depot M&P Contractor shall interface with Depot Civil contractor for	This is with reference to: Bidding Procedure, Section-II, Bid Data Sheet ITB 6.7.2 Noted as per clarification in Corrigendum IV that Depot M&P Contractor shall interface with Depot Civil contractor for identification and shifting of utilities	Bid conditions prevail.

			identification and shifting of utilities, if any, falling in the zone of the works to be constructed by M&P Contractor.	however we understand that scope of work completion related to same will be responsibility of Depot Civil Contractor. Please confirm.	
11	Part 1	Clause 214 & ANNEXURE 6 FORM-Country of origin	Bidder to provide details & documents establishing the Source Countries - Plant, Materials and Services along with their bid. Refer Annexure-6 to this Corrigendum.	<p>"FORM - COUNTRY OF ORIGIN" is noted as per page no. 121/156 of Corrigendum IV & we understand that same would be read in conjunction with "Form 4.5 EQU: Equipment" already issued as per page 70 of 224 in part 1. Further herewith we request you to consider "FORM - COUNTRY OF ORIGIN" as a part of "technical bid" only.</p> <p>in line with above please replace 5.3 (new Para) : Documents Establishing the Eligible Source Countries - Plant, Materials and Services To establish the eligibility of Plant, Materials and Services in accordance with ITB 5, Bidders shall complete the country of origin declarations in the "Price Schedule Forms", included in Section IV, Bidding Forms. with</p> <p>5.3 (new Para) : Documents Establishing the Eligible Source Countries - Plant, Materials and Services To establish the eligibility of Plant, Materials and Services in accordance with ITB 5, Bidders shall complete the country of origin declarations in "FORM - COUNTRY OF ORIGIN" as per corrigendum IV & "Form 4.5 EQU: Equipment" as per part 2.</p>	Refer Annexure-1 to this Corrigendum.
12	Part 3	Corrigendum IV Query no 240, Page 53 of 156, Annexure 7	Referred to Annexure 7	We request MMRCL to kindly revisit the schedule of key dates and extend this by another 50 weeks and accordingly adjust overall key dates.	Bid conditions prevail.
13	Part 1	249	Tender condition prevails.	Request you to delete the mentioned para and include cost center E, F, G, H and I in the calculation of Advance Payment. This is so because in other similar Metro tenders advance is paid as a % based on contract Price and not specific to only cost centers. This how it is implied in NAGPUR DEPOT CONTRACT as well.	Bid conditions prevail.
14	Part 1	267	Bid conditions prevail.	<p>This is with reference to Volume 1, B ELIGIBILITY CRITERIA Clause No 5, page 151 of 236 Part 1</p> <p>Please reconsider this clause and request</p>	Bid conditions prevail.

				to replace as below: Any bidder participating as sole bidder or joint venture / consortium member can avail the experience of its Affiliate for evaluation purpose. The sole bidder or Joint venture/consortium member using such experience will submit a comfort/support letter from the Affiliate company whose experience is being used.	
15	Corrigendum IV	REVISED ANNEXURE-X: MAKE IN INDIA POLICIES OF DIPP AND MOHUA (GOVERNMENT OF INDIA)	3. in view of above, it is clarified that as per decision taken in MD's meeting held on 10.02.2018 in Nagpur, the stipulated component wise minimum local content as circulated by MoHUA may be specified as an eligibility criteria. This will obviate the need for having price matching clause. MAHA METRO may follow this condition for its procurement.	We understand that as per Corrigendum IV , MOPP shall not apply to domestic bidders. Therefore, the local content certificate requirement is not mandatory for the bidders who are not availing the benefit of Margin of Purchase Preference. Please confirm.	Make in India Policy will be applicable as stated in Addendum IV, Annexure 1, Query reply No 209-212, ITB 1.5 (new para). Bid conditions prevail.
16	Corrigendum IV	REVISED ANNEXURE-X: MAKE IN INDIA POLICIES OF DIPP AND MOHUA (GOVERNMENT OF INDIA)	3. in view of above, it is clarified that as per decision taken in MD's meeting held on 10.02.2018 in Nagpur, the stipulated component wise minimum local content as circulated by MoHUA may be specified as an eligibility criteria. This will obviate the need for having price matching clause. MAHA METRO may follow this condition for its procurement.	Please delete word "component wise minimum local content". Please Confirm	Bid conditions prevail.
17	Corrigendum IV	Revised Price Schedule Format, Page 81 of 156	NA	Refer Cost Center A, B, C, D, E, F, G, I at page 85, 86, 91, 95, 96, 97, 98 & 100 respectively. Request to replace "Multifunction Work Stations with Elevated Tracks " with "Multifunction Work Stations" Same is in line with clause 234 of Corrigendum IV.	Clarification in 234 of Corrigendum-IV will apply to this.
18	Corrigendum IV	(REVISED KEY DATES) at page 123/156	NA	Request to replace "Multifunction Work Stations with Elevated Tracks " with "Multifunction Work Stations" Same is in line with clause 43 of Corrigendum IV.	Clarification in 234 of Corrigendum-IV will apply to this.
19	Corrigendum IV	Annexure 7 and Annexure 1 to Table: Summary of Sections (REVISED KEY DATES) and Additional clause	As per the Key Dates (KD-1) mentioned for CMV, the M&P Contractor has to get the approval of M&P manufacturer from MMRCL and place the LOA to the M&P manufacturer within 8 weeks of	We intend to inform that both these clauses (KD-1 and additional clause for procurement of (CMV)) contradicts each other and there is no clarity if the bidder has to go for approval of M&P manufacturer or wait for 6 months. Hence,	MMRCL will intimate to proceed/not proceed anytime within 6 months from LOA. KD-1 for CMV will start from the date of confirmation to proceed by MMRCL.

		added for procurement of CMV.	receiving the LOA from MMRCL. However, as per additional clause for procurement of CMV, MMRCL has stated that The Employer may decide to proceed/not proceed with the procurement of CMV from the Contractor, this decision shall be notified by the Employer within 6 months from the LOA.	we request MMRCL to please correct the key dates for CMV in order to have a uniform understanding.	
20	Corrigendum IV	Additional Query	Table: Summary of Sections (REVISED KEY DATES) ,Page 123 of 156	Refer KD-4 & herewith request to replace "Manufacture and Supply of M&P Equipment and its components at site" with "Supply of M&P Equipment and its components at site"	Accepted
21	NA	Additional Query	NA	Please refer ANNEXURE 5, page 162 of 224, part 1 Request to replace Actuals for previous five years ending on or before "31.05.2016" with "30.09.2018".	Replace 31.05.2016 with 31.03.2018
22	NA	Additional Query	NA	Please refer C: Assessment Topics, Volume 1, Page 152 of 256, Part 1: T2, Profitability: Please replace The 'last financial year' will be the latest financial year that ended on or before "31.03.2018" by "30.09.2018". T4 Average Annual Turn Over: Please replace The 'last financial year' will be the latest financial year that ended on or before "31.03.2018" by "30.09.2018".	Bid Conditions Prevail.
23	NA	NA	NA	Requests for extension of time	Refer Maha-Metro E-tender portal for extension of time, if any.

As per
21/02/2019
SR by CPM (Proc)

ANNEXURE-1 TO CORRIGENDUM NO. VII

Query Reply S.no	Clause ref.	Description in previous document	Description in revised document
7	Corrigendum IV, Annexure 1, Serial No 149, Page 67 of 156	Operating Requirements- The Battery Operated Road cum Rail Shunting Vehicle shall be designed to start & haul 280 tons 6 cars train on dry tracks with a maximum track gradient of 1.5% with curve radius of 140m, occurring together, including turnouts and crossings for Pune Metro.	Operating Requirements- The Battery Operated Road cum Rail Shunting Vehicle shall be designed to start & haul 280 tons 6 cars train on dry tracks with a maximum track gradient of 2% with curve radius of 140m, occurring together, including turnouts and crossings for Pune Metro.
11	Annexure 1, Addendum IV, Clause no 214.	Bidder to provide details & documents establishing the Source Countries – Plant, Materials and Services along with their bid. Refer Annexure-6 to this Corrigendum.	Replace 5.3 (new para) with : Documents Establishing the Eligible Source Countries – Plant, Materials and Services To establish the eligibility of Plant, Materials and Services in accordance with ITB 5, Bidders shall complete the country of origin declarations as given in Annexure 6, Addendum IV of Part 1 Bidding Procedure.