



		<p>including completion within the Time for Completion stated in the Particular Conditions of Contract.</p> <p>(b) Method Statements for laying/installation of each type of turnouts/cross-over/scissors cross-over along with supply of such units.</p> <p>(c) Outline of the arrangements of the Bidder to manage coordination of Site access.</p> <p>(d) Comments on the geotechnical and subsurface aspects of the Works including materials, material sources and any constraints</p> <p>(e) Not Used</p> <p>(f) Comments on logistics and traffic management [as may be appropriate].</p> <p>(g) Outline of the arrangements and organization of the Bidder to ensure compliance with the Works outline of the arrangements of the Bidder to carry out testing upon completion as specified in the Works Requirements.</p> <p>(h) [Insert other information, as may be appropriate.]</p>	<p>Sub Clause d): This is not is scope of the turnouts Supplier.</p> <p>Sub Clause f): This is not is scope of the turnouts Supplier.</p> <p>Sub Clause g): This is not is scope of the turnouts Supplier.</p> <p>However, the turnout supplier shall submit the installation and maintenance manual.</p>																					
	<p><b>Section VII.</b></p> <p><b>3. Schedule of Requirements</b></p> <p><b>1. List of Goods and Delivery and Schedule - 1. Design and development of Standard Gauge Turnouts</b></p>	<p>1. Design and development of Standard Gauge Turnouts:</p> <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Description</th> <th>Unit</th> <th>Delivery Date</th> </tr> </thead> <tbody> <tr> <td>T.0</td> <td>Developing, Designing of Standard Gauge Turnouts with 60 FT (18.3m) Ball as per technical specifications including submission of drawings, documents, documents with all details etc. The payment for this item shall be made after the design &amp; drawings have been approved by the purchaser</td> <td>Lump Sum</td> <td></td> </tr> <tr> <td>T.1</td> <td>1 in 7 Scissors cross-over of 500m and 15.35m track centres (Ballast less). Track centre may undergo minor variation, 1 in 7 Turnout ballastless Ballastless.</td> <td>1</td> <td></td> </tr> <tr> <td>T.2</td> <td>Radius shall be 100m, 1 in 9 R300 &amp; R100 Ballastless Turnouts</td> <td>1</td> <td>Date of LOA + 6 weeks</td> </tr> <tr> <td>T.3</td> <td>1 in 7 R100 &amp; R150 Ballastless Turnouts</td> <td>1</td> <td></td> </tr> </tbody> </table>	Sl. No.	Description	Unit	Delivery Date	T.0	Developing, Designing of Standard Gauge Turnouts with 60 FT (18.3m) Ball as per technical specifications including submission of drawings, documents, documents with all details etc. The payment for this item shall be made after the design & drawings have been approved by the purchaser	Lump Sum		T.1	1 in 7 Scissors cross-over of 500m and 15.35m track centres (Ballast less). Track centre may undergo minor variation, 1 in 7 Turnout ballastless Ballastless.	1		T.2	Radius shall be 100m, 1 in 9 R300 & R100 Ballastless Turnouts	1	Date of LOA + 6 weeks	T.3	1 in 7 R100 & R150 Ballastless Turnouts	1		<p>The initiation of design process for the turnouts and the final design approval is depended upon various inputs, such as listed below, which shall be coming from Maha Metro:</p> <ol style="list-style-type: none"> <li>SOD / Rolling Stock wheelset dimensions.</li> <li>Rolling Stock Wheel profile.</li> <li>Point machine model for ballasted depot</li> <li>Point machine model for slab turnouts in mainline.</li> <li>Fastening type for slab turnouts in</li> </ol>	<p>Details for the item no 1 to 5 will be provided with in the minimum time from the date of LOA, therefore, tender condition prevails.</p>
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			<p>mainline. Therefore, we request Maha Metro to kindly confirm or Clarify that the Delivery date of Design Studies, calculations etc. shall be 12 - 14 Weeks from the date of reception of critical inputs from Maha Metro required to initiate the design submission process.</p>	
<p>4. 1. List of Goods and Delivery Schedule - 1. Manufacturing &amp; Supply of Standard Gauge Turnouts to be delivered at DDP, Pune.</p>	<p>Note: 1. The Letter of Credit (LC) will be opened within period of 90 days from the date of Contract Agreement. If LC is not opened, then delivery period shall be from the date of issue of Letter of Acceptance. 2. Delivery allowance of (+)1% and (-) Nil% of the total quantity supplied will be acceptable.</p>	<p>The supply deadline of turnouts as per the tender documents for the LOT 1, LOT 2 &amp; LOT 3 cannot be met without design approval which is depended up on the critical technical information coming from MAHA Metro as stated in the query no. 3.  Also the production / manufacturing of turnouts shall commence only after final design approval and which may push the delivery date of first and second lots to about 8 months from the date of design approval. In addition to above, we would like to bring to the notice of Maha Metro that procurement of Switch rails and 1080 HH rails cannot start unless the layouts are approved and also it may further be noted that these rails are imported and are not available in India and the minimum lead time to procure these rails is 5 Months.  Therefore, we request Maha Metro to accept the delivery of turnouts in 8 Months from the date of design approval.</p>	<p>Tender Condition prevails.</p>	

<p>5.</p>		<p>Delivery at DDP Pune from date of Establishment of Letter of Credit/LOA: First Lot of 12 Sets of 1/9 R300 Slab Turnouts in 20 Weeks from the date of LOA.</p>	<p>We request Maha Metro to review and change the delivery conditions from the date of contract signing OR request Maha Metro that details like:</p> <ol style="list-style-type: none"> <li>1. SOD / Rolling Stock wheelset dimensions.</li> <li>2. Rolling Stock Wheel profile.</li> <li>3. Point machine model for ballasted depot</li> <li>4. Point machine model for slab turnouts in mainline.</li> <li>5. Fastening type for slab turnouts in mainline.</li> </ol> <p>Should be available within 7 days from the date issuance of the LOA.</p> <ol style="list-style-type: none"> <li>2. Since the weldable CMS crossings are required to be with EDH and we would like to bring to the notice of Maha metro that to manufacture a weldable CMS crossing with EDH would require a minimum of 4 months from the date of manufacturing clearance.</li> </ol>	<ol style="list-style-type: none"> <li>1. Tender Condition prevails.</li> </ol>
<p>6.</p>	<p>Technical Specifications: Clause 3: Switches; Sub - Clause 2</p>	<p>Switches (stock rail &amp; switch rail) of main line turnouts shall be of 1080 grade Head Hardened (HH) of Class "A". Depot turnouts shall be of 880 grade rails in accordance with IRS-T-12-2009(with latest amendment), specifications. The section of rails shall be UIC 60 or similar for stock, lead and 60 E1 A1 (ZU1-60)/60 E1 A4 for switch rail. Further, 1080 HH grade rails shall be suitable of being welded by short pre-heat process of alumino-thermic welding technique as specified in IRS-T-19 (latest version) for fusion welding of rails duly following the provisions of</p>	<p>As per the referred clause - 60E1A1 and 60E1A4 switch rails are acceptable to Maha Metro, however it may be noted that 60E1A4 rails are having a very high lead time for procurement, as they are not milled very frequently, and also 60E1A4 rails are not manufactured as per IRS - T- 12 norms, please clarify or confirm to delete 60e1A4 rails from the specs.</p>	<ol style="list-style-type: none"> <li>2. Supplier shall ensure the supply of Turnouts, Scissor cross over etc. as per Delivery schedule Clause No.1</li> </ol> <p>Tender Condition prevails. Bidder has flexibility to supply either of the profile.</p>

		Indian Railway Manual for Alumino-Thermic welding.		
7.	Technical Specifications: Clause 10: Scope of Work; 10.2 Turnouts, scissors cross-overs & derailing switch (Ballastless)	The supplier shall carry out Reliability, Availability, Maintainability and Safety (RAMS) study to ensure the design meets National/International standards for uninterrupted operations after commissioning of Project.	Turnout Manufacturers generally are not required to conduct such tests neither any other metro Authority / MRTS in India have ever asked or sought a RAMS Study from a Turnout Supplier, However Turnout Manufacturers can provide inputs to the Maha Metro's designated consultant or engineer to conduct such studies, therefor please clarify and confirm the scope of the turnout manufacture shall be limited to providing inputs related to Turnouts Studies.	Confirmed that Turnout supplier is not required to do RAMS study. Refer corrigendum 1, Part-2, Section VII, Schedule of requirement 10.0 scope of work.- RAMS has been withdrawn from scope of supplier.
8.	Technical Specifications: Clause 10: Scope of Work; 10.2.1 Scope of supply	Fastening System for ballast less track shall be decided after award of work and supplier should design the components like slide chair, base plate etc as per fastening decided by Metro. Supply of fastening system for ballast less track is not in the scope of work.	We shall be considering Vossloh Fastening System 336, an Approved system for MRTS in India, however please confirm that if the Maha Metro imposes any other type fastening system other than what we have considered during bid stage, then Maha Metro shall pay the extra costs arising out of the change in design of various components due to the imposed fastening system.	Tender Condition prevails.  Clarification: Fastening system for Turnouts & Scissors Fastening system would be 336 fastening system, or double resilient base plate system or any other RDSO approved fastening system. However, same will be confirmed after award of Tender.

<p>9.</p>	<p>Technical Specifications:          Clause 10: Scope of Work; 10.1.1 and 10.2.1          Scope of supply</p>	<p>10.1.1 Scope of supply          The supplier shall not be required to supply rails other than those required for welded leg extensions of CMS crossings &amp; Switches.          10.2.1 Scope of supply          The supplier shall not be required to supply rails other than those required for welded leg extensions of CMS crossing &amp; Switches.          Supply of fastening system for switches and crossing of Turnouts and Scissors cross-overs is in present bid document excluding lead portion.</p>	<p>Please confirm the below scope of supply:          The supplier shall be supplying only the Switch Rail, Stock Rail, Rails for Crossing legs and the check rails only and the Lead and closure rails between the switch and crossing portion is not in scope of supply of the turnout supplier.          Please confirm the below scope of supply:          “Excluding lead portion” refers to the lead and the intermediate portion between the switch portion and the crossing portion and the portion of rail left after end of crossing in the turnout.</p>	<p>Confirmed that rails for lead and intermediate portion is not in the scope of supplier.</p>
<p>10.</p>	<p>Technical Specifications:          Clause 1:          General;          Sub - Clause 7</p>	<p>7) The minimum speed potential of the various turnouts and scissors-crossovers shall be as given below:          (i) Main lines          a) 1 in 9 300R type turnouts (Design speed 45 Km/h, permissible speed in service 40 Km/h.)          b) 1 in 9 190R type turnouts (Design speed 35 Km/h, permissible speed in service 25 Km/h.)          c) 1 in 7 140R type turnouts (Design speed 25 Km/h, permissible speed in service 20 Km/h.)          d) 1 in 7 190R type turnouts (Design speed 35 Km/h, permissible speed in service 25 Km/h.)          (ii) Depot lines          a) Scissors cross-over 1 in 7 type (speed Design speed 35 Km/h)          b) 1 in 7 type turnouts (Design speed 35 Km/h)</p>	<p>Please provide the Straight-Line Speed of the respective turnouts in Main Line and the Depot.          This information is critical to the overall design of the turnouts in Main Line and Depot - and shall have direct impact on the length of the check rail.</p>	<p>Main line design speed is 90kmph for straight and depot design speed is 35kmph.</p>

11.	Technical Specifications: Clause 3: SWITCHES; Sub - Clause 8	The switches & all slide chairs shall be same for ballasted & ballast less turnouts.	<p>The grade of the switch rail is different for main line and depot and the length of the switch is dependent on the geometry of the turnout, hence the switches in the Main Line and Depot shall be same in terms of operation but different in terms of grade of rail / length.</p> <p>The slide chair shall be same in Main Line and Depot in terms of operation, however the design of slide chair is dependent upon type fastening system and the laying.</p> <p>This for information</p>	Agreed.
<b>Section IX.</b>				
12.	Particular Conditions of Contract: GCC 13.1	<p>For Goods from within the Purchaser's country: Upon delivery of the Goods to the transporter, the Supplier shall notify the Purchaser and mail the following documents to the Purchaser :-</p> <ul style="list-style-type: none"> <li>(i) the Supplier's invoice showing Goods' description, quantity, unit price, and total amount;</li> <li>(ii) delivery note, railway receipt, or truck receipt;</li> <li>(iii) Manufacturer's or Supplier's warranty certificate;</li> <li>(iv) inspection certificate issued by the nominated inspection agency, and the Supplier's factory inspection report; and</li> <li>(v) certificate of origin.</li> </ul> <p>The above documents shall be received by the Purchaser at least one week before arrival of the Goods at the port or place of arrival and, if not</p>	<p>In case of Turnouts which are being supplied from within the purchaser's country, that is, India and shall be invoiced in INR, we would like to bring to the attention of Maha Metro that "(v): Certificate of origin: is not applicable for Supply of turnouts since the manufacturing shall be done in India and billed in Indian Rupees. Please confirm.</p>	If goods supplier from within the purchasers country, referred Sub Clause (V) i.e. Certificate of Origin is not applicable here.

13.	Particular Conditions of Contract: GCC 16.1	<p>received, the Supplier will be responsible for any consequent expenses.</p> <p>The standard payment terms for schedule of requirement item no.2, subject to recoveries, if any, under the Liquidated Damages Clause in General Conditions of Contract will be as under:</p> <p>a) 80% payment on proof of inspection and shipment on receipt of all shipping documents as specified in GCC Clause 13.</p> <p>b) 10% payment on receipt of goods at Range Hill depot (Agricultural College Area)/Vanaz Depot Pune or at any other location in PUNE METROPOLITAN REGION as directed by the Engineer.</p> <p>c) 10% payment on successful completion of the supply of corresponding lot.</p> <p>d) Payment of foreign currency (freely convertible international trading currency) portion shall be made to the supplier through negotiable Letter of Credit (LC). LC shall be irrevocable and divisible. Part payment is allowed. LC is opened through Banker's of the Purchaser based at Pune. LC opening charges shall be borne by the Purchaser, however, Bank charges on LC amendment, if any, at the request of supplier shall be to Supplier's account. All other charges shall be to Supplier's account. LC shall be opened as per quarterly cash flow statement based on delivery schedule and the payment schedule indicated in sub-clause above.</p> <p><b>Cost of Purchaser/its representative/its authorised inspecting authority's attendance including travel:</b> Third party inspection cost to be borne by supplier including costs of the inspection, travelling and accommodation costs complete in all respects. Quoted rate must include these elements also.</p>	<p>We request Maha metro to include 10% advance against submission of bank guarantee.</p> <p>This shall help the supplier to manage their working capital since the manufacturing of turnouts involves a large percentage of material input costs.</p>	Not agreed & Tender condition prevails.
14.	Particular Conditions of Contract: GCC 26	<p><b>Cost of Purchaser/its representative/its authorised inspecting authority's attendance including travel:</b> Third party inspection cost to be borne by supplier including costs of the inspection, travelling and accommodation costs complete in all respects. Quoted rate must include these elements also.</p>	<p>1. Please confirm that only the costs related to the Third-Party Inspections are in Scope of the Turnouts Supplier.</p>	<p>1. Cost of third party inspection including traveling and accommodation is in the scope of supplier. If Purchaser or its representative witnesses the testing &amp; inspection, the cost of travelling and accommodation will be borne by the purchaser.</p>



			2. Please clarify whether prototype inspection is required before the start of serial supplies.	2. Prototype inspection is required before the start of serial supplies.
	<b>Section X.</b>			
15.	Contract Forms: Page 129 Page 132 Page 134	<ul style="list-style-type: none"> <li>• Sub - Contractor's / Vendor's Warranty</li> <li>• Indemnity Bond</li> <li>• Guarantee for Safe Custody</li> </ul>	The referred contract forms are Not - Applicable for the turnout supplier, since these forms are referred to the track work contractor or civil contractor only. Please confirm.	It is confirmed that these forms are not applicable to this Tender. Hence, stands deleted.
	<b>NIT</b>			
16.		Design, Manufacturing & Supply of Standard Gauge 60E 1 (UIC 60) Turnouts for Pune Metro Rail Project. ICB NO. P1 - T03R / 2019	Since the referred tender is a re-tender of ICB: P1 - T03/2018 and the MRTS like DMRC, BMRC etc have mentioned the budgeted value in the tenders they have issued in past, therefore We request Maha Metro to kindly mention the Budgeted Value of the referred tender.  The budgeted value of the ICB P1 - T03R/2019 shall give correct information to the perspective bidders to prepare their respective bids.	Supplier has to work out the cost as per BOQ.
17.	Date & Time of submission of Bid	Online submission up to 16.00 Hrs on 28/02/2019 at Maharashtra Metro Rail Corporation Limited's e-tender portal.	We request Maha-Metro to please extend the date by 2 weeks.	Not agreed & Tender condition prevails



Sr. Dy. CPM (Procurement),  
Maha-Metro, PMRP

