

Dedicated Freight Corridor Corporation of India Limited
(A Government of India Enterprise)

PLANT AND EQUIPMENT WORKS
ICB NO. PE P-6

Response to Queries

Following are the Employer's Clarifications to the perspective Bidders' queries, w.r.t. to the Pre-Bid meeting held on 22nd Dec. 2017 against Bid invitation notification no-2017/HQ/EN/PWC/PE P-6, Dated 01-12-2017 for Design, Manufacturing, Supply, Testing, Commissioning and Training of Plant and Equipment for Railway Track and Electric Over Head Equipment (OHE) on Dadri-Rewari-JNPT Network of Western Dedicated Freight Corridor package.

The aforesaid clarifications would not be a part of the Contract Agreement and no part of such clarifications can be reproduced, post award, by the successful Bidder/Contractor to drive home a point or can be cited as basis for any change in Bid process.

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
227	II	145 of 223	General	9.4 Self-Driven Rail Bound Maintenance Vehicle	The dimensional operating and other requirement of the car will be as per RDSO specification no. TI/OHE/8WDETC/0092 Aug, 2015 Chapter-II. Kindly Confirm.	The specification provided in Section 9.4 is self-explanatory. In case any provisions is not stated in Section 9.4, and required to be considered during design approval stage, RDSO Specification may be referred.
228	II	145 of 223	General	9.4 Self-Driven Rail Bound Maintenance Vehicle	Clarification regarding the payload and maximum axle load capacity to be provided.	In this direction, please refer Sl. 1 of addendum No. 6
229	II	145 of 223	General	9.4 Self-Driven Rail Bound Maintenance Vehicle	The flooring in the space allocated for the crane area will be 5 mm thick MS galvanized chequered plate. Please confirm.	This shall be finalized during design review stage considering availability of proven alternative design and material for better life and durability.
230	II	145 of 223	General	9.4 Self-Driven Rail Bound Maintenance Vehicle	The crane operator's entry into the crane area will be provided from outside the vehicle through footsteps on both the sides. This needs to be approved in the design approval stage. Please confirm.	This aspect will be decided during design approval stage considering the constraints and options available for different vehicles covered under Section 9.4.1 to 9.4.2.

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
231	II	145 of 223	General	9.4 Self-Driven Rail Bound Maintenance Vehicle	Please provide us with height of Pantograph of DFC tracks.	In this direction, please refer Sl. 2 of addendum No.2 dated 09-04-2018.
232	II	145 of 223	General	9.4 Self-Driven Rail Bound Maintenance Vehicle	Please provide us with Maximum Moving Dimension of DFC tracks.	Refer RSOD of DFCCIL. http://www.indianrailways.gov.in/railwayboard/uploads/directorate/civil_engg/pdf/DFC-SOD/SSOD_Freight_Corridor_210113.pdf
233	II	145 of 223	1.4 (b)	9.4 Self-Driven Rail Bound Maintenance Vehicle	It is requested that due to weight & space constraint in the vehicle (due to addition of crane of crane, hydraulic stabilizers, crane/basket, crane power pack etc.), the clause may be modified as “The vehicle is 4-axle/8 Wheeler, self-driven with following traction features: b) Diesel Electric consisting of an control unit, alternator, power rectifier, traction motors or Converter/Inverter System with 3 phase AC traction & control unit & all four axles driven. Or Diesel Hydrostatic/Hydrodynamic with minimum one axle drive of each bogie for 8-Wheeler Tower Wagon”. Please confirm.	The clause is self-explanatory.
234	II	145 of 223	2.4	9.4 Self-Driven Rail Bound Maintenance Vehicle	The mentioned clause is only applicable for coaches. For 8-Wheeler Tower Wagon, the strain gauge & squeeze load testing will be done as per clause no. 2.1, 2.2, & 2.3 as mentioned in Section 9.4. Kindly confirm.	In this direction, please refer Sl. 3 of Addendum No.6
235	II	147 of 223	2.5	9.4 Self-Driven Rail Bound	The mentioned clause is only applicable for coaches. For 8-Wheeler Tower Wagon, the strain gauge & squeeze load testing will be	In this direction, please refer Sl. 13 of addendum No.4 dated 24-05-2018

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
				Maintenance Vehicle	done as per clause no. 2.1, 2.2, & 2.3 as mentioned in Section 9.4. Kindly confirm	
236	II	146 of 223	3.5	9.4 Self-Driven Rail Bound Maintenance Vehicle	3 nos. foldable cushion seats + 1 cushion seat in Cab-1 & 2 nos. foldable cushion seats + 1 cushion seat in Cab-2 will be provided. Kindly confirm.	The clause is self-explanatory and the provisions shall be decided during the design approval stage as per the space availability.
237	II	146 of 223	3.6	9.4 Self-Driven Rail Bound Maintenance Vehicle	The interior furnishing of the vehicle will be done as per Clause no. 3.10 & 3.11 of Chapter – III of the RDSO Spec. No. TI/SPC/OHE/8WDETC/0092. Kindly Confirm.	The clause is self –explanatory & no change is contemplated.
238	II	149 of 223	3.14	9.4 Self-Driven Rail Bound Maintenance Vehicle	Provision of wind screen Wiper arm and blade Assembly will be provided as per RDSO Specification no.C-K306 (Rev 01). Kindly confirm.	The clause is self-explanatory.
239	II	149 of 223	3.18	9.4 Self-Driven Rail Bound Maintenance Vehicle	Kindly provide the RDSO drawing number to be used.	The design, drawing or standards proposed to be followed shall be submitted by the Contractor during design review stage.
240	II	149 of 223	3.16	9.4 Self-Driven Rail Bound Maintenance Vehicle	Double tone pneumatic horns as per RDSO Specification no. will be provided. Kindly confirm.	The clause is self-explanatory
241	II	149 of 223	3.19	9.4 Self-Driven Rail Bound Maintenance Vehicle	Kindly specify the drawing number of the window to be provided in these cabins.	To be proposed by the Contractor and finalized during design review stage depending on the availability of space and requirement.
242	II	157 of 223	2.1	9.4.2 Tower Wagon 8-Wheeler	The hydraulic swivelling platform of 4.5 m length & 1.5 m width will be provided. Kindly confirm.	To be finalized during design approval stage and shall be of the order as stated in sub-clause 2.1 of Section 9.4.2

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
					Kindly confirm the maximum height of swiveling platform in raised condition & other features.	
243	II	158 of 223	3.1 a)	9.4.2 Tower Wagon 8-Wheeler	Kindly clarify the requirement of the cradle to be provided. Also, the cradle/ basket to be provided is to be electrically insulated. If yes, then the specification for insulation to be provided.	Insulated cradle is not called for. The movement of crane should only be possible when OHE of the line on which the vehicle is operating is switched off. (Refer 3.12 of Section 9.4 along with addendum)
244	II	158 of 223	3.1 a)	9.4.2 Tower Wagon 8-Wheeler	The crane will be provided with a pendant remote control to control the height as required. Kindly confirm.	This shall be dealt with at the design approval stage.
245	II	150 of 223	6.1	9.4 Self-Driven Rail Bound Maintenance Vehicle	Creep speed control for the crane will be provided with the staff working in the basket. Kindly confirm.	This shall be dealt with at the design approval stage.
246	II	161 of 223	10 d)	9.4.2 Tower Wagon 8-Wheeler	It is requested to clarify that 10 staff includes the total staff sitting in the vehicle excluding the driver.	Yes
247	II	161 of 223	8 d. (xi)	9.4.2 Tower Wagon 8-Wheeler	The accommodation of the rescue trolley in the vehicle is not possible. It is requested that the above requirement may be waived off.	In this direction, please refer Sl. No. 2 of Addendum No. 6
248	II	161 of 223	8 d.(vi)	9.4.2 Tower Wagon 8-Wheeler	Our understanding is this is a hand held equipment to warn staff about approaching train with no interfacing with signals. Please confirm.	It is an audio-visual flashing alarm to warn the staff about the approaching train and the operator shall ensure its facing and to ensure no interference with fixed signals.
249	II	161 of 223	8 d.(vii)	9.4.2 Tower Wagon 8-Wheeler	Protection screen of suitable dimension will be provided by vendors. Please confirm in case there are any special requirements.	The best design in this regard shall be offered at the time of design approval. Special requirements cannot be specified at this stage except that it prevents/warns the staff not to enter in the area of running line. Refer 2.6 (d) of Section 9.4.1 also in this regard.
250			3.3, 3.3.4, 3.3.5 & 3.3.6 of windows	RDSO Spec. No. TI/SPC/OHE/	It is requested to clarify the RDSO drawing number for suitable window to be used for the vehicle. To be approved during design	RDSO drawing for windows or any other items is not mandatory. The standard and drawing to be followed shall be furnished by the Contractor during design

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
			(Chapter – III)	8WDETC/0092	approval stage. Please confirm.	approval stage.
251			3.4.2	RDSO Spec. No. TI/SPC/OHE/8WDETC/0092	The hinged doors will be provided on the side walls for the entry of drivers from outside of OHE car & will have a clear opening of 550 mm instead of 750 mm. Kindly confirm.	All dimensions of door shall be finalized during design review stage considering the proven designs and applicability. However, Refer Sl. No. 7 of Addendum No. 6
252			5.7.5.5 & 5.9.2 of Chapter-V	RDSO Spec. No. TI/SPC/OHE/8WDETC/0092	It is requested that the driving arrangement of Auxiliary Alternator through cardan shaft shall be allowed instead of pulley & belt driving arrangement, as the former arrangement will require less space, less maintenance & power loss will be low. Please confirm.	DFCCIL specification does not stipulate any such conditions or requirement. In case, alternative design offered is better and acceptable to the Engineer, the same will be acceptable or otherwise, the RDSO specification shall prevail. Refer Sl. No. 7 of Addendum No. 6
253			5.3.2.10 of Chapter – V	RDSO Spec. No. TI/SPC/OHE/8WDETC/0092	It is requested that the above clause may be amended & the position of air cleaners should not be restricted to inside the OHE car.	DFCCIL specification does not stipulate conditions for air inlet. In case, alternative design offered is better and acceptable to the Engineer, the same will be acceptable or otherwise RDSO specification shall prevail. Refer Sl. No. 7 of Addendum No. 6
254	I	76 of 172	Sl. No. 10	Form Exp-3	As per Addendum 2 released on 09/04/2018, eligibility for 4/8 wheeler tower car has been modified as 'Manufacture & Supply of minimum 25 nos. of rail bound self-propelled 4/8-wheeler tower wagon, or AC/DC/AC-DC EMUs/MEMUs/DEMUs, or locomotive(diesel/electric), or self-propelled rail mounted cranes (with any type of transmission)/track machines (self-propelled) for maintenance of OHE during last five (5) years (Calendar/Financial).'	In this direction, please refer Sl. No. 15 of Addendum No. 3 dated
					We request the specific experience form shall also be modified as 'Specific	

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
					Experience for 'Manufacture & supply of Rail bound mobile 4/8 wheeler Tower wagon or AC/DC/AC-DC EMUs/MEMUs/DEMUs, or locomotive(diesel/electric), or self-propelled rail mounted cranes (with any type of transmission)/track machines (self-propelled) for maintenance of OHE'. This is requested keeping in connection with Eligibility Criteria.	
255	II	215 of 227		9.8 Ballast Hopper Wagon with Remote Control Discharge	For any wagon to be allowed to run on IR network, the wagon design needs to be approved by RDSO and the wagon when manufactured is inspected and given a dispatch clearance (Dispatch Memo). Hence, for being able to meet the requirement of the Tender, the Design of the Wagon needs to be approved by RDSO. Any modification in the design will result in Private Wagon Design Approval process which will take up 8-10 months.	Since the wagon shall require to work over DFCCIL network, RDSO approval is not required. In case, RDSO approved design is offered, design approval by DFCCIL is simplified in accordance with clause 11.7 of Section 8. For transport of the rolling stock over IR network to DFCCIL, the Contractor may require provisional speed certificate at his cost in accordance with Clause 25 Section 8.
256	II	215 of 227	3	9.8 Ballast Hopper Wagon with Remote Control Discharge	Remote Control Discharge mechanism has not been implemented on Hopper Wagons and the organizations working on the same don't have a proven design working on Indian Railway Network. To make the existing BOBYN Wagon to have facility of Remote Control Operation, the design has to be approved by RDSO. Any wagon to run on IR network needs to be approved and inspected by RDSO. We request DFC to consider removing the requirement of "Remote Control Discharge mechanism" from this item	The wagons are required for working over DFCCIL network and the design of Remote Control Operation will be approved by the Engineer/Employer and not by RDSO.

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
257	II	215 of 227	2	9.8 Ballast Hopper Wagon with Remote Control Discharge	<p>Point (C) if there is any new mechanism that is implemented there will be a decrement from the current maximum carrying capacity of BOBYN wagon. Hence, Point (C) may suitably be amended by removing 'more than 66.4'.</p> <p>Point (g) mentions that the speed should be a maximum of 100kmph but RDSO has allowed the movement of BOBYN 22.9 (enhanced carrying capacity) to a maximum speed of 65kmph. For increasing the speed of the wagon, Oscillation Trial will have to be undertaken by RDSO and that will again take a huge amount of time.</p>	<p>Para 1 : Refer Sl. No. 4 of addendum No. 6</p> <p>Para 2 : Refer Clause 25 which stipulates oscillation trial to be done and procedure as applicable. Vehicle is meant for working over DFCCIL network and requirement of oscillation trial is in accordance with clause 25.3 of Section 8.</p>
258	II	196 of 223	4	9.6 Rail cum Road based vehicle with motorized elevated working platform (MEWP) Scheme 1	<p>According to DFCCIL specifications, all vehicle wheels should be powered and must have a minimum capacity of 17t, but:</p> <ul style="list-style-type: none"> - There is no 4x4 – 17t/19t vehicle distributed in India. All existing 2 axle trucks in India are limited to 16t on the public road. - Given the scope requested by DFCCIL, the truck must have a minimum capacity of 17t. Thus the only existing one in India is 6x4 – 25t truck. The proposed truck has 4 wheels out of 6 are powered, so there is a clause deviation. This deviation may prejudice the criteria and qualification conditions. According to the tender rules, this is a technical plus to the tender technical 	Clause number requiring clarification not marked correctly.

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
					<p>specification without jeopardizing the fair competition, therefore should be accepted.</p> <ul style="list-style-type: none"> - Please note that we have disregarded the possibility to propose an “European” 4x4 – 19t truck, as this type of vehicle does not exist in the Indian market and will not be able to be registered locally. Nevertheless, if the 4x4 railroad truck is only dedicated to work within a railway close area and will never be driven to the Indian road network, then could propose a European” 4x4 – 19t truck. Please confirm if feasible. 	
259	I	128-156 of 172 (Addendum No. 3 No.19-21)	Schedule 3 & 4	Price Schedule & Payment Schedule	<p>We understand that your good office gives the successful bidder the right to propose the respective percentages of each P&E for the apportionment of the Contract Price.</p> <p>However, such proposed apportionment shall be consented by the Engineer and approved by the Employer after the signing of the Contract.</p> <p>This means that the payment conditions of the Contract is NOT determined at the bidding stage. Under such a situation where the bidders have no common conditions and may have different ones for their bid prices, we are afraid that the Employer would have no ground for its fair evaluation of them.</p>	<p>Price bid Evaluation would entail comparison of the quoted Contract amounts by the Bidders.</p> <p>The Payment to the Contractor is governed by PC 14.7 with further elaboration under Schedule-2 (Preamble to Price Schedule).</p> <p>Payment process is graphically reflected under Flow Charts for Reimbursement and commitment</p>

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
					<p>Given, we would request your good office to define the payment conditions or fix the respective percentages of each P&E for the apportionment of the Contract Price, so that all the bidders can estimate the bid prices and forecast the cash flows based on the common conditions for your fair evaluation.</p>	<p>procedure.</p>
260	I	128-156 of 172 (Addendum No. 3 No.19-21)	Schedule 3 & 4	Price Schedule & Payment Schedule(On shore/Offshore)	<p>We understand that the Contract contains both onshore and offshore portions from the taxation perspective.</p> <p>Under such contracts, contractors often face challenges by the Indian tax authority on profits attributable not only to onshore portion but also to offshore portion due to the ambiguity of the separation between onshore and offshore portion in contracts. These taxation risk and related litigation risk force bidders to consider contingencies on the Contract Price or even not to participate in the bid.</p> <p>Given, we would request your good office to give the bidders the right to additionally describe “onshore” or “offshore” in column (3), (5), (7), and (9) of the Price Schedule together with the weightages so that Contractor’s taxation risk would be mitigated and then bidders may offer more competitive proposal.</p>	<p>In this direction, please refer Sl. No. 15 of Addendum No. 6.</p>

No.	Vol . No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarification
261	II	17 of 223 (Addendum-1, No.29)	14. Receipt of the P&E at site	Depots	<p>We understand that all the P&E shall be delivered to the Track Machine Depot (TMD) at Saradhana station of WDFC rail network.</p> <p>We would like you to clarify whether TMD is or will be available for the acceptance of each P&E by 21 months after the Commencement Date.</p> <p>In case that TMD is not available by then, can we assume that alternative place(s) for acceptance will be determined and informed to the Contractor by the Employer/Engineer in advance with reasonable compensations (such as additional transportation cost)?</p> <p>Otherwise, please confirm that additional payment, including, but not limited to the storage cost, maintenance cost, interest, due to unavailability of place for acceptance will be compensated to the Contractor by the Employer.</p>	<p>Yes,</p> <p>Engineer would issue suitable instructions under GC Sub Clause 3.3.</p> <p>It would be subject to Engineer's determination, under GC Sub Clause 3.5 of Contractor's claims submitted under GC sub Clause 20.1.</p>