

Pre-Qualification Queries of IFP No:- MM3-CBS-RS
QUERIES AND RESPONSES date 23/06/2016

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
1	Section I, Instruction of Application, Clause 4.1	For the purpose of applying the eligibility criteria listed in this ITA4, references to the "Applicant" include all entities, specified in the PDS, involved or intended to be involved with the proposed Works (including all partners and any of their affiliates that directly or indirectly control, or are controlled by or are under common control with the firm), specialist subcontractors, consultants, manufacturers or suppliers (as mentioned in Form ELI-1.2 Applicant's Party Information Form), and the personnel of each, for any part of the contract including related services.	For the proper local management, we suggest to kindly allow a fully owned subsidiary can use the data and references of their parent company and participate in tender/PQ on its own.	Prequalification conditions prevail.
2	Section II. PDA: ITA 4.1 (pg PDS-2)	An applicant should be either a) An Indian Company incorporated under Companies Act, 2013 OR b) A Foreign Company registered under relevant legislation in its country of origin and having permission to carry out business in India	We request you to please amend the following clause as follows: "An applicant should be either a) An Indian Company incorporated under Companies Act, 1956/ 2013 OR b) A Foreign Company registered under relevant legislation in its country of origin and having permission to carry out business in India "	Please Refer Addendum No.6
3	ITA 4.2 PDS-2	ITA 4.2 -In case of JV , the Lead Partner shall have atleast 40% share	Local entities that are qualified Consortium members with proven contract delivery experience should be allowed to take the Lead as they normally would have substantial scope during Contract Execution. Forcing Consortium members without actual scope of work to take substantial share in the consortium will result in a complicated Contract Structure and mismatch in the actual scope split during contract execution. Alternately, the Lead Partner share during Contract execution may be set to minimum 5% instead of 40 %.	Please Refer Addendum No.6
4	ITA 4.2 PDS-2	ITA 4.2 -In case of JV , the Lead Partner shall have atleast 40% share	Local entities that are qualified Consortium/ Lead members with proven contract delivery experience should be allowed to take substantial scope during Contract Execution. Forcing Consortium members without actual scope of work to take substantial share/ Lead in the consortium will result in a complicated Contract Structure and mismatch in the actual scope split during contract execution. Hence,Kindly restrict the scope of other members to minimum 10% and allow Local entities with substantial experience to quote as Lead members upto a scope of 90% atleast.	Please Refer Addendum No.6

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5	ITA 4.2 PDS-2	ITA 4.2 -In case of JV , the Lead Partner shall have atleast 40% share	Firm has given the reference of Indian Railways PQ for projects of Procurement cum maintenance of High Speed EMU trains and Kanchrapara EMU factory. Firm's submission is that "From the references mentioned above, it can be seen that, the applicant can become eligible as a bidder, on the basis of credentials of their principals (Associate, who has the relevant experience in the field of design, manufacture and supply of propulsion system and/or rail cars as may be applicable). With this, the local entity can become the lead partner and/or sole bidder, satisfying your requirement of having atleast 40% of the share. With this approach as is being followed by Indian Railways for qualification, the need for reduction in % share of the lead partner does not arise.	Please Refer Addendum No.6
6	Section II. PDA: ITA 4.2 (pg PDS-2)	In case of JV, the Lead Partner shall have at least 40% share.	For group companies/companies under common control , we would request that this clause of minimum percentage participation for lead partner is not imposed at all at this stage ,to ensure submission of the most competitive bid	Please Refer Addendum No.6
7	Section I, Instruction of Application, Clause 13.2	Wherever an Application Form requires an Applicant to state a monetary amount, the Applicant should indicate the USD equivalent using the rate of exchange determined as follows: For construction turnover or financial data required for each year - Exchange rate prevailing on the last day of the respective calendar year. Value of single contract - Exchange rate prevailing on the date of the contract. Exchange rates shall be taken from the publicly available source identified in the PDS or, in case such rates are not available in the source identified above, any other publicly available source acceptable to the Employer. Any error in determining the exchange rates in the Application may be corrected by the Employer.	Kindly add International Monetary Fund (IMF) in source for determining exchanges rate as well, as SBI/RBI don't provide exchange rate of some currencies which are non-tradable in India. It would be difficult and time consuming task to get exchange rate of 10 years old contract of signing date therefore, we suggest kindly fix any recent date for using exchange rate for value of sign contract.	Please Refer Addendum No.6
	Section II, PDS, Clause 13.2	The source for determining exchange rates is Reserve Bank of India/ State Bank of India.		

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8	ITA 16.1, PDS- 3	The deadline for Application submission is 15th January 2016	Kindly provide atleast 2 months time for submission of application from the date of receipt of key bidder's clarification & issue of addendum relating to the clarifications.	Please Refer Addendum No.5
9	Section II, PDS, Clause 16.1	Submission of applications for pre-qualification must be received in sealed envelopes, either delivered by hand, courier or by registered mail. The deadline for Application submission is: Date: 15th January, 2016 Time: 3:00 p.m.	We would like to submit that 45 days for preparing Application is not enough, moreover, due to festive season in Europe maximum companies shall be closed 20 days in December end and January first week. Therefore we will request you to kindly extend the date of Application due date to March 15, 2016.	Please Refer Addendum No.5
10	Section II, PDS, Clause 16.1	Submission of applications for pre-qualification must be received in sealed envelopes, either delivered by hand, courier or by registered mail. The deadline for Application submission is: Date: 15th January, 2016 Time: 3:00 p.m.	While we commit ourselves to prepare application for prequalification, we believe that further periods for preparation would be necessary and in order to persue our application more strengthened, with our due respects, hereby seek extension of the application due date from 15 January 2016 to 29th February 2016.	Please Refer Addendum No.5

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11	Invitation for Qualification Point No. 7 & Section II. PDA: ITA 16.1	Applications for prequalification should be submitted in sealed envelopes, delivered to the address above by 15th January, 2016,	You will appreciate that for a green field project with a new product like that required for this project, significant time and effort is required for coordination, preparation and finalization of the proposals. Since we need to mobilize resources and teams in different areas of expertise, the time provided is not adequate for such kind of projects specially owing to the upcoming holiday seasons in Europe. Hence we request that the submission deadline be please extended by at least 10 weeks.	Please Refer Addendum No.5
12	ITA -9 PDS-3	16 ITA 16.1, Deadline for submission of Applications	We request Deadline for submission of Applications to be extended by 2 months till 15th March, 2016	Please Refer Addendum No.5
13	RFQ Submission Date	Deadline for submission of Applications	We would appreciate intimation on RFQ submission date extension at the earliest.	Please Refer Addendum No.5
14	ITA-10, Clause 22.1	Applicants planning to subcontract any of the key activities indicated in Section III, Qualification Criteria and Requirements, shall specify the activity (ies) or parts of the Works to be subcontracted in the Application Submission Form. Applicants shall clearly identify the proposed specialist subcontractor(s) in Forms ELI-1.2 and EXP -4.2(b) in Section IV, Application Forms. Such proposed specialist subcontractor(s) shall meet the corresponding qualification requirements specified in Section III, Qualification Criteria and Requirements.	It is mentioned in the second sentence that " Applicant shall clearly identify the proposed specialist subcontractor(s) in Forms ELI-1.2 and EXP-4.2 (b) in Section IV," but, according to the Section III 4.2 (b) and 4.2 (c) , the format which Applicant can use for specialist subcontractor's record is not form EXP 4.2 (b) but EXP 4.2 (c) , so this second sentence shall be "Applicant shall clearly identify the proposed specialist subcontractor (s) in Forms ELI-1.2 and EXP-4.2 (c) in Section IV," which please confirm.	Please Refer Addendum No.6
15	Section II. PDA: ITA 22.2	At this time the Employer does not intend to execute certain specific parts of the Works by subcontractors selected in advance (Nominated Subcontractors).	This clause seems to be contradiction to Section III. Qualification Criteria and Requirements: 4.2(c) Specific Experience-Propulsion system- Note (viii), that Propulsion equipment will be allowed to be subcontracted. Please clarify	Prequalification Document conditions prevail.
16	Section II. PDA: ITA 22.2	At this time the Employer does not intend to execute certain specific parts of the Works by subcontractors selected in advance (Nominated Subcontractors).	In support of the "Make in India" initiative of the Indian Government and also to facilitate ease in maintenance and easy availability of spares, work and equipment should be manufactured in India. We therefore request that the works/contract should be allowed to be assigned/Novation and/or Subcontract to a local Indian company which is an affiliate that is directly or indirectly controlled, or is controlled by or are under common control with the applicant.	Prequalification Document conditions prevail.

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17	Section I. ITA 23.4	Only the qualifications of the Applicant shall be considered. In particular, the qualifications of a parent or other affiliated company that is not party to the Applicant under a JV in accordance with ITA 4.2 shall not be considered	We request you that with reference to ITA 4.5, while computing the technical and financial capacity of the applicant, the technical and financial capacity of their partners and any of their affiliates that are directly or indirectly controlled, or are controlled by or are under common control with the firm should also be considered for the purpose of eligibility. Hence ,we propose the following amendment in this clause: <u>"Generally, only the qualifications of the Applicant shall be considered. However, the qualifications i.e. general experience and financial resources of a parent or other affiliated company that is not party to the Applicant under a JV in accordance with ITA 4.2 shall be considered. , with the provision of Parent Company Undertaking to be described in the RFP."</u>	Prequalification conditions prevail.
18	Section III, Qualification Criteria and Requirements Sl. No. 2.1 & Form CON-2	History of Non-Performing Contracts Non-performance of a contract did not occur as a result of contractor's default since 1st January 2013	We opine that the data sought is difficult to glean from different business segments in such a short span of time. Also the data may be irrelevant to the present product being tendered out. Hence, we presume that the details sought is only for railway system contracts. Kindly confirm.	Please Refer Addendum No.6
19	Section III, Qualification Criteria and Requirements Sl. No. 2.2 & Form CON-2	Pending Litigation All pending litigation shall in total not represent more than 50 % of the Applicant's net worth and shall be treated as resolved against the Applicant.	We opine that the data sought is difficult to glean from different business segments in such a short span of time. Also the data may be irrelevant to the present product being tendered out. Hence, we presume that the details sought is only for railway system contracts. Kindly confirm.	Prequalification conditions prevail.
			With reference to the clause and form CON-2, kindly clarify whether the pending litigation details with any third party, other than the "Employer" need to be provided.	Prequalification conditions prevail.
			With reference to the clause and form CON-2, kindly clarify whether the pending litigation details, other than that involves monetary claim need to be provided.	Prequalification conditions prevail.
20	Se III. Qualification Criteria and Requirements 2.2 Pending Litigation (pg QCR-3)	All pending litigation shall in total not represent more than 50 % of the Applicant's net worth and shall be treated as resolved against the Applicant	What does the following "shall be treated as resolved against the Applicant" mean?	Prequalification conditions prevail.
	Section III, Qualification Criteria and Requirements Sl. No. 2.3 & Form CON-2	Litigation History No consistent history of court/arbitral award decisions against the Applicant since 1st January 2010	We opine that the data sought is difficult to glean from different business segments in such a short span of time. Also the data may be irrelevant to the present product being tendered out. Hence, we presume that the details sought is only for railway system contracts. Kindly confirm.	Please Refer Addendum No.6

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21			With reference to the clause and form CON-2, kindly clarify whether the pending litigation details with any third party, other than the "Employer" need to be provided.	Please Refer Addendum No.6
			With reference to the clause and form CON-2, kindly clarify whether the pending litigation details, other than that involves monetary claim need to be provided.	Please Refer Addendum No.6
22	Section III, QCR, Clause 3.1	The audited balance sheets or, if not required by the laws of the Applicant's country, other financial statements acceptable to the Employer, for the last 5 years ending 31st March 2015 shall be submitted and must demonstrate the current soundness of the Applicant's financial position and indicate its prospective long-term profitability. As the minimum requirement, an Applicant's net worth calculated as the difference between total assets and total liabilities should be positive.	As per statutory law of Europe, financial year considered January to December every year. Kindly modify the clause accordingly so as to enable it for appropriate European Companies.	Please Refer Addendum No.6
23	Section III, Clause 3.1, Financial Performance	The audited balance sheets or, if not required by the laws of the Applicant's country, other financial statements acceptable to the Employer, for the last 5 years ending 31st March 2015 shall be submitted and must demonstrate the current soundness of the Applicant's financial position and indicate its prospective long-term profitability.	The financial year followed in China is the calendar year i.e. from 1 st January to 31 December of respective calendar year. The Balance Sheet and other financial documents are prepared accordingly. We shall therefore submit audited financial statement applicable for the calendar years 2010, 2011, 2012, 2013 & 2014. We would request you to please confirm acceptance of the above.	Please Refer Addendum No.6

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24	Section III. Qualification Criteria and Requirements 3.1 Financial Performance (pg QCR-5)	The audited balance sheets or, if not required by the laws of the Applicant's country, other financial statements acceptable to the Employer, for the last 5 years ending 31st March 2015 shall be submitted and must demonstrate the current soundness of the Applicant's financial position and indicate its prospective long-term profitability. As the minimum requirement, an Applicant's net worth calculated as the difference between total assets and total liabilities should be positive.	We would request, that since the applicant/consortium is jointly & severally responsible for the project delivery ,the technical & financial qualifications should be considered at the applicant/consortium (instead of each member) level itself, only in those instances where the Applicant comprises of a consortium of companies form the same group or are under common control , Hence we request the following amendment to the clause: <table border="1"> <thead> <tr> <th rowspan="2">No</th> <th rowspan="2">Factor</th> <th rowspan="2">Requirement</th> <th rowspan="2">Single Entity</th> <th colspan="3">Joint Venture</th> </tr> <tr> <th>All Parties combin ed</th> <th>Each Member</th> <th>One member</th> </tr> </thead> <tbody> <tr> <td>3.1</td> <td>Financial Performance</td> <td>The audited balance sheets or,.....long-term profitability. As the minimumliabilities should be positive.</td> <td>Must meet requirements</td> <td>Must meet requirements</td> <td>Must meet 25% of the requirements N/A</td> <td>Must meet 40 % of the requirements</td> </tr> </tbody> </table>	No	Factor	Requirement	Single Entity	Joint Venture			All Parties combin ed	Each Member	One member	3.1	Financial Performance	The audited balance sheets or,.....long-term profitability. As the minimumliabilities should be positive.	Must meet requirements	Must meet requirements	Must meet 25% of the requirements N/A	Must meet 40 % of the requirements	Please Refer Addendum No.6
No	Factor	Requirement	Single Entity					Joint Venture													
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3.1	Financial Performance	The audited balance sheets or,.....long-term profitability. As the minimumliabilities should be positive.	Must meet requirements	Must meet requirements	Must meet 25% of the requirements N/A	Must meet 40 % of the requirements															
25	Section III, Clause 3.2, QCR - 5 Average Annual Turnover	The average annual turnover as a prime contractor (defined as billing for Railway Systems contracts in progress or completed) over the last 5 financial years (i.e. financial years whose ending dates are between April 1, 2010 to March 31, 2015) must be at least US\$ 215 million or the equivalent thereof.	Kindly reduce the Average Annual Turnover requirement to 80MUSD in proportion to the quantity of Rolling Stock to be tendered as in recent Tenders.	Please Refer Addendum No.6																	
26	Section III, Qualification Criteria and Requirements Sl. No. 3.2	The average annual turnover as a prime contractor (defined as billing for Railway Systems contracts in progress or completed) over the last 5 financial years (i.e. financial years whose ending dates are between April 1, 2010 to March 31, 2015) must be at least US\$ 215 million or the equivalent thereof.	The bidder's/JV/Consortium total average turnover shall not be less than INR 500 crores in any two of the last 5 financial years (i.e. financial years whose ending dates are between April 1, 2010 to March 31,2015)	Please Refer Addendum No.6																	
27	Section III. Qualification Criteria and Requirements 3.2 Average Annual Turnover (pg QCR-5)	The average annual turnover as a prime contractor (defined as billing for Railway Systems contracts in progress or completed) over the last 5 financial years (i.e. financial years whose ending dates are between April 1, 2010 to March 31, 2015) must be at least US\$ 215 million or the equivalent thereof.	We request that the total minimum requirement for Average Annual Turnover as required seems very high compared to last Rolling Stock Tenders in India funded by JICA. e.g. in the last Delhi Metro Tender RS10 ,for 486 Cars in 2012 ,where the Avg. Turnover required as qualification was 1/3rd of the estimated cost (which was prescribed as 3500 Crores) , Therefore, we propose to have 1/3rd requirement as well for this tender, which is much smaller in size i.e. 210 cars.	Please Refer Addendum No.6																	

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28	Section III. Qualification Criteria and Requirements 3.2 Average Annual Turnover (pg QCR-5)	The average annual turnover as a prime contractor (defined as billing for Railway Systems contracts in progress or completed) over the last 5 financial years (i.e. financial years whose ending dates are between April 1, 2010 to March 31, 2015) must be at least US\$ 215 million or the equivalent thereof.	<p>We would request, that since the applicant/consortium is jointly & severally responsible for the project delivery ,the technical & financial qualifications should be considered at the applicant/consortium (instead of each member) level itself, only in those instances where the Applicant comprises of a consortium of companies form the same group or are under common control ,</p> <p>Hence we request the following amendment to the clause:</p> <table border="1"> <thead> <tr> <th rowspan="2">No</th> <th rowspan="2">Factor</th> <th rowspan="2">Requirement</th> <th rowspan="2">Single Entity</th> <th colspan="3">Joint Venture</th> </tr> <tr> <th>All Parties combined</th> <th>Each Member</th> <th>One member</th> </tr> </thead> <tbody> <tr> <td>3.2</td> <td>Average annual construction turnover</td> <td>The average annual turnover..... million or the equivalent thereof.</td> <td>Must meet requirements</td> <td>Must meet requirements</td> <td>Must meet 25 % of the requirements N/A</td> <td>Must meet 40 % of the requirements</td> </tr> </tbody> </table>	No	Factor	Requirement	Single Entity	Joint Venture			All Parties combined	Each Member	One member	3.2	Average annual construction turnover	The average annual turnover..... million or the equivalent thereof.	Must meet requirements	Must meet requirements	Must meet 25 % of the requirements N/A	Must meet 40 % of the requirements	Please Refer Addendum No.6
No	Factor	Requirement	Single Entity					Joint Venture													
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3.2	Average annual construction turnover	The average annual turnover..... million or the equivalent thereof.	Must meet requirements	Must meet requirements	Must meet 25 % of the requirements N/A	Must meet 40 % of the requirements															
29	Section III, Clause 3.3, QCR - 6 Liquidity Position	The total amount, USD 55 million, of liquid assets and lines of credit during the duration of contract 1) Each member 25% min 2) One member 40% min	Kindly accept banking reference for letter of credit facility issued by the bank in favor of JV/ Consortium rather than individual cap in case the applicant is JV/ Consortium. Kindly allow bidders to submit their format of banking reference as accepted in other Tenders since the language used by different bankers around the world may not be consistent.	Please Refer Addendum No.6																	
30	Section III, Clause 3.3, QCR - 6 Liquidity Position	The total amount, USD 55 million, of liquid assets and lines of credit during the duration of contract 1) Each member 25% min 2) One member 40% min	Kindly accept banking reference for letter of credit facility issued by the bank in favor of JV/ Consortium rather than individual cap in case the applicant is JV/ Consortium. Kindly allow bidders to submit their format of banking reference as accepted in other Tenders since the language used by different bankers around the world may not be consistent.	Please Refer Addendum No.6																	

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31	Section III, Clause 4.1, QCR - 7 General Railway Systems Experience	Experience in the role of prime contractor (single entity or JV member), subcontractor or management contractor (i) for at least the last ten (10) years, starting 1st January 2005. (Each member should meet Requirement)	We understand "Railway Systems" include Rolling Stock and any of major components used in Rolling Stock like Converters , Auxiliary Converters, Control Electronics etc. Kindly confirm.	Please refer MMRC Response at Sr. No. 32.
32	Section III, Clause 4.1, QCR - 7 General Railway Systems Experience	Experience in the role of prime contractor (single entity or JV member), subcontractor or management contractor (i) for at least the last ten (10) years, starting 1st January 2005. (Each member should meet Requirement)	We understand "Railway Systems" include Rolling Stock and any of major components used in Rolling Stock like Converters , Auxiliary Converters, Control Electronics etc. We request you to confirm and elaborate the definition of " Railway Systems" in the Addendum	"Railway System" includes Rolling Stock and components used in Rolling Stock, Electrical Switchgears, Railway traction & power supply, Railway Signalling etc.

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33	Section III. Qualification Criteria and Requirements: 4.1 General Railway Experience	Experience in the role of prime contractor (single entity or JV member), subcontractor or management contractor (i) for at least the last ten (10) years, starting 1st January 2005.	<p>We would request, that since the applicant/consortium is jointly & severally responsible for the project delivery ,the technical & financial qualifications should be considered at the applicant/consortium (instead of each member) level itself, only in those instances where the Applicant comprises of a consortium of companies form the same group or are under common control ,</p> <p>Hence we request the following amendment to the clause:</p> <table border="1"> <thead> <tr> <th rowspan="2">No</th> <th rowspan="2">Factor</th> <th rowspan="2">Requirement</th> <th rowspan="2">Single Entity</th> <th colspan="3">Joint Venture</th> </tr> <tr> <th>All Parties combined</th> <th>Each Member</th> <th>One member</th> </tr> </thead> <tbody> <tr> <td>4.1</td> <td>General Railway Systems Experience</td> <td>Experience in the role of prime contractor (single entity or JV member), subcontractor or management contractor (i) for at least the last ten (10) years, starting 1st January 2005.</td> <td>Must meet requirements</td> <td>N/A Must meet requirement</td> <td>Must-meet requirement</td> <td>N/A</td> </tr> </tbody> </table>	No	Factor	Requirement	Single Entity	Joint Venture			All Parties combined	Each Member	One member	4.1	General Railway Systems Experience	Experience in the role of prime contractor (single entity or JV member), subcontractor or management contractor (i) for at least the last ten (10) years, starting 1st January 2005.	Must meet requirements	N/A Must meet requirement	Must-meet requirement	N/A	Please Refer Addendum No.6
No	Factor	Requirement	Single Entity					Joint Venture													
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4.1	General Railway Systems Experience	Experience in the role of prime contractor (single entity or JV member), subcontractor or management contractor (i) for at least the last ten (10) years, starting 1st January 2005.	Must meet requirements	N/A Must meet requirement	Must-meet requirement	N/A															
34	Section III, Clause 4.2 (a), QCR -7 Specific Experience	A minimum number of two similar (ii) contracts that have been satisfactorily and substantially (iii) completed as a prime contractor (single entity or JV member) (iv) between 1st January 2005 and Application submission deadline. Note : (vi) Lead member to meet 50% of requirement	We request not to restrict contracts size to equivalent to requirement as long as product is a heavy metro as in Note (ii) in Section (iii) QCR-8 How is the 50% of Lead member Calculated ?	Please Refer Addendum No.6																	
35	Section III QCR, 4.2 (a)	A minimum number of two similar (ii) contracts that have been satisfactorily and substantially (iii) completed as a prime contractor (single entity or JV member) (iv) between 1st January 2005 and Application submission deadline.	Every client has different needs and traffic, accordingly they choose the appropriate system. Similar methods/technology can be viable but physical size other characteristics as required getting in same contract is very difficult and onerous condition. Therefore, we request you to kindly remove this condition.	Please Refer Addendum No.6																	
	Form EXP 4.2 (a) Specific Experience	Description of the similarity in accordance with Sub-Factor 4.2(a) of Section III																			

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36	Section III, QCR, Notes for the Applicant (ii)	The similarity shall be based on the physical size, complexity, methods/technology and/or other characteristics described in Section VI, Scope of Works, excluding Post DLP core maintenance service. Summation of number of small value contracts (less than the value specified under requirement) to meet the overall requirement will not be accepted.	The intent of (less than the value specified under requirement) is not clear. Kindly clarify.	Please Refer Addendum No.6
37	Section III QCR	The similarity shall be based on the physical size, complexity, methods/technology and/or other characteristics described in Section VI, Scope of Works, excluding Post DLP core maintenance service. Summation of number of small value contracts (less than the value specified under requirement) to meet the overall requirement will not be accepted.	We understand from the stated clause that Applicant's have to submit 2 contracts of more than 210 cars of similar size and complexity etc. to fulfill this conditions. We would like to bring your kind notice that only very few contracts of more than 210 cars has been awarded in last 10 years. Hence, it is very difficult to find contracts similar size and complexity which make this condition very onerous to all Applicants. We request you to kindly dilute this conditions for healthy competition.	Please Refer Addendum No.6
38	Section III, Clause 4.2 (b), OCR -7 Specific Experience- Delivery Record	As prime contractor, for the last ten (10) years, starting 1st January 2005, to have delivery record of more than 300 metro (i.e. MRT,LRT, sub- urban railway or high speed railways) cars. Out of which minimum 200 cars shall be of either stainless steel or aluminum and with comparable features and of similar complexity of operations (v). And 150 cars out of above must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last five (5) years.	We request MMRCL to allow local companies with substantial experience of delivering Metro project in India to be qualified for supplying fully indigenous Rolling Stock in line with the " Make in India" initiative. Kindly reduce the operating experience for 150 cars to one project or the number of years of experience to 4(four) years instead of 5 (five) years.	Please Refer Addendum No.6
39	QCR-8, Clause 4.2 (b)		Please confirm the starting date of "last 5 years" where 150 cars must be operating satisfactorily, which is mentioned in the last sentence. From 1st January 2010, or From 1st January 2011?	Please Refer Addendum No.6

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40	Specific Experience – Delivery Record & Operational Performance	As prime contractor, for the last ten (10) years, starting 1st January 2005, to have delivery record of more than 300 metro (i.e. MRT,LRT, sub- urban railway or high speed railways) cars. Out of which minimum 200 cars shall be of either stainless steel or aluminum and with comparable features and of similar complexity of operations (v). 150 cars out of above must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last five (5) years.	We would like to bring to your kind notice that, the eligibility criteria, which states that "cars must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India" is extremely restrictive. Though the above clause has been kept to ensure additional benefit/comfort to the Mumbai Metro, we believe that this may not give any, since it completely eliminates many potential bidders, who could offer a technical good product, at a very competitive cost. The other aspect to the above mentioned clause is that, an OEM could have supplied to the country other than its manufacturing country, which may have a very low level of rolling stock infrastructure. This also jeopardizes the ideology of a reliable product. Instead if the clause may be reframed, such that, it may only consider G8 countries, which comply with the EN standards; this would not result in the manufacturers to come forth that have supplied train sets to a country with modern railway network, but also provide it at a very competitive cost.	Prequalification conditions prevail. Refer Addendum No. 6.
41	Section III, Qualification Criteria and Requirements Sl. No. 4.2 (b) & Form EXP-4.2 (b)	Specific Experience – Delivery Record As prime contractor, for the last ten (10) years, than one contract in at least one country other than the country of manufacture or in India for last five (5) years.	The latest date until which the "Specific Experience- Delivery Record" to be calculated for last 10 years/5 years is not mentioned. (On reading the earlier clause Sl.No. 4.2 (a), we presume that the latest date is until Application submission date. Kindly clarify/confirm.	Please Refer Addendum No.6
42	Section III, Qualification Criteria and Requirements Sl. No. 4.2 (b) And 150 cars out of above must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last five (5) years.	It appears the clause is sufficiently relaxed to allow Chinese rolling stock manufacturers to quote for the project (3 different countries- a typical DMRC requirement is relaxed to 1 country in the present case), but is unduly harsh on indigenous players and setback to national facilities and skill sets developed within the country. We request MMRC to consider modifying the eligibility criteria for the project and make indigenous players eligible to bid. Kindly consider.	Please Refer Addendum No. 6.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
43	Section III, Clause 4.2 (b), specific experience, Delivery Record	And 150 cars out of above must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last five (5) years.	It was clarified during the pre-application meeting that " 150 cars out of above " means " 150 cars out of more than 300 metro (i.e. MRT, LRT, sub-urban railway or high speed railways) cars " mentioned in first sentence of above clause. This is also in line with the NIT Clause No.2 (c) Technical Qualification, which reads 150 cars out of the 300 cars must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last five (5) years. Kindly clarify and confirm above.	Please Refer Addendum No. 6.
44	Section III, Qualification Criteria and Requirements Sl. No. 4.2 (b)		It appears the clause is sufficiently relaxed to allow Chinese rolling stock manufacturers to quote for the project (3 different countries- a typical DMRC requirement is relaxed to 1 country in the present case), but is unduly harsh on indigenous players and setback to national facilities and skill sets developed within the country. In this context, we would like to inform that considering the experience/expertise of BEML, DMRC and KMRC had in the recent tenders for Noida Metro and Kolkata Metro East-West project respectively, made BEML eligible to quote independently and BEML has quoted competitive prices for these projects, which are under evaluation (copy of eligibility criterion for these two projects are enclosed herewith for your kind perusal). Similarly, we also request MMRC to consider modifying the eligibility criteria for the project and make BEML eligible to bid. We request MMRC to consider modifying the eligibility criteria for the project and make indigenous players eligible to bid.	Please Refer Addendum No. 6.
45	Section III, Qualification Criteria and Requirements Sl. No. 4.2 (b)	As prime contractor, for the last ten (10) years, starting 1st January 2005, to have delivery record of more than 300 metro (i.e. MRT,LRT, sub- urban railway or high speed railways) cars. Out of which minimum 200 cars shall be of either stainless steel or aluminum and with comparable features and of similar complexity of operations (v). And 150 cars out of above must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last five (5) years.	The bidder/lead partner of JV/consortium must have manufactured, integrated and supplied as on date of bid opening in previous 10 years including current financial year a minimum 200/210 (tendered quantity) nos. (i.e. MRT,LRT, sub-urban railway or high speed railway cars) of EMU/Metro coaches and same should be either stainless steel or Aluminium with comparable features and of similar complexity of operations. At least 100 nos. of EMU/Metro coaches out of above must be operating satisfactorily against more than one contract in India or in any G8 country for last 5 years.	Please Refer Addendum No. 6.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
46	Section III, Clause 4.2 (b), OCR -7, Specific Experience- Delivery Record	As prime contractor, for the last ten (10) years, starting 1st January 2005, to have delivery record of more than 300 metro (i.e. MRT,LRT, sub- urban railway or high speed railways) cars. Out of which minimum 200 cars shall be of either stainless steel or aluminum and with comparable features and of similar complexity of operations (v). And 150 cars out of above must be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last five (5) years.	As per our understanding any company which has delivered more than 150 cars (50% of 300 Nos) proportionate to its share in the Consortium in the last 10 years and with atleast 100 Nos out of these are SS or Alumimium & The same company/ Legal entity has more than 75 cars (50% of 150 Nos) out of the cars delivered as above operating satisfactorily in atleast one contract (50% of two contract) in india for more than 5 years till Application submission date as in 4.2 a) then this Legal entity as per our understanding meets the Lead member eligibility of 50% for this requirement . Kindly confirm our understanding.	Please Refer Addendum No.6.
47	Section III. Qualification Criteria and Requirements: 4.2(b) Specific Experience- Note (V)	Comparable features and of similar complexity of operations shall be evaluated based on PHPDT forecast and Planned Headway in Year 2031 given in Section VI, Scope of Works.	General Client Certificate for experience of a project never mentions the PHPDT or Headway. Also to note that various systems in the world use different definition/ nomenclature like PPHPD (Passenger per Hour per Direction) etc. Please advise on source of evidence for PHPDT and Headway, otherwise we request that this requirement be deleted.	Refer Addendum No. 6.
48	Section III. Qualification Criteria and Requirements: 4.2(b) Specific Experience- Delivery Record- Note (VI)	Lead firm shall meet 50% of the requirement.	We would request, that since the applicant/consortium is jointly & severally responsible for the project delivery ,the technical & financial qualifications should be considered at the applicant/consortium (instead of each member) level itself, only in those instances where the Applicant comprises of a consortium of companies form the same group or are under common control ,	Refer Addendum No. 6.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
49	Section III Qualification Criteria and Requirements Clause 4.2 (b) QCR 7 part 4		<p>Three qualification criteria are required under this clause: i.e., (1) more than 300 metro cars delivered since 1 January 2005; (2) out of which minimum 200 cars be of either stainless steel or aluminium with comparable feature and of similar complexity of operations; and (3) 150 cars out of above be operating satisfactorily against more than one contract in at least one country other than the country of manufacture or in India for last 5 years.</p> <p>The Applicant understands that criteria (2) and (3) herein shall be two independent and exclusive requirements and that the criteria (3) shall not be required to be included in the criteria (2), while both (2) and (3) shall be a part of the criteria (1).</p> <p>For avoidance of doubt and by way of illustration, if the Applicant has the delivery records of 350 cars satisfying the criteria (1), out of which 200 cars meet the criteria (2) having 42,000 PHPDT and 150 cars meet the criteria (3), then 150 cars meeting the criteria (3) shall not be required to have 42,000 PHPDT.</p> <p>Please confirm that this understanding is correct.</p>	Please Refer Addendum No. 6.
50	Section III, Clause 4.2 (c), OCR -7 Specific Experience - Propulsion Experience	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment (Traction Converter - Inverter and Traction Induction Motor) and Auxiliary Converter/Inverter And Propulsion equipment and Auxiliary Converter/Inverter shall have been supplied for more than 300 metro (i.e. MRT, LRT, sub- urban railway or high speed railways) cars, which have been in revenue operation for at least five (5) years against minimum five (5) different Contracts in the metros of at least one country other than of manufacture or in India.	We request MMRCL to allow local companies with experience of substantially delivering metro projects in India to qualify for supplying fully indigenous Propulsion System in line with the " Make in India" initiative.	Prequalification conditions prevail.Refer Addendum No. 6
51	Pre-Qualification Document Section III, Clause 4.2 (c), Requirement	As prime contractor, management contractor or sub-contractor, to have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment (Traction Converter- Inverter and Traction Induction Motor) and Auxiliary Converter/Inverter And Propulsion equipment and Auxiliary Converter/Inverter shall have been supplied for more than 300 metro cars, which have been in revenue operation for at least five (5) years against minimum five (5) different Contracts in the metros of at least one country other than the country of manufacture or in India.	<p>Our understanding: Propulsion supplier should have</p> <ol style="list-style-type: none"> 1. Supplied > 300 metro cars 2. which have been in revenue service for >= 5 years against 5 different contracts. <p>The Country could be:</p> <ol style="list-style-type: none"> 1. 4 contracts in the country of manufacture. 2. At least 1 contract in India OR outside country of manufacture. <p>Kindly confirm if the above understanding is correct.</p>	Prequalification conditions prevail. Refer Addendum No. 6.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
52	Section III, Clause 4.2 (c), Joint Venture (existing or intended)	Must meet requirement (vii) (can be specialist sub-contractor) (viii)	As per documents, propulsion supplier 'can be a SPECIALIST sub-contractor". Kindly clarify if Propulsion supplier could also be a sub-contractor.	Confirmed.
53	Section III, Clause 4.2 (c), OCR -7 Specific Experience - Propulsion Experience	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment (Traction Converter - Inverter and Traction Induction Motor) and Auxiliary Converter/Inverter And Propulsion equipment and Auxiliary Converter/Inverter shall have been supplied for more than 300 metro (i.e. MRT, LRT, sub- urban railway or high speed railways) cars, which have been in revenue operation for at least five (5) years against minimum five (5) different Contracts in the metros of at least one country other than of manufacture or in India.	We request MMRCL to allow local companies with experience of substantially delivering metro projects in India to qualify for supplying fully indigenous Propulsion System in line with the " Make in India" initiative. As in recent tenders in case of Group Companies kindly allow the experience Group company experience to be taken into account without forcing the Group company to be made part of the Consortium. This has been followed in recent Tenders. Please see attached.	Prequalification conditions prevail. Refer Addendum No. 6.
54	Section III. Qualification Criteria and Requirements: 4.2(b) Specific Experience- Propulsion System	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment	As per standard practice followed by metro rolling stock tender in India, we request the following amendment to the clause: "For any Member of the Consortium/Joint Venture individually or its Parent company or its group companies, As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment	Prequalification conditions prevail. Refer Addendum No. 6.
55	Section III Qualification Criteria and Requirements QCR 8 Part 4 Clause 4.2 (c)	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment	The Applicant understands that, under this qualification criterion, such experience shall be eligible for qualification, only when one contract includes both propulsion equipment and auxiliary converter/inverter, and that the contract that includes either propulsion equipment or auxiliary converter/inverter shall not be subject to qualification. Please confirm that this understanding is correct.	Prequalification conditions prevail. Refer Addendum No. 6.
56	Section III Qualification Criteria and Requirements QCR 8 Part 4 Clause 4.2 (c)	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment	Please confirm that "in revenue operation for at least five (5) years" shall be applicable to the first train set supplied in one contract.	Prequalification conditions prevail. Refer Addendum No. 6.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
57	Section III, Clause 4.2 (c), OCR -7 Specific Experience - Propulsion Experience	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment (Traction Converter - Inverter and Traction Induction Motor) and Auxiliary Converter/Inverter And Propulsion equipment and Auxiliary Converter/Inverter shall have been supplied for more than 300 metro (i.e. MRT, LRT, sub- urban railway or high speed railways) cars, which have been in revenue operation for at least five (5) years against minimum five (5) different Contracts in the metros of at least one country other than of manufacture or in India.	In addition to the earlier queries on Propulsion we would like to add the following in Red font: We request MMRCL to allow local companies with experience of substantially delivering metro projects in India to qualify for manufacturing & supplying fully indigenous Propulsion System in line with the " Make in India" initiative. As in recent tenders in case of Group Companies kindly allow the Group company experience to be taken into account by the local legal entity without forcing the Group company to be made part of the Consortium. This has been followed in recent Tenders. Allowing established local legal entities with good delivery record of manufacturing propulsion systems in the past 5 years to manufacture & supply for Mumbai Line 3 shall facilitate localization of critical propulsion components thereby enabling better spare parts supply and maintenance support during the initial 5 years comprehensive maintenance as well as whole life of the trains. This will be greatly beneficial to MMRCL.	Prequalification conditions prevail. Refer Addendum No. 6.
58	Section IV, Application Form, Exchange Rate		Kindly provide date of exchange rate which the bidder will use for Liquidity Position as clause no. 13.2 is not appropriate for this conditions.	Please Refer Addendum No.6
59	Section III, Qualification Criteria and Requirements Sl. No. 3.3 & Form FIN-3.3	Liquidity Position The total amount, USD 55 million, of liquid assets and lines of credit during the duration of the contract.	For providing the liquidity position in USD equivalent, the date for considering the exchange rate is not mentioned. Kindly provide.	Please Refer Addendum No.6
60	Section IV Application Form	Bank Letter format for confirming Working Capital/Line of Credit.	Any bank in Europe shall issue the letter in their own country's currency and not in INR as required. Therefore, we suggest you kindly accept the Bank Letter in EURO/Country's Currency.	Please Refer Addendum No.6

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
61	Section IV, Application Form, All From 3 & 4, General		We understand that Applicants can self certify all the forms provided in Section-IV. Kindly Clarify.	Please Refer Addendum No.6
62	Section IV, AF-14 Application Forms		The format of bank letter is included in the PQ document, but it is difficult for banks to pass their internal process for issuance of the reference letter using such format. We would like to confirm that attached bank's own format is also acceptable as long as the contents shows Applicant suffice the criteria of FIN 3.3.	Prequalification conditions prevail. Refer Addendum No. 6.
63	Section IV. Application Forms Form FIN-3.1 & Form FIN-3.2 (pg AF-10 & AF-12)	Form FIN - 3.1 Financial Situation & Form FIN - 3.2 Average Annual Turnover	We request that for Form FIN-3.1 & FIN-3.2 be also allowed to be certified by company CFO/Fin Authority, as the source of stated figures in Form FIN-3.1 & FIN-3.2 correspond to the figures of the published Annual Reports of the company which are duly certified anyway by Independent Statutory Auditors.	Please Refer Addendum No.6
64	Section IV. Application Forms Form FIN-3.1: 2. Financial Documents, (a) (pg AF-11)	(a) reflect the financial situation of the Applicant or in case of a JV, of each member, and not of an affiliated entity (such as parent company or group member).	We request that clause be amended as follow: "reflect the financial situation of the Applicant or in case of a JV, of each member, and not /or of an affiliated entity (such as parent company or group member)."	Prequalification conditions prevail.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
65	Section IV, Application Form, Form EXP - 4.1, General Railway Systems Experience	[Identify contracts that demonstrate continuous construction work over the past ten [10] years pursuant to Section III, Qualification Criteria and Requirements, Sub-Factor 4.1. List contracts chronologically, according to their commencement (starting) dates.]	We understand "Continuous construction work" stand for manufacturing of Rolling Stock.	Please refer MMRC Response at Sr. No. 32.
66	Section IV, Application Form, Form EXP - 4.2 (a), Specific Experience	Completion date	As many contracts for supply of Rolling Stock include long term maintenance wherein supply of train has been completed but due to maintenance, contract is still open. Can Applicants submit completion date of supply of trains in such cases?	Prequalification conditions prevail.
67	AF-18 AF-19, Form EXP-4.2 (b)		Please delete the "Key Activity No. (1)_____", "Total Quantity of Activity under the contract:_____", "2. Activity No.(2) _____" and "3. Activity No. (3)_____" from this format. It is because neither "Key Activity", "Quantity of Activity" nor "Activity" is defined in the PQ document, and such information is not necessary for Applicant to show it's satisfaction for requirement of 4.2(b).	Applicant shall demonstrate its experience based on the Form given.
68	Section IV Application Forms AF-21 Form EXP-4.2 (c)		Please confirm that "Employer" means the party from whom the Applicant/Subcontractor has received contract.	Confirmed.
69	Section IV Application Forms AF-23 Form ACK		Please confirm that "Employer" means the party from whom the Applicant/Subcontractor has received contract.	Prequalification conditions prevail.
70	Section VI, Scope of Work (A)	Quantity given above may increase at the RFP/tendering stage in case Aarey-Kanjurmarg line is sanctioned/included.	Whether the increase in quantity will be covered through variation clause or by increasing the base quantity?	Prequalification conditions prevail.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
71	Section VI, Scope of Work (A), ii	The Comprehensive Maintenance for the "Propulsion System including Train Control" for tentatively 900,000 km, or 5 years, whichever is later i.e. up to the completion of first major periodic overhaul excluding DLP period.	Does MMRCL intends to float separate tender for maintaining balance scope other than Propulsion & Train Control – i.e. Carbody, Bogie, Interiors ,etc?	Prequalification conditions prevail.
72	Section VI , Scope of Work (A) vii	Liaison with appropriate statutory authorities	Requesting to please list the names of statutory authorities and clarify the definition of "LIAISON"	Prequalification conditions prevail.
73	Section VI , Scope of Work , 2. Construction Period	The line is expected to be commissioned starting from December, 2018 and getting completed in June, 2020 excluding post DLP core maintenance activities.	Is the construction of Depot planned to complete before December 2018?	Prequalification conditions prevail.
74	Section VI , Scope of Work	Passenger Capacity & Passenger Loading	We request that the average weight per passenger to be considered by the Contractor for the Passenger Loading calculation be shared	Prequalification conditions prevail.
75	Section VI , Scope of Work	Passenger Capacity	Please share the expected Passenger capacity in a 6 car & 8 car train with 10 pax/m2 ?	Prequalification conditions prevail.
76	Section VI , Scope of Work	Max. Axle Load = 17T	We assume the permissible limit for Axle Load is applicable only for 8 pax/m2 scenario. For other scenarios wherein the number of pax is higher than 8/ m2 the said limit (17T) of Max. Axle load would not be applicable. Please confirm.	Prequalification conditions prevail.
77	Section VI , Scope of Work	Max. Car Length = 22.6 meters	Request to please share the max train length also for 6 and 8 car Train	Prequalification conditions prevail.
78	Section VI, Scope of Work	Tare Weight of each Car = 42T (Max)	Request to please mentions the permissible Tare Weight of the total train	Prequalification conditions prevail.
79	Section VI , Scope of Work (i)	6 car train formation with 66.6% motorization. This configuration must be designed (having technical compatibility) and manufactured to be upgradable in future (by others) to 8 car Configuration.	For the future expansion from 6 car to 8 car, please mention the motorization required.	Prequalification conditions prevail.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
80	General	N/A	Typically metro tender pre-qualifications stipulate the following clause for eligibility: "Has the Applicant been debarred by Govt. of India/any State Government in India/Central or State Government undertaking as on due date of submission of bid" (A No answer to the question will disqualify the applicant) We could not find the above stipulation in the present pre-qualification document, even in spit MMRC is a Government agency.	Prequalification conditions prevail.
81	Reply to queries Set 1 & 2		We look forward to receiving the replies to our Queries Set 1 & 2	Please Refer "Queries and Responses" sheet and Addendum No. 5 & 6
82	Clause 3.2(a) Average Annual Turnover	The average annual turnover as a prime contractor (defined as billing for Railway Systems contracts in progress or completed) over the last 5 financial years (i.e. financial years whose ending dates are between April 1, 2010 to March 31, 2015) must be at least US\$ 215 million or the equivalent thereof. Each member of intended JV to meet 25% of the requirement.	BHEL has an average turnover of more than Rs 700 Crs over the last 5 years from Rolling Stock products & systems. BHEL has facilities for these tender required product manufacture. ACEMU rake has been manufactured and supplied from Jhansi Unit. <u>Proposed addition in Clause</u> For Indian companies, Turnover must be at least Rs. 15,000 Crs. which shall include at least Rs. 500 Crs as billing for Railway system contracts in progress or completed over the last 5 years.	Please Refer Addendum No.6
83	Clause 4.1	General Railway Systems Experience	<u>Proposed addition in clause</u> The prime contractor shall be a manufacturer of Railway rolling stock of main line locomotives, EMUS, MEMUs, Train sets, Metro or similar products.	Please Refer Addendum No.6. Refer MMRC response at Sr. No. 32.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
84	Clause 4.2 (a) Specific Experience	A minimum number of two similar (ii) contracts that have been satisfactorily and substantially (iii) completed as a prime contractor (single entity or JV member) (iv) between 1st January 2005 and Application submission deadline.	<p>BHEL is of the opinion that Indian companies with turnover >15,000 Crs. Can complete the project with the required experience being obtained from a contractor.</p> <p>Proposed addition in clause:</p> <p>Must meet requirement:</p> <p>In case of Indian companies with turnover >15000 Crs. bidding as single entity, a pre identified contractor fulfilling the required specific experience is permitted.</p>	Please Refer Addendum No.6
85	Clause 4.2(b) Specific Experience -Delivery Record & Operational Performance	As prime contractor, for the last ten (10) years, starting 1st January 2005, to have delivery record of more than 300 metro (i.e. MRT,LRT, sub- urban railway or high speed railways) cars. Out of which minimum 200 cars shall be of either stainless steel or aluminum and with comparable features and of similar complexity of operations (v).	<p>BHEL has credentials of supplied more than 150 E-locos of similar complexities.</p> <p>Air conditioned ACEMU is getting ready at ICF for rolling out in this year for Mumbai Suburban transportation.</p> <p>Proposed addition in clause:</p> <p>If Indian company with Turnover >15,000 Crs possessing 3 Ø propulsion technology and a delivery record of 200 or more self-propelled rolling stock units of capacity> 1000 HP in operation with similar complexity</p>	Please Refer Addendum No.6

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
86	Clause 4.2(c), Specific experience -Propulsion System	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment (Traction Converter - Inverter and Traction Induction Motor) and Auxiliary Converter/Inverter And Propulsion equipment and Auxiliary Converter/Inverter shall have been supplied for more than 300 metro (i.e. MRT, LRT, sub- urban railway or high speed railways) cars, which have been in revenue operation for at least five (5) years against minimum five (5) different Contracts in the metros of at least one country other than of manufacture or in India.	Company who has successfully supplied more than 200 IGBT based propulsion equipment for E-locos to be made eligible. As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment (Traction Converter - Inverter and Traction Induction Motor) and Auxiliary Converter/Inverter Proposed changes in clause: In case of Indian companies, to have experience of design and manufacturing of propulsion equipment (traction converter and traction induction motor) and Auxiliary Converter/Inverter <u>and cumulative experience of min ten (10) years in manufacture of propulsion equipment.</u>	Prequalification conditions prevail. Refer Addendum No. 6.
87	Section III	Qualification Criteria and Requirements "contract information".	It is understood that Applicants should submit contract information as required under Section III for rolling stock contracts executed by the Applicant that have similar scope and complexity as that described in Section IV.	Prequalification conditions prevail. Refer Addendum No. 6.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
88	Pre-Qualification Document, Section IV, Form EXP 4.2 (c), Specific Experience- Proplusion System	The Form requires the following details from Specialist Sub-contractor: a. Contactor Award Date b. Contract Completion Date c. Role in Contract d. Total Contract Amount	<u>Query 1:</u> If Specialist Subcontractor is furnishing past experience as sub-contractor, Kindly confirm if Specilaist Sub-contractor should provide Details (contract date, completion date, Contract amount) of A) Main Contract (Contract between Main Contractor & Metro Operator) OR B)Sub-Contractor Contract (Contract between Sub-Contractor & Main Contractor) <u>Query 2:</u> In case Details of Main Contract are required, kindly confirm if Exact Dates and Contract Amount are mandatory to be disclosed by sub-contractor, as such information would be difficult to furnish.	Please refer ITA 22.1
89	Pre-Qualification Document Section I (ITA) 22 Sub contractors	".....Applicants shall clearly identify the proposed specialist subcontractor(s) in Forms ELI-1.2 and EXP -4.2(b) in Section IV, Application Forms. Such proposed specialist subcontractor(s) shall meet the corresponding qualification requirements specified in Section III, Qualification Criteria and Requirements.	Our understanding: Specialist Sub-contractor is required to comply with Form ELI-1.2 and EXP-4.2 (b)/(c) ONLY. Please Clarify if Specilist sub-contractor should fill Form CON-2, & Form FIN-3.1, 3.2, 3.3 also	Please refer ITA 22.1
90	Date extension		We request you to kindly extend the due date of submission of prequalification application by another 6-8 weeks from the current date 29th Feb 2016.	Please Refer Addendum No.5
91	Clause 13.2	For construction turnover or financial data required for each year - Exchange rate prevailing on the last day of the respective calendar year.	For India, the financial year ending is 31 March and therefore please allow to use the financial data conversion to USD, as per exchange rate prevailing on the last day of the respective financial year.	Please Refer Addendum No.6

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
92	ITA 13.2	The source for determining exchange rates is Reserve Bank of India/ State Bank of India. ITA 14.1	Bidder shall be allowed to access publically available exchange rates from RBI and wherever RBI does not publically release exchange rates, for example, Singapore Dollar, Swedish Kroner etc., we may please be allowed to use, any other Exchange rates from any other publicly available source acceptable such as http://www.reuters.com/finance/currencies	Please Refer Addendum No.6
93	Section III Qualification Criteria and Requirements 4.2 (b) Specific experience	As prime contractor, for the last ten (10) years, starting 1st January 2005, to have delivery record of more than 300 metro (i.e. MRT,LRT, sub- urban railway or high speed railways) cars. Out of which minimum 200 cars shall be of either stainless steel or aluminum and with comparable features and of similar complexity of operations (v). (v) Comparable features and of similar complexity of operations shall be evaluated based on PHPDT forecast and Planned Headway in Year 2031 given in Section VI, Scope of Works.	Would request you to specify the Rolling Stock features that can be used to judge the complexity of operation	Please refer Addendum No. 6
94	Section IV General Railway System Experience - Form EXP - 4.1	Contract Identification Amount of contract	Amount of Contract can't be disclosed as its comes under Confidentiality with the Employer	Prequalification conditions prevail. Refer Addendum No. 6.
95	Section IV Specific Experience - Form EXP - 4.2 (a)	Total amount of Contract	Total Contract Amount can't be disclosed as its comes under Confidentiality with the Employer	Prequalification conditions prevail. Refer Addendum No. 6.
96	Section IV Specific Experience - Form EXP - 4.2 (b)	Total amount of Contract	Total Contract Amount can't be disclosed as its comes under Confidentiality with the Employer	Prequalification conditions prevail. Refer Addendum No. 6.
97	Section IV Specific Experience - Propulsion System Form EXP - 4.2 (c)	Total amount of Contract	Total Contract Amount can't be disclosed as its comes under Confidentiality with the Employer	Prequalification conditions prevail. Refer Addendum No. 6.

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
98	PQ document		<p>We look forward to receipt of replies to our earlier clarifications 1 to 4 at the earliest. As stated in our clarification 1 Query No 8 of our letter dated 10th December 2015, we request you to provide us atleast 2 month's time for RFQ submissions, from the date of receipt of clarifications and / or addendum to all our queries till date. This will enable us make a compliant RFQ submission, meeting the documentation requirements of the RFQ.</p> <p>We request you to extend the current RFQ submission date of 29th February 2016 accordingly.</p>	Please Refer Addendum No.5
99	PQ document	Request for Postponement	<p>With reference to above mentioned PQ, as reply of queries/amendments is still pending from your side, we request you to extend the PQ submission date by 8 weeks i.e 25th April, 2016.</p> <p>You are requested to kindly issue the suitable amendments on the same.</p> <p>For any communication/clarification, please don't hesitate in contacting us by email (vishal@caf.net & kbahuguna@caf.net).</p>	Please Refer Addendum No.5

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
100	Section III. QCR- 3,4 Clause 2.2 Clause 2.3 Notes for the applicant (iii) & (iv) Form CON-2	<p>Qualification Criteria and Requirements</p> <p>Historical Contract Non Performance All pending litigation shall in total not represent more than 50 % of the Applicant's net worth and shall be treated as resolved against the Applicant.</p> <p>Litigation History No consistent history of court/arbitral award decisions (iv) against the Applicant (iii) since 1st January 2010</p> <p>The Applicant shall provide accurate information on the related Application Form about any litigation or arbitration resulting from contracts completed or ongoing under its execution over the last five (5) years. A consistent history of awards against the Applicant or any member of a joint venture may result in failure of the Application.</p> <p>The occurrence of one (1) or two (2) adverse cases over five (5) years for a Contractor handling, on average, ten (10) similar contracts simultaneously, should not be a cause for rejection.</p> <p>Form CON-2</p>	<p>Considering confidentiality reasons, we would not be in a position to share historical non performance and litigation history unless we obtain approval from our respective client/s. This approval process is time consuming and cumbersome process involving multiple stakeholders within our's and client's organization and would be difficult to achieve in short time span.</p> <p>Therefore we request you to kindly remove this requirement or alter the same as "bidders need to provide a confirmation signed by authorized signatory stating that any of the pending claim, arbitration and litigation against the applicant would not impair its performance or capability to deliver this project".</p>	Prequalification conditions prevail. Refer Addendum No. 6.
101	Section II Prequalification Data Sheet PDS-2,ITA 4.1	An applicant should be either a) An Indian Company incorporated under Companies Act, 2013 OR b) A Foreign Company registered under relevant legislation in its country of origin and having permission to carry out business in India.	The Applicant understands that Indian company incorporated under the Companies Act, 1956 is also eligible as an Applicant. Please confirm that this understanding is correct.	Confirmed.
102	Section II Prequalification Data Sheet PDS-2,ITA 13.2	The source for determining exchange rates is Reserve Bank of India/ State Bank of India.	The Applicant notes that there are limited number of exchange rates published by the Reserve Bank of India and State Bank of India. In case the exchange rates are not available at these two specified bank, please confirm that the Employer will accept exchange rates published by other Indian banks, central banks of the currency-issuing countries or international organisations such as the International Monetary Fund.	Please Refer Addendum No.6

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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	Response
103	Section III Qualification Criteria and Requirements QCR-8, 4.2 (c)	As prime contractor, management contractor (i) or sub-contractor, To have cumulative experience of minimum ten (10) years in design and manufacturing of propulsion equipment (Traction Converter - Inverter and Traction Induction Motor) and Auxiliary Converter/Inverter And Propulsion equipment and Auxiliary Converter/Inverter shall have been supplied for more than 300 metro (i.e. MRT, LRT, sub- urban railway or high speed railways) cars, which have been in revenue operation for at least five (5) years against minimum five (5) different Contracts in the metros of at least one country other than the country of manufacture or in India.	The Applicant notes that in a multiple-unit configuration, propulsion equipment and auxiliary converter/inverter are distributed within a train. Accordingly, when calculating the number of cars to demonstrate qualification for this clause, the Applicant understands that if the Applicant's or its Specialist Subcontractor's propulsion equipment and auxiliary converter/inverter is used in a multiple-unit train, then the total number of cars consisting such multiple-unit train can be used towards the calculation. For example, if there is a 6-car train that has 4 sets of propulsion equipment used within that train, then the number of cars to be used for calculation is 6 cars. Please confirm that this understanding is correct.	Confirmed.
104	Section III, Clause 3.2 QCR-5 Section III, Clause 3.2 QCR-6 Section III, Clause 4.2 a) QCR-7 Section III, Clause 4.2 b) QCR-7	Clause 3.2- Average Annual Turnover (Each member 25%, one member 40% of requirement) Clause 3.2- Liquidity Position (Each member 25%, one member 40% of requirement) Clause 4.2 a)- Specific Experience (Lead member 50% requirement) Clause 4.2 b)- Specific Ex - Delivery & Operational Performance (Lead member 50% requirement)	Our understanding is that these minimum % requirements are for RFQ qualification only and is not applicable for the RFP stage. Our understanding is that the Bidder in case of Consortium can have his own optimal scope split % between its members at the RFP stage & for Project implementation that shall be consistent with the scope of work shared by the members of the Consortium in delivering the Project. The same will be reflected in the draft MOU at the RFP stage. Kindly confirm our understanding.	Refer ITA 28.1 & Addendum No. 6
105	Section III, Clause 3.2 QCR-5	Clause 2.2, Section III QCR-3 Pending Litigation All pending Litigation shall in total not represent more than 50% of the Applicant's net worth and shall be treated as resolved against the Applicant. Submission Requirements - Form CON-2	The Form CON-2 requests for "Amount in dispute ". Kindly note that this is confidential between contracting parties and hence cannot be revealed . Kindly delete the Requirement. For the requirement of " Outcome as Percentage of Net Worth" we could confirm if its within the required Qualification % of Networth limit or not.	Prequalification conditions prevail. Refer Addendum No. 6.