



## Mumbai Metro Rail Corporation Limited

(JV of Govt. of India and Govt. of Maharashtra)

No.MMRC/MML-3/JICA/PKG 10C/

Date: 23.08.2019

To

All Prospective Bidders

**Sub :** Mumbai Metro Line 3 Project –Track works Package 10C

**Ref. :** IFB published on 31.07.2019

Dear Sir,

The pre-bid meeting was held on 09.08.2019 and bidder's queries were invited till 19.08.2019.

Responses against these queries received from bidders, as well as addendum no. 2 is issued and enclosed.

Thanking you,

Yours sincerely,

  
(Md Aasim Sulaiman)  
GM (Track)/MMRC

Encl.: 1) Responses on queries of bidders up to 19.08:2019  
2) Copy of Addendum no.2



**Mumbai Metro Rail Corporation Ltd**  
Line 3 Transit Office, Wing 'A' North Side of City park 'E'- Block,  
Bandra-Kurla Complex,  
Bandra (East) Mumbai 400 051, India

**CONTRACT MM3-CBS-TWK-03 (PACKAGE 10C)**

“Part Design, Procurement and Part Supply, Installation, Testing and Commissioning of Ballastless Track on the Mainline from Aarey station (excluded) until BKC station (included) and Ballasted Track in the area of at-grade Aarey Station and in the Depot area of Mumbai Metro Line 3 (Colaba – Bandra – SEEPZ)

and

Procurement and Supply of Turnouts, Scissor Crossovers and Buffer Stops for the entire Mainline for Mumbai Metro Line 3 (Colaba – Bandra – SEEPZ) including Package 10 B.”

**Date: 21-Aug-2019**

**Loan Agreement No: ID-P 268**

**IFB No: MM3-CBS-TWK-03 (Package 10C)**

**Addendum No.2**

Item No	Clause No	Description of Addendum
1	Part 3, Section VIII PC 13.8, Page 17 of 20	Replace Para-3 under Item 13.8.1 in PC 13.8 with:  "Price adjustment is applicable to variation in the market rates of inputs like labour, cement, steel, machinery, and fuel / energy during the currency of the Contract. The scheme, detailed in 13.8.2, below, is for adjustment of prices of all Schedules."
2	Part 2, Section VI(1) F, Appendix - 22	Appendix – 22 on RAMS has been deleted.

3	Part 3, Section VIII, Clause 4.20	<p>Add the 4.20 ( e) and (f) as under:</p> <p>e) Delivery Schedule of Head Hardened (HH) Rails (UIC 60E1, IRS-T-12:2009, 1080 grade)</p> <p>The Rails would be supplied in installments as per the following schedule of Key dates:</p> <table border="1" data-bbox="813 384 1541 628"> <thead> <tr> <th>Delivery time at Stores Mumbai – No. of days from effective date(31-Jan-2020)</th> <th>Weight in MT</th> </tr> </thead> <tbody> <tr> <td>183 days to be supplied to contractor Package 10C store</td> <td>2000</td> </tr> <tr> <td>274 days to be supplied to contractor Package 10C store</td> <td>1050</td> </tr> <tr> <td style="text-align: right;"><b>Total Quantity</b></td> <td>3050</td> </tr> </tbody> </table> <p>f) Delivery Schedule of Rails (UIC 60E1, IRS-T-12-2009, 880 grade)</p> <p>The Rails would be supplied in installments as per the following schedule of Key dates:</p> <table border="1" data-bbox="813 764 1541 1008"> <thead> <tr> <th>Delivery time at Stores Mumbai – No. of days from effective date(31-Jan-2020)</th> <th>Weight in MT</th> </tr> </thead> <tbody> <tr> <td>91 days to be supplied to contractor Package 10C store</td> <td>1100</td> </tr> <tr> <td>168 days to be supplied to contractor Package 10C store</td> <td>1000</td> </tr> <tr> <td style="text-align: right;"><b>Total Quantity</b></td> <td>2100</td> </tr> </tbody> </table>	Delivery time at Stores Mumbai – No. of days from effective date(31-Jan-2020)	Weight in MT	183 days to be supplied to contractor Package 10C store	2000	274 days to be supplied to contractor Package 10C store	1050	<b>Total Quantity</b>	3050	Delivery time at Stores Mumbai – No. of days from effective date(31-Jan-2020)	Weight in MT	91 days to be supplied to contractor Package 10C store	1100	168 days to be supplied to contractor Package 10C store	1000	<b>Total Quantity</b>	2100
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4	Part-2, Employers Requirement Section VI (2) Outline Design Specifications, Clause 4.23	Clause 4.23, Part-2, Section VI (2) to be replaced as given in Attachment No - 1:																
5	Part-2 Employers Requirement Section VI (1)-E. Inspection, Testing And Commissioning, Clause 1.16	Part-2 Employers Requirement, Section VI (1)-E. Inspection, Testing And Commissioning, Clause 1.16  Clause 1.16 – has been Deleted																

6	Part-2 Employers Requirement Section VI (1)-F Appendix 4, Clause-5, Sub-clause 5.3, Point no.17	Part-2 Employers Requirement, Section VI (1)-F Appendix 4, Clause-5, Sub-clause 5.3, Point no.17 to be replaced as under:  17. Any system safety requirement, statutory approval and final certification as defined in the contract prior to commissioning.
7	Part 2 Employers Requirement Section VI (1)-F Appendix-17, Sub-clause 3.6.2.1, Point no.3	Part 2 Employers Requirement, Section VI (1)-F Appendix-17, Sub-clause 3.6.2.1, Point no.3 to be replaced as under:  3. Check also several Overall System performances such as commercial speed, minimal head way.
8	Part 2 Employer's Requirement Section VI (1)-F Appendix 24, Clause 5.2, Sub-clause 5.2.1	Part 2 Employer's Requirement, Section VI (1)-F Appendix 24, Clause 5.2, Sub-clause 5.2.1 to be deleted.  5.2.1 – Deleted.
9	Part 2 Employers Requirement Section VI (1)-B. Functional, Clause 2.3, Sub-clause 2.3.4	Part 2 Employers Requirement Section VI (1)-B. Functional, Clause 2.3, Sub-clause 2.3.4 to be deleted.
10	Part 2 Employers Requirement Section VI (1)-D. Track Construction, Clause -D 16 RESTORATION OF AREAS DISTURBED BY CONSTRUCTION	Part 2 Employers Requirement, Section VI (1)-D. Track Construction, Clause - D16, Sub-clause (1) and Point b) & c) to be deleted.
11	Contract MM3-CBS-TWK-03 Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract	Part-1, Section-VIII, Contracts Key dates, Milestones and Completion date to be replaced as given in Attachment No - 2:

12	Part 2 Employer's Requirement Section VI (1)-F Appendix 24/ Clause-11 Page 25/47	Part 2 Employer's Requirement, Section VI (1)-F Appendix 24/ Clause-11, Page 25/47, the following S.No 12, 14 & 15 has been deleted as under:  Sno. 12 : Sub-system SIL Assessment Report - DELETED Sno. 14 : Sub-system Design Safety Study Report - DELETED Sno. 15: Sub-system Specific Application Safety Case - DELETED
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# **MUMBAI METRO RAIL LINE 3 BIDDING DOCUMENTS**

## **EMPLOYER'S REQUIREMENTS GENERAL SPECIFICATIONS**

### **Attachment No. 1**

**BUFFER STOPS :**

The Buffer stops will be designed for 8 car trains. The weight of empty train will be 336 tonnes and fully loaded car is 544 tonnes. The speed potential for Buffer stop is given below :

NAME OF THE TRACK	NO.OF BUFFER STOPS SPEED 25 KMPH	NO.OF BUFFER STOPS SPEED 10 KMPH	NO.OF BUFFER STOPS SPEED 5 KMPH	OBERALL LENGTH OF BUFFER STOP INCLUDING SLIDING LENGTH OF TRACK	Loaded/Empty
<b>AAREY DEPOT</b>					
TEST TRACK/DP-48	2			14.5	Empty
OPEN STABLING ZONE (1 & 2)			29	7.5	Empty
DELIVERY TRACK			1	7.5	Empty
DP 6 & 7 (Aarey Station & Stabling Line)	2			14.5	Loaded
DP 37 & 50 (DEAD ENDS)			2	7.5	Empty
DP 29/UNDER FLOOR WHEEL LATHE			1	7.5	Empty
RETRACTABLE BUFFER STOP- MAINTAINENCE WORKSHOP			3	7.5	Empty
SHUNTING NECK 1		1		10.5	Empty
SHUNTING NECK 2		1		10.5	Empty
MAINTANANCE WORKSHOP (INSPECTION BAY)			4	7.5	Empty
OCC & INFRASTRUCTURE MAINTAINENCE			4	7.5	Empty
<b>MAIN LINE</b>					
<b>CUFFE PARADE STATION</b>					
UP LINE	1			27.4	Loaded
DOWN LINE	1			27.4	Loaded
<b>BKC STATION</b>					

POCKET TRACK UP LINE			1	8.5	Loaded
POCKET TRACK DOWN LINE			1	8.5	Loaded
<b>SPARES</b>					
As Spares - Friction Buffer Stop 25 KMPH	1			14.5	Empty
As Spares - Friction Buffer Stop 25 KMPH	1			27.4	Loaded
As Spares - Friction Buffer Stop 10 KMPH		2		10.5	Empty
As Spares - Friction Buffer Stop 5 KMPH			2	7.5	Empty
As Spares - Friction Buffer Stop 5 KMPH			2	8.5	Loaded
As Spares - Retractable Buffer Stop 5 KMPH			2	7.5	Empty
<b>TOTAL</b>	<b>8</b>	<b>4</b>	<b>52</b>		
<b>GRAND TOTAL</b>	<b>64</b>				





# **MUMBAI METRO RAIL LINE 3 BIDDING DOCUMENTS**

## **EMPLOYER'S REQUIREMENTS GENERAL SPECIFICATIONS**

### **Attachment No. 2**

<b><u>Contract Key Dates, Milestones and Completion Date</u></b>			
<b>Notice to Commencement of Work from the date of signing of contract agreement is Effective date</b>			
<b>Key date Ref.</b>	<b>Description of Work</b>	<b>No. of days from Effective date</b>	<b>Milestones</b>
<b>1. Schedule of Key Dates</b>			
	<b>DESIGN</b>		
<b>KD01</b>	Complete Preliminary Design of trackwork (including agreed preliminary interface details of related interface systems)	<b>45</b>	
<b>KD02</b>	Complete Detailed Design of trackwork (including agreed interface details of related interface systems)	<b>76</b>	
<b>KD03</b>	Complete all Construction Reference Drawings for trackwork in Area-1 of Aarey Depot	<b>76</b>	
<b>KD04</b>	Complete all Construction Reference Drawings for trackwork in Aarey Depot areas including at grade section of the main line	<b>122</b>	
<b>KD05</b>	Complete of Construction Reference Drawings for trackwork on main line from area at Aarey Station to BKC station (including) of Phase 1 Revenue Service	<b>152</b>	
	<b>PROCUREMENT and DELIVERY to SITE</b>		
<b>KD06</b>	Complete delivery to site of rail sleepers and fittings for installation of ballasted tracks in Area-1 of Aarey Depot	<b>151</b>	-
<b>KD07</b>	Complete delivery to site of turnouts/crossovers (40%) for installation of ballasted tracks in Aarey Depot area	<b>151</b>	-
<b>KD08</b>	Complete delivery to site of all rail sleepers and fittings for installation of ballasted tracks in Aarey Depot area (including the at grade section of the mainline)	<b>151</b>	<b>Milestones</b>
<b>KD09</b>	Complete delivery to site of turnouts/crossovers (75%) for installation of ballasted tracks in Aarey Depot area	<b>225</b>	-
<b>KD10</b>	Complete delivery to site of all turnouts/crossovers for installation of ballasted tracks in Aarey Depot area	<b>274</b>	<b>Milestones</b>
<b>KD11</b>	Complete delivery to site of all turnouts/crossovers to Contract MM3-CBS-TWK-10C for installation on main line from area at Aarey Station (including the at grade section) to BKC station (including) of Phase 1 Revenue Service	<b>335</b>	<b>Milestones</b>
<b>KD12</b>	Complete delivery to site of all turnouts/crossovers to Contract MM3-CBS-TWK-10B for installation on main line from BKC Station (excluding) to Cuffe Parade Station of Phase 2 Revenue Service	<b>335</b>	<b>Milestones</b>
	<b>INSTALLATION, TESTING and COMMISSIONING</b>		
	<b>Phase1 Revenue Services (Aarey Depot)</b>		
<b>KD13</b>	Complete the setting out of all tracks and construction of all setting out reference points in Area-1 of Aarey Depot for OCS foundation construction and other interfacing contractors	<b>91</b>	<b>Milestones</b>
<b>KD14</b>	Complete the setting out of all tracks and construction of all setting out reference points in Area-2 and Area-3 (including Area-B) of Aarey Depot for OCS foundation construction and other interfacing contractors	<b>122</b>	<b>Milestones</b>
<b>KD15</b>	Complete the setting out of all tracks and construction of all setting out reference points in Area-4 and Area-5 of Aarey Depot for OCS foundation construction and other interfacing contractors	<b>152</b>	<b>Milestones</b>
<b>KD16</b>	Complete installation and testing of trackwork for the test track (after OCS foundation installation along the test track) and make the track available to Interfacing Contractors	<b>152</b>	<b>Milestones</b>

<b>KD17</b>	Complete installation and testing of trackwork in outdoor Area-1 (excluding stabling lines in Zone 1) of Aarey Depot (after OCS foundation installation along tracks) and make the tracks available to Interfacing Contractors	<b>182</b>	<b>Milestones</b>
<b>KD18</b>	Complete installation and testing of trackwork in outdoor Area-2 and Area-3 of Aarey Depot (after OCS foundation installation along tracks) and make the tracks available to Interfacing Contractors	<b>303</b>	<b>Milestones</b>
<b>KD19</b>	Complete installation and testing of trackwork in outdoor Area-4 (excluding stabling lines in Zone 2) and Area-5 of Aarey Depot (after OCS foundation installation along tracks) and make the tracks available to Interfacing Contractors	<b>335</b>	<b>Milestones</b>
<b>KD20</b>	Complete installation and testing of trackwork for all the Stabling Lines in Zone 1 (after OCS foundation installation along tracks) and make the tracks available to Interfacing Contractors	<b>289</b>	<b>Milestones</b>
<b>KD21</b>	Complete installation and testing of trackwork for all the Inspection Lines and make the tracks available to Interfacing Contractors	<b>243</b>	<b>Milestones</b>
<b>KD22</b>	Complete installation and testing of trackwork for all the Maintenance Lines and make the tracks available to Interfacing Contractors	<b>335</b>	<b>Milestones</b>
<b>KD23</b>	Complete installation and testing of trackwork for Aarey Station track area and make the tracks available to Interfacing Contractors	<b>335</b>	<b>Milestones</b>
<b>KD24</b>	Complete installation and testing of trackwork for all remaining workshops/sheds (including underfloor wheel lathe shed, Work Train Workshop Shed, Heavy Washing Shed, Automatic Washing Plant, Maintenance Vehicular Stabling Shed) and make the tracks available to Interfacing Contractors	<b>395</b>	<b>Milestones</b>
<b>KD25</b>	Complete installation and testing of trackwork for all the Stabling Lines in Zone 2 (after OCS foundation installation along tracks) and make the tracks available to Interfacing Contractors	<b>548</b>	<b>Milestones</b>
	<b>Phase1 Revenue Services (Aarey Station to BKC Station (inclusive))</b>		
<b>KD26</b>	Complete installation and testing of trackwork for approximately 1km twin tunnel structures of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	<b>213</b>	<b>Milestones</b>
<b>KD27</b>	Complete installation and testing of trackwork of all remaining twin tunnel structures, cut and cover tunnels and ramp section (approximately 2.4km) of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	<b>305</b>	<b>Milestones</b>
<b>KD28</b>	Complete installation and testing of trackwork for all intermediate station track areas of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	<b>365</b>	<b>Milestones</b>
<b>KD29</b>	Complete installation and testing of trackwork for approximately 1.5km twin tunnel structures of Interfacing Contract UGC-06 and make the tracks available to Interfacing Contractors	<b>259</b>	<b>Milestones</b>
<b>KD30</b>	Complete installation and testing of trackwork of all remaining twin tunnel structures (approximately 2km) of Interfacing Contract UGC-06 and make the tracks available to Interfacing Contractors	<b>426</b>	<b>Milestones</b>
<b>KD31</b>	Complete installation and testing of trackwork for all intermediate station track areas of Interfacing Contract UGC-06 and make the tracks available to Interfacing Contractors	<b>472</b>	<b>Milestones</b>
<b>KD32</b>	Complete installation and testing of trackwork for Cross-over tunnel structures of Interfacing Contract UGC-06 and make the tracks available to Interfacing Contractors	<b>517</b>	<b>Milestones</b>
<b>KD33</b>	Complete installation and testing of trackwork for approximately 0.85km twin tunnel structures between BKC Station and Vidya Nagri Station of Interfacing Contract UGC-05 and make the tracks available to Interfacing Contractors	<b>152</b>	<b>Milestones</b>
<b>KD34</b>	Complete installation and testing of trackwork of all remaining twin tunnel structures (approximately 1.4km) between Vidya Nagri and mid Ventilation Shaft (including) of Interfacing Contract UGC-05 and make the tracks available to Interfacing Contractors	<b>243</b>	<b>Milestones</b>

<b>KD35</b>	Complete installation and testing of trackwork for all intermediate station track areas of Interfacing Contract UGC-05 (excluding Dharavi Station) and make the tracks available to Interfacing Contractors	<b>305</b>	<b>Milestones</b>
<b>KD36</b>	Complete Integrated Testing and Commissioning of tracks with all interface Rail Systems for Phase 1 Revenue Service	<b>669</b>	<b>Milestones</b>
<b>KD37</b>	Complete Service Trial and achieve issuance of Completion Certificate for Phase 1 Revenue Service	<b>730</b>	<b>Milestones</b>

## RESPONSES ON QUERIES FROM BIDDERS PACKAGE 10C UPTO 19<sup>th</sup> AUGUST 2019

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
1.	Section-I. Instruction to Bidders. Clause 4 –Eligible Bidders	A Bidder may be a firm that is a single entity or any combination of such entities in the form of a joint venture (JV) under an existing agreement or with the intent to enter into such an agreement supported by a letter of intent. In the case of a JV: (a) all members shall be jointly and severally liable for the execution of the Contract in accordance with the Contract terms, and (b) the JV shall nominate a Representative who shall have the authority to conduct all business for and on behalf of any and all the members of the JV during the bidding process and, in the event the JV is awarded the Contract, during Contract execution	In case bid submitted as consortium comprising of Indian entity & Foreign entity. Please confirm that each consortium member (Indian entity & Foreign entity of consortium) will be allowed to raise separate invoices for their respective scope of work. For that purpose, a clear billing breakup identifying the details of currency wise split among the various consortium members for their respective scope of work will be given in pricing document and members will raise the invoices and will get paid accordingly by employer.  Please confirm for above.	Incase of bid consortium comprising Indian and Foreign partners invoices, as per the consortium agreement may be raised by the either partner and would be paid to one or other partner as per the request of the consortium. However the pricing document shall be as in RFP.	No	
2.	Section-I. Instruction to Bidders. Clause 4 –Eligible Bidders	Joint Venture/Consortium	We understand that  In case of bidding by an un-incorporated consortium, the registration of consortium as a taxable entity in India is not required.  Please confirm our understanding.	Relevant provision of Law would apply.	No	
3.	ITB 27.1	The Bid opening shall take place at : MMRCL LINE 3 Transit Office Date : 15-09-2019 Time :3PM	We would request you to extend the bid submission deadline by one month to 15-10-2019. As this is currently holiday season in Europe, most of our European colleagues are on leave, due to which we are currently unable to launch approval process necessary for the submission of this bid. Even authorised signatories of our European partner are not be available for the signing of bidding documents.	The RFP conditions will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			Considering the above, we would be much obliged if the deadline could be extended.			
4.	Part 1 - Bidding Procedure Section III – Evaluation and Qualification Criteria, Notes for the Bidders (ii)	(ii) The comparable nature and complexity shall be based on the physical size, complexity, methods/technology and/or other characteristics described In Section VI, Scope of Works. The Design, Supply, Installation, Testing and Commissioning of Ballastless Track works executed on Mainlines on Railway/MRTS/LRT/High Speed Rail on systems having design axle load more than 12 tons and operation speed more than 70 km/h shall only be considered. Sidings and stabling tracks shall not be considered.	(ii) The comparable nature and complexity shall be based on the physical size, complexity, methods/technology and/or other characteristics described In Section VI, Scope of Works. The Supply, Installation, Testing and Commissioning of Ballastless Track works executed on Mainlines on Railway/MRTS/LRT/High Speed Rail on systems having design axle load more than 12 tons and operation speed more than 70 km/h shall only be considered. Sidings and stabling tracks shall not be considered.	In Notes (ii) The word "Design" is treated as deleted	No	
5.	ITT 1.1.8 Subcontractors/ Manufacturers	Subcontractors/ Manufacturers for the following major items of Plant and DDC / Installation services must meet the following minimum criteria, herein listed for that item. The Bidder shall submit the technical Information of Plant and DDC / Installation services proposed in respective Bid Form as mentioned below	Please confirm that in case the bidder is a Consortium, and the eligibility criteria for subcontractors/manufacturers are being met by the bidder itself, in that case the DDC/Flash-butt welding/Low-vibration installation work can be executed by any member of the Consortium, regardless of which member provides the references for meeting the eligibility criteria.  You would also appreciate that client certificates generally do not contain details about vibration attenuation/flash-butt welding/low vibration. In case such details are not mentioned in the client certificate, we would request that an undertaking from the bidder certifying that the reference project contains the aforementioned features should be accepted at the bidding stage. Further detailed information can be provided during LoA/contractual stage.	The RFP condition will prevail	No	
6.	ITT 1.1.8 Subcontractors/ Manufacturers	The DDC/Proof Checker shall have experience of Designing of 2 Nos of Project of Ballastless Track with attenuation of vibration in Tunnel for 10 Tkms	Please confirm that: (i) In case the bidder is meeting the eligibility criteria for DDC/Proof	DDC work can be managed in-house as per RFP condition but the Proof	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		track either in separate work or combined work in last five years on Metro System. Minimum two names to be provided for deployment as i) DDC and ii) Proof Checker	checker on its own, the requirement of providing two names would not apply as the bidder itself would be executing the concerned activity. (ii) The same references can be submitted for both DDC & Proof checker. (iii) The qualifying experience for DDC/ Proof Checker would be experience of Designing of 2 Nos. of Projects of Ballastless Track with attenuation of vibration measures have been applied in some stretches of ballast less track tunnel of length 10 km.	checker has to be Independent agency.		
7.	ITT 1.1.15 Bidder's Award Capacity	A = Maximum value of civil infrastructure works B = Value of current commitments for ongoing civil infrastructure works  In the case of a consortium/JV, the above formula will be applied to each member to the extent of his percentage share in the execution of the MML 3 work	We would like to bring to your notice that the value of civil infrastructure works is generally not available separately unless the company is a civil works company. We would therefore request that in case of other EPC contractors, value of construction contracts in place of civil infrastructure works may kindly be accepted for evaluating Bidder's Award Capacity.  We also request clarity on whether the bid capacity of each consortium member would be evaluated individually or cumulatively for the consortium as a whole. For instance, if in a Consortium, member A's share is 30% and B's share is 70%, would A be required to have a bid capacity of USD 8.4 million and B required to have a capacity of USD 19.6 million?	1. The value of Infrastructure contracts will also be considered. 2. The Total Bid capacity of the consortium members should satisfy the minimum requirement.	No	
8.	ITT 2.3 Eligibility and Qualification Criteria	NA	Please confirm that the members of the Consortium have the flexibility to allocate the share of work amongst themselves, regardless of which member provides the references for meeting the eligibility criteria.	The RFP conditions will prevail	No	
9.	ITT 2.3 Eligibility and Qualification Criteria	The Bidder shall demonstrate that it has access to, or has available, liquid assets, unencumbered real assets, lines of credit, and other financial means (independent of any contractual advance payment)	Please confirm that in case a Bank Reference Letter is provided, specifying that the required liquidity is available specifically for this contract,	The RFP conditions will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)																				
		sufficient to meet the cash flow requirements estimated as USD 7.0 million for the subject Contract(s) net of the Bidder's other commitments	in that case the Bidder's other contractual commitments would not be factored in the evaluation of this requirement.																							
10.	ITT 2.3 Eligibility and Qualification Criteria	Notes for the bidders: The comparable nature and complexity shall be based on the physical size, complexity, methods/technology and/or other characteristics described In Section VI, Scope of Works. The Design, Supply, Installation, Testing and Commissioning of Ballastless Track works executed on Mainlines on Railway/MRTS/LRT/High Speed Rail on systems having design axle load more than 12 tons and operation speed more than 70 km/h shall only be considered.	Please confirm that for projects where the design axle load is more than 12T and operational speed more than 70 kmph, the length of ballast less trackworks executed in depots would also be evaluated.	The RFP conditions will prevail	No																					
11.	Part 1 - Bidding Procedure Section III – Evaluation and Qualification Criteria, clause No. 1.1.8 Page 4 of 14	The DDC/Proof Checker shall have experience of Designing of 2 Nos of Project of Ballastless Track with attenuation of vibration in Tunnel for 10 Tkms track either in separate work or combined work in last five years on Metro System.	We understand that an independent in-house proof checker meeting the required criteria can be proposed if he does not directly report to Project Manager.	"In-house Proof checker" is not acceptable	No																					
12.	Part 1 – Bidding Procedure Section III – Evaluation and Qualification Criteria	The DDC/Proof Checker shall have experience of Designing of 2 Nos of Project of Ballastless Track with attenuation of vibration in Tunnel for 10 Tkms track either in separate work or combined work in last five years on Metro System.	Please clarify that qualifying experience for DDC/ Proof checker refers to 2 Projects to 10 Tkms of tunnel section with some stretches of vibration attenuation measures.	RFP condition will prevail	No																					
13.	Part 1 – Bidding Procedure Section III – Evaluation and Qualification Criteria	The DDC/Proof Checker shall have experience of Designing of 2 Nos of Project of Ballastless Track with attenuation of vibration in Tunnel for 10 Tkms track either in separate work or combined work in last five years on Metro System.	Please clarify if the experience required in referred clause is for either of DDC/ Proof checker or for both DDC and Proof Checker separately.	The experience will be considered seperately for both DDC and Proof checker.	No																					
14.	Package 10C / Part 1 / Section III / Page 1 of 14	<table border="1"> <thead> <tr> <th>#</th> <th>Position</th> <th>Total Work Experience (years)</th> <th>Experience in similar Works (years)</th> <th>As similar position of similar works (years)</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Construction Manager (Ballastless Track ):</td> <td>10</td> <td>4</td> <td>-</td> </tr> <tr> <td>3</td> <td>Construction Manager (Ballasted Track including transition area with adjustable fastening system...)</td> <td>10</td> <td>4</td> <td>-</td> </tr> <tr> <td>4</td> <td>Construction Manager (Low Vibration Track )</td> <td>5</td> <td>4</td> <td>-</td> </tr> </tbody> </table>	#	Position	Total Work Experience (years)	Experience in similar Works (years)	As similar position of similar works (years)	2	Construction Manager (Ballastless Track ):	10	4	-	3	Construction Manager (Ballasted Track including transition area with adjustable fastening system...)	10	4	-	4	Construction Manager (Low Vibration Track )	5	4	-	As low vibration track is not widely adopted in India, we understand that Construction Manager (Low Vibration Track) can be a person with experience in installation ballastless track laying with MSS or similar vibration mitigation system.  Kindly Confirm.	The RFP condition will prevail	No	
#	Position	Total Work Experience (years)	Experience in similar Works (years)	As similar position of similar works (years)																						
2	Construction Manager (Ballastless Track ):	10	4	-																						
3	Construction Manager (Ballasted Track including transition area with adjustable fastening system...)	10	4	-																						
4	Construction Manager (Low Vibration Track )	5	4	-																						
15.	Bid Form 36 MAN	Manufacturer's Authorisation Form	Approvals of suppliers for most of the track fittings such as ERC, GRSP, Metal Liner etc. are monitored through RDSO and contractors are required to supply these fittings only from such	The MAN certificate is not to be submitted at bidding stage .The Bidder may give the undertaking that he will supply the MAN from RDSO	No																					



S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			RDSO approved Suppliers.  Kindly note that many suppliers are approved by RDSO for track fittings and collecting MAN Form from all such suppliers at this stage is not feasible. Hence, the bidder shall be allowed to procure local track fittings from any RDSO approved Suppliers during execution stage who are able to meet the delivery requirements and shall not be restricted to procure the fittings from those suppliers whose MAN Form is submitted during bid stage.  Kindly Confirm.	approved supplier before he commences supply of track fittings at execution stage .		
16.	Part I - Bidding Procedure Section IV-B - Pricing Document Page 6 of 33	<b>1.8 Quantity Variation</b> This Contract is a lump sum (Partly BOQ), design-build contract. No variation, whether positive or negative shall be considered in the lump sum Schedule 3, unless the scope of work stated in the Employer's Requirements is changed by the Engineer in accordance with GC 13.1 to 13.3. In case of increase in the total quantity of facilities beyond the original scope as indicated in the Employer's Requirements, the Key Dates for the increased quantities shall be mutually agreed.	We understand that if there is increase in Track length installed compared to length specified in bid document the Schedule Amount is to be increased on prorata basis. If any other item is increased the amount of Lump Sump should be increased on prorata basis as per weightage of item.	The RFP condition will prevail	No	
17.	Part I - Bidding Procedure Section IV-B - Pricing Document Page 6 of 33	<b>Notes applicable on Schedule 1 and Schedule 2</b> 1. The quantities have been assessed based on preliminary drawings. If there is additional requirement attributable to the contractor, the cost of such material used shall be recovered from the contractor at the bid price. If there is any change in the requirement of material on account of detailed design, then the material required shall be arranged by the Employer.  2. The surplus items from the project, spares in Schedule-1 and the spares of Schedule-2 shall be handed over to the Employer store depot at Mumbai after successful installation and commissioning	1. Bidder understand that additional requirement at the stage of detailed design shall be arranged by the Employer provided it not attributed to track contractor. 2. The surplus items from the project , spare in Schedule -1 and spares of Schedule -2 shall be handed over to Employer's store depot at Mumbai after successful installation and commissioning.	Understanding is confirmed.	No	
18.	Part I - Bidding ProcedureSection IV-B - Pricing DocumentPage13 of 33	4.2 Cases where bidder has either left unit rates blank or some items have been excluded from the specified lista) For all such items, the maximum prices quoted by any of the other responsive bidder for such item will be considered and added to the	Bidder request employer to consider the minimum price quoted by the other bidder for items unit rate left blank for evaluation purpose. Because there may be chance to lost the bid if	The RFP condition will prevail.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		respective item price quoted by the bidder. This calculated price will be considered for evaluation.b) However, during actual contract execution, such items, if any, will be considered as to be supplied free of cost to the Employer.	employer took maximum price during evaluation. However the item will be executed in the free of cost by the bidder or In Such case Bidder request employer to notify the bidder to provide the line item unit price where bidder left blank.Bidder request employer to amend a change order for the excluded items from the specified list of Schedule 1 & Schedule 2 provided by the employer during execution stage . Bidder presumes point "b) However, during actual contract execution, such items, if any, will be considered as to be supplied free of cost to the Employer" applicable only for the item left blank without price. For excluded Item this point will not applicable. Please confirm our understanding			
19.	Part I - Bidding Procedure Section IV-B - Pricing Document Page 13 of 33	4.3 Cases where the bidder has quoted for additional items (over and above the items specified in the bidder): - Price of additional items quoted by the bidder will not be considered for evaluation and such items will not form part of the contract.	Bidder request employer to clarify (Missed Out Items in Schedule 1 & 2) such items are considered in the provisional sum value 2.5 Million INR	RFP condition will prevail .	No	
20.	Part I - Bidding Procedure Section IV-B - Pricing Document	Schedule 5: 4. Provisional sum	Bidder request employer to clarify whether the bidder can quote provisional sum in only INR or equivalent USD/EURO/ YEN.	Provisional sum is as already specified in schedule 4 in INR.The same figure would be carried over to schedule 5.	No	
21.	Part 1, Section IV-B, Pricing Document, Page 16 of 33	Schedule 4 : Provisional Sums - 25,00,000 INR	Bidder request MMRCL to confirm whether 25,00,000 INR is inclusive of GST or Bidder to need to add GST and provide the total value including GST in Schedule 5 - Grand Summary	INR 25,00,000 is the total sum to be provided.	No	
22.	Part 1, Section IV-B, Pricing Document, Page 16 of 33	Use of Provisional Sums shall require a prior instruction by the Employer/Project Manager. Contractor shall pay 100% of fees and expenses to Dispute Board (DB) member(s) and therefore Contractor will be reimbursed 50% of the payment made to DB member(s), by the Employer.	Bidder request MMRCL to confirm that for example If total DB expense is 60 Lakh and employer will reimburse 50% to the extend of 25 lakh as per Schedule 4. Please confirm how the balance 5 lakh of employer amount will be paid to the contractor.	The sum of 25,00,000 INR is an estimate. 50% of the actual DB expenses shall be reimbursed to the contractor.	No	
23.	Part I - Bidding Procedure. Section IV-B	Customs Clearance a) The Bidder shall be solely responsible for Custom	We will be submitting this bid as a consortium comprising of Indian entity	The RFP condition will	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	- Pricing Document - Clause 1.6 - Customs Clearance	and Excise clearances (including any other related activities) of all items that may be directly or indirectly required for execution of this Contract.	<p>&amp; Foreign entity. In this bidding we understand following:</p> <ul style="list-style-type: none"> <li>• In case of offshore supplies by foreign entity of consortium on employer, the employer will be importer on records for off-shore supplies.</li> <li>• In case of offshore services provided by foreign entity of consortium, the employer will pay the GST on such services on RCM (reverse charge mechanism) basis.</li> </ul> <p>Please confirm our understanding.</p>	prevail		
24.	Part I - Bidding Procedure Section IV-B - Pricing Document Clause 1.2.4 - Deemed Exports	Deemed ExportsThe Bidder shall solely be responsible for claiming and availing all deemed export benefits, if available, during the currency of contract. However, for availing the said benefits, necessary payment certificate in accordance with the laws of the land and extant policies of the Government of India will be issued by MMRCL at the specific request of the Bidder. Bidder shall process for refund for 100% of the paid Custom Duties/Basic custom duty (as applicable) for items as above after availing the concessional duties such as Project Import Benefits under chapter 98.01 of Customs Tariff Act etc. from the Statutory Authorities based on submission of documentary evidence by the Bidder. Bidder shall be fully responsible for ensuring that all necessary documentation/information, as may be required,	We understand that this project does not qualify for any deemed export benefit as per Foreign Trade Policy nor eligible for exemption from Basic Customs Duties as per Notification No 84/97 - Cus.	Understanding is confirmed.	No	
25.	i) Part 1-Bidding Procedure Section IV-B- Pricing Document / Clause No. 1.3 Page 7/33 ii) Part 2 Employers Requirement Section VI (2) Outline Design Specification/ Clause No. 4.20.5 Page 34	i) 1:9 Turnout -R300 - (1 set consist of 2nos thick web switches HH, Stock rail with sliding chairs baseplate complete, 1no weldable CMS crossing with check rail set for Mono block PSC sleepers and Turnout fastenings complete from Toe of switch to Back of crossing for ballasted track) ii) However, rails used in turnouts on depot and other non-running lines may be of 880 grade.	<p>We understand that lead rails connecting the switch with crossing for non running lines and depot lines will be 880 grade and on Main Line 1080 Gr. HH Rail.</p> <p>i) For 1:9 Turnout -R300 - For each turnout both in mainline and depot, 64.6 m lead rails are required. Considering 4 cut pieces for main line, there will be wastage of 0.5 m rail in 13 m rail length.</p> <p>Please confirm, lead rail including wastage will be provided by Rail</p>	The length of Rails to be supplied includes the quantity of lead rails. Wastage allowance is included in the overall percentage of 0.35%	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			Supply contractors.			
26.	Part 1-Bidding Procedure Section IV-B- Pricing Document/ Clause No. 1.4 Page 8/32 ii) Part 2 Employers Requirement Section VI (2) Outline Design Specification/ Clause No. 4.20.5 Page 34	i) 1:7 Turnout -R190 - (1 set consist of 2nos thick web switches HH, Stock rail with sliding chairs baseplate complete, 1no weldable CMS crossing with check rail set for Mono block PSC sleepers and Turnout fastenings complete from Toe of switch to Back of crossing for ballasted track) ii) However, rails used in turnouts on depot and other non-running lines may be of 880 grade.	We understand that lead rails connecting the switch with crossing for non running lines and depot lines will be 880 grade and on Main Line 1080 Gr. HH Rail. i) For 1:7 Turnout -R 190 - For each turnout both in mainline and depot, 33.75 m lead rails are required. Considering 4 cut pieces for main line, there will be wastage of 2.4 m rail in 13 m rail length. Similarly in Depot , the wastage will be 2.4 meter considering 13 m rail. Please confirm, lead rail including wastage will be provided by Rail Supply contractors.	The length of Rails to be supplied includes the quantity of lead rails. Wastage allowance is included in the overall percentage of 0.35%	No	
27.	Part I - Bidding Procedure Section IV-B - Pricing Document / Clause No. 1.9.3 (411)-page 32/33	Installation of the ballasted track on PSC sleepers with rails including welding, distressing and USFD testing	We understand that tamping of ballasted plain track and Turnouts item 1.9.3 (410)- 3 rounds of tamping will be provided by hand held tampers.	The tamping shall be mechanized. Stages are as per Indian Railway P-Way manual. Mechanized hand held tampers are permitted.	No	
28.	Part I - Bidding Procedure Section IV-B - Pricing Document, Clause No. 1.9.2 Page no 13 of 33	The quantities have been assessed based on preliminary drawings. If there is additional requirement attributable to the contractor, the cost of such material used shall be recovered from the contractor at the bid price. If there is any change in the requirement of material on account of detailed design, then the material required shall be arranged by the Employer. Ballastless less low vibration track from Aarey Depot (excluding ) to BKC station 24.24 TKM	We understand that if there is any change in track length at the detailed design stage, the P. Way material will be supplied by Employer or will be at the cost of Employer. We noted that there is a difference of 1020 m in actual track length calculated based on available alignment drawings (25260 M) with respect to length mentioned of 24.24 km in clause 1.9.3 and 24.472 km in clause 1.9.2 of Part I - Bidding Procedure, Section IV-B - Pricing Document. Corresponding Rail and fastenings have to be provided in addition to quantities indicated in RFP.	RFP condition will prevail .	No	
29.	Part I - Bidding Procedure Section IV-B - Pricing Document, page 14 of 33	Submission of Project Management Plan; Interface Management Plan and Detailed Interface Documents; Works Programme; Design Submission Programme; Quality Assurance Plan; Safety Assurance Plan and Site Safety Plan; Environmental Plan; Quality Assurance Plan; Inspection, Testing &	What is expected in the pre-Final Design when there are already stages for preliminary design, definitive design, construction reference design and as built drawings.	Mentioned Pre-final Design may be ignored	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Part 2 Employers Requirement Section VI (1)-B. Functional, page 8 of 13	Commissioning (including Integrated Testing & Commissioning) Plan; Liaison with other Designated Contractors during the design process; Submission of the Preliminary Design, the pre-Final Design; the Detailed Design Submission of Proof Checking Document; As-Built drawings etc.  Scope of Design & Testing: Liaison with other interfacing contractors during the design process; Submission of the Preliminary Design, the pre-Final Design; the Detailed Design Submission with Proof Checking Document, Construction Reference Drawings, As-Built drawings etc.				
30.	Part I- Bidding Procedure, Section IV-B- Pricing Document, page 8 of 33 & Page 9 of 33	1:7 Turnout R190 - (1 set consist of 2nos thick web switchesHH, Stock rail sliding chairs baseplate complete, 1no weldableCMS crossing with check rail sets for Mono block PSC sleepersand Turnout fastenings complete from Toe of switch to Back ofcrossing for ballasted track)Diamond Xing HH of 1 in 7, Aarey (Ballasted Track) withFastening System including check rail setProcurement of PSC Sleepers 5.1 PSC Sleepers of Turnout of ballasted track system for 1 in 7 R 190	For track DP1 and DP2 in Aarey Depot, track centre is 6.5 meter. The scissor cross-over have to be procured as combined set of 4 special turnout (1 in 7 R 190) and diamond (1 in 7) with extended legs as diamond crossing can not be joined with cut pieces of 6.5 m or more.However in referred clause, the same has been provided as 4 turnouts and a separate 1 in 7 diamond crossing. Please clarify.	The diamond crossing should be designed to suit the site requirement.	No	
31.	Package 10C / Part 1 / Section IV B / Page 32 of 33	Cl. 1.9.3 Item No. 412 & 413	Based on our experience, we understand that the payment weightage provided for Supply of Ballast is considerably less. Hence, to facilitate neutral cashflow to the contractor, we request the employer to enhance the weightage for Procurement, Supply of Ballast (S No 412) to 5 % from 3%. Subsequently weightage for Installation of Ballasted Track (S No 411) may be reduced to 2% from 4%.	The RFP condition will prevail	No	
32.	Package 10C / Part 1 / Section IV B / Page 5 of 33	Payments to the Bidder will be made in accordance with the percentage (%) indicated against each schedule, further divided within the schedule as a milestone or completion of an activity. It is also governed in accordance to Procedure for Payment as mentioned in GC 14.3 to 14.5 read with the Schedule of Payments. In the case of part supply/installation proportionate payment will be made based on the	We understand that the Payment for various items in Schedule 1.9.3 will be paid on pro-rata basis after completion of each unit of Construction & Installation.  Kindly Confirm.	Confirmed	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)																																				
		quantities stated in Schedule-3, which are for the purpose of the proportion of payment only.(Although the quantities in detail design may be different, only the stated percentage the lump sum price shall be paid against each item)																																								
33.	Package 10C / Part 1 / Section IV B / Page 13 of 33	The quantities have been assessed based on preliminary drawings, with allowances for normal wastage of rail. If there is additional requirement attributable to the contractor, the cost of such material used shall be recovered from the contractor at the bid price. If there is any change in the requirement of material on account of detailed design, then the material required shall be provided by/returned to the Employer.	We understand that quantity mentioned are preliminary only and the contractor shall be paid based on the actual quantities delivered at site based on the works requirement.  Kindly Confirm.	RFP condition will prevail	No																																					
34.	Package 10C / Part 1 / Section IV B / Page 11 of 33	Procurement of PSC Sleepers including Inserts for rail seats only.	Kindly provide the typical layout drawing of 1 in 7 and 1 in 9 Ballasted Turnouts indicating PSC sleepers.	The Drawings are to be utilised by the bidder as per Turnout manufacturer's design. No typical drawing can be furnished.	No																																					
35.	Part 1 / Section IV B / Page 10 of 33	Rail fasteners system for ballasted track. 1 set of Rail fasteners consists of for one-rail seat, 2-Metal liners, 2-ERC Mark 3, 1-Grooved Rubber sole plate 10mm.	Kindly provide the RDSO Drawing Nos. to be followed for the referred items as multiple drawings are available for the same fittings.	Latest RDSO drawing with amendment may be referred to, on the date of submission of bids. The drawing numbers are as in Clause 4.11.2, Section VI(2) - Part-2	No																																					
36.	Part I – Bidding Procedure Section IV-B – Pricing Document- page 10/33	Schedules of Rates and Prices Schedule No. 1: Procurement of P-Way Material <table border="1" data-bbox="786 1270 1359 1627"> <tr> <td>6</td> <td>Rail fasteners system for ballasted track. 1 set of Rail fasteners consists of for one-rail seat, 2-Metal liners, 2-ERC Mark 3, 1-Grooved Rubber sole plate 10mm.</td> <td></td> <td></td> </tr> <tr> <td>a</td> <td>For projects- 49,600 sets</td> <td>Sets</td> <td>55,600</td> </tr> <tr> <td>b</td> <td>As spares – 6,000 sets.</td> <td></td> <td></td> </tr> <tr> <td>7</td> <td>Procurement of PSC Sleepers including Inserts for rail seats only as per design</td> <td></td> <td></td> </tr> <tr> <td>a</td> <td>For project – 24,800 nos</td> <td>Nos</td> <td>25,100</td> </tr> <tr> <td>b</td> <td>As spares – 300 nos</td> <td></td> <td></td> </tr> </table>	6	Rail fasteners system for ballasted track. 1 set of Rail fasteners consists of for one-rail seat, 2-Metal liners, 2-ERC Mark 3, 1-Grooved Rubber sole plate 10mm.			a	For projects- 49,600 sets	Sets	55,600	b	As spares – 6,000 sets.			7	Procurement of PSC Sleepers including Inserts for rail seats only as per design			a	For project – 24,800 nos	Nos	25,100	b	As spares – 300 nos			As per our understanding:  6a - The quantity required as per pre-alignment drawings for rail fasteners is 50,030 sets against 49,600 sets given in tender. 7a - The quantity required as per pre-alignment drawings for PSC Sleepers is 25,014 nos against 24,800 nos. given in tender.  Bidder request is to revise the quantity in tender document.	The quantity of Rail fasteners and PSC sleepers for ballasted track will be procured & supplied as per detailed design requirement. The additional requirement if any will be paid as variation . There is no requirement of revision of quantities at this stage .	No													
6	Rail fasteners system for ballasted track. 1 set of Rail fasteners consists of for one-rail seat, 2-Metal liners, 2-ERC Mark 3, 1-Grooved Rubber sole plate 10mm.																																									
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37.	Part I – Bidding Procedure Section IV-B – Pricing Document- page 31-32/33	1.9.3 On-Site Construction, Installation, Testing and Commissioning <table border="1" data-bbox="638 1732 1261 1890"> <thead> <tr> <th>Sr. No.</th> <th>Description</th> <th>Unit</th> <th>Quantity</th> </tr> </thead> <tbody> <tr> <td>401</td> <td>Part Procurement, Installation, Testing &amp; Commissioning of Ballastless Low vibration track on Main line, so as to achieve the vibration within limit as per RDSO guidelines</td> <td>km</td> <td>24.24</td> </tr> <tr> <td>401.1</td> <td>Supply of twin block sleeper</td> <td>km</td> <td>24.24</td> </tr> <tr> <td>401.2</td> <td>Supply and fixing of Boot and Resilient Pad with twin block sleeper</td> <td>km</td> <td>24.24</td> </tr> <tr> <td>401.3</td> <td>Flash butt welding</td> <td>km</td> <td>24.24</td> </tr> <tr> <td>401.4</td> <td>Installation of Rail on twin block sleeper including Track Slab</td> <td>km</td> <td>24.24</td> </tr> <tr> <td>402</td> <td>Part Procurement, Installation, Testing of Ballastless Low vibration track for Turnout &amp; Scissors on RCC slab, so as to achieve vibration within the limit as per RDSO guidelines and installation of Switches, CMS crossings and Rails</td> <td></td> <td></td> </tr> <tr> <td>402.1</td> <td>a) Turnout 1:7 R190/1:9 R300 including CMS Crossing</td> <td>Nos</td> <td>12</td> </tr> <tr> <td>402.2</td> <td>b) Scissors 1:7, R190 at Sahar</td> <td>Set</td> <td>1</td> </tr> </tbody> </table>	Sr. No.	Description	Unit	Quantity	401	Part Procurement, Installation, Testing & Commissioning of Ballastless Low vibration track on Main line, so as to achieve the vibration within limit as per RDSO guidelines	km	24.24	401.1	Supply of twin block sleeper	km	24.24	401.2	Supply and fixing of Boot and Resilient Pad with twin block sleeper	km	24.24	401.3	Flash butt welding	km	24.24	401.4	Installation of Rail on twin block sleeper including Track Slab	km	24.24	402	Part Procurement, Installation, Testing of Ballastless Low vibration track for Turnout & Scissors on RCC slab, so as to achieve vibration within the limit as per RDSO guidelines and installation of Switches, CMS crossings and Rails			402.1	a) Turnout 1:7 R190/1:9 R300 including CMS Crossing	Nos	12	402.2	b) Scissors 1:7, R190 at Sahar	Set	1	As per Pre-alignment drawings of package 10C tender: 1. The length of ballastless track on Main line is - 24,521 Tkm, hence bidder request to revise the quantity mentioned in Sr No. 401, 401.1, 401.2, 401.3 and 401.4.	The quantities indicated for construction, installation, testing and commissioning for ballastless track, grinding of rails and length of ballastless track are indicative and the bidder is required to	No	
Sr. No.	Description	Unit	Quantity																																							
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406	Installation & Testing of Friction Buffer Stop 5 KMPH including 8 nos. of Wheel stopper in depot.	Nos.	55																															
407	Grinding of Rails for Main line	M	48,606																															
408	Transportation of HH Rails UIC 60E1 1080 to site from the store depot and lowering the rails into tunnel including handling for welding & transportation of welded panels into tunnel at site	MT	2954																															
409	Other balance items for Ballastless track on completion	km	24.24																															
410	Installation of Turnouts on PSC Sleepers sets and including 3 rounds of tamping for Turnouts	Sets	67																															
411	Installation of the ballasted track on PSC sleepers with rails including welding, distressing and USFD testing including 3 rounds of tamping	km	16																															
412	Procurement, Supply of Ballast for Ballasted track including turnout at Aarey station & Depot complete as per the drawing and specification.	Km	17																															
38.	Part I – Bidding Procedure Section IV-B – Pricing Document- page 31-32/33	<p>1.9.3 On-Site Construction, Installation, Testing and Commissioning</p> <table border="1"> <tr> <td>413</td> <td>Installation of specialised track with all the materials and fittings in Aarey Depot for specific utilities (embedded track, pit line track on pedestals, washable aprons, etc)</td> <td>km</td> <td>2.08</td> </tr> </table>	413	Installation of specialised track with all the materials and fittings in Aarey Depot for specific utilities (embedded track, pit line track on pedestals, washable aprons, etc)	km	2.08	As per the Aarey Depot layout drawings provided in package 10C tender document, the length of specialized track work out is 2.34 Tkm. Bidder request to revise the quantity mentioned in Sr. No. 413	The quantity of specialised track is indicative and the bidder is required to construct as per facilities indicated in the scope of work & outline drawings. No extra payment is permissible against these items if facilities are as per proposed scope of work.	No																									
413	Installation of specialised track with all the materials and fittings in Aarey Depot for specific utilities (embedded track, pit line track on pedestals, washable aprons, etc)	km	2.08																															
39.	Part I - Bidding Procedure Section IV-B - Pricing Document, Schedule No. 1, Sr. no. 6	Rail fasteners system for ballasted track. 1 set of Rail fasteners consists of for one-rail seat, 2-Metal liners, 2-ERC Mark 3, 1- Grooved Rubber sole plate 10mm, Mono-block PSC sleeper.	Bidder request to provide drawing for rail fastener and Mono-block sleeper require to be used in ballasted track in depot	The standard RDSO drawing as mentioned in specification of para 4.11.2 be referred and the outline drawings of MONO Block Sleepers is given in outline drawings. Design will be done by the contractor	No																													

40.	Part I – Bidding Procedure Section IV-B – Pricing Document, Schedule No. 1, Sr. No. 8	Procurement of Check Rail including Check rail fastener/clamps etc., for Level crossing at Aarey Depot and also at Cross passage and stations at Mainline with Rail fasteners as per IRS specification.	Bidder understanding is that the check rail on mainline is required to be provided for curves of radius 190 meter and sharper. It is noted that on mainline, minimum radius of 230 meter is existing in ballastless track and 260 m on ballasted track. Therefore, 4 nos. of check rails are required, 2 nos. on Gauge face of rail at level crossing and 2 nos. at both junction of pathway and tunnel walls . Kindly confirm Bidder understanding is correct.	RFP Condition will prevail	No	
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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
41.	Part I – Bidding Procedure Section IV-B – Pricing Document Sr. No. 201.3, 202.1 and 206.3	Quantities as mentioned in referred clauses	With reference to the pre-alignment drawing given in Package 10C tender, bidder find difference in length of ballasted track on mainline, running line and depot lines as indicated in the pricing document:i)Mainline: 2499 track m against 2009 m measured as per alignment drawing.ii)Non running and depot lines: 14739 track m against 14543 m measured as per alignment drawing.iii) Special (ballastless Track) in depot : 2082 track m against 2338 m as per alignment drawing.Bidder request to review the same and revise the quantity mentioned in tender document	The quantities indicated for construction, installation, testing and commissioning for ballastless track length are indicative and the bidder is required to construct as per facilities indicated in the scope of work & outline drawings. No extra payment is permissible against these items if facilities are as per proposed scope of work.	No	
42.	Part I – Bidding Procedure Section IV-B – Pricing Document	Clause No. 1.9.2 Sr. No. 201.2, 201.4, 203.2, 203.3, 205.2, 205.3 Clause No. 1.9.3 Sr. No. 401, 403, 409	It is noted that two different track lengths are indicated in pricing document as 24.24 km and 24.472 km. Both these lengths are not matching with the length as measured from alignment drawing as 24.521 km (excluding turnouts).	The quantities indicated for construction, installation, testing and commissioning for ballasted track and special track length are indicative and the bidder is required to construct as per facilities indicated in the scope of work & outline drawings. No extra payment is permissible against these items if facilities are as per proposed scope of work.	No	
43.	Part 1 - Bidding Procedure, Section IV-B, Pricing Document, Clause No. 1.9, Page 24 of 33	1.9 Payment Schedule of Schedule 3	Bidder understanding is the payment schedule of Schedule 3 is prorata basis. MMRCL request to clarify bidder understanding.	Understanding is confirmed	No	
44.	Part I - Bidding Procedure Section IV-B - Pricing Document, 1.3.1	Note: b) All Turnouts with Rail fasteners, Friction Buffer stops and joggle fish plates procured for Package 10C will be supplied to the	1) Since contractor 10C is not aware of store location to be considered by Contractor 10B, it will be difficult for bidders to assume the transportation	The location of store of Package 10B contractor is at Bandra Kurla Complex.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Schedule 1 - Procurement of P-WAY Material,page 4 of 33	store of contractor of Package 10B at Mumbai. The unloading at the place of storage of Package 10B shall be done by the Package 10B contractor.	cost till contractor's 10B Stores. 2) We request customer to indicate the exact location of stores to be constructed by package 10B Contractor for us to estimate the transportation cost.			
45.	Part I - Bidding Procedure Section IV-B - Pricing Document,Notes applicable on Schedule 1 and Schedule 2,page 13 of 33	Notes applicable on Schedule 1 and Schedule 2 1. The quantities have been assessed based on preliminary drawings. If there is additional requirement attributable to the contractor, the cost of such material used shall be recovered from the contractor at the bid price. If.-----	Any variation in quantities Bidder request Employer to further clarify the requirement / situation for application of such clause.	The RFP conditions are self explanatory.No further explanation is required .	No	
46.	(Ref.:1) Package 10C / Part 2 / Section VI (1) B / Clause No.B2 /Page 4 of 13  (Ref.:2) As per Procedure for Safety Certification and Technical Clearance of Metro Systems:- (1) Clause No. 7.7 II., (2) Annexure No. C2 "Performance criteria of fastening system for ballastless track on metro Railways/MRTS systems", >Clause No. 1.2 >Clause No. 4.6	<b>Ref.:1,i)</b> The track structure will consist of precast high attenuation twin block sleepers embedded in track slab at 700mm spacing (average) with rails UIC 60 E1 HH 1080 grade. <b>Ref.:2, Clause No. 7.7 ii.</b> Approval of Track Structure and Fastening System as per Annexure C1 & C2 and condonation letter from Railway Board for deviations, if any, from approved Track Structure and Fastening System <b>Ref.:2,Annexure No. C2, Clause No. 1.2:-</b> New fastening system, which is fully compliant to performance criteria and not approved by MoR can also be used by Metro Railways/MRTS system as they are free to choose fastening systems for ballastless track complying with this performance criterion. The detail of such fastening system used shall be submitted to MoR and the same shall be kept in observation by MoR for a period of 2 years under service conditions in association of Metro Railways/MRTS system. The Performa for the monitoring performance shall be advised by MoR to concerned Metros Railways/MRTS system. After successful performance for 2 years, Metro Railways/MRTS system shall process for approval of MoR for further use of fastening system. <b>Ref.:2, Annexure No. C2 Clause No. 4.6:-</b> Any change in component subsequent to the approval of the fastening system by MoR shall be permitted only for specific requirement of the metro. MoR approval of such changes shall be processed by metro with specific recommendations enclosing test report of the component / whole assembly with detailed justification.	Based on ref 1, precast high attenuation twin block sleepers embedded in track slab are to be adopted for this project.  Based on ref 2, the track structure and the fastening system needs to be MoR/RDSO approved.  Considering the above, we understand that Employer will be responsible for obtaining the MoR approval for this new type of track structure and fastening system which is being introduced in India for the first time.  Kindly Confirm.	The track structure and fastening system shall be designed by the contractor following the specifications and the requirements of safety certification given in the contract. After the track structure and fastenings are designed following these specifications and requirements, the Railway Board/RDSO will be approached by the Employer. The responsibility of satisfying Railway Board/RDSO requirements on the design, test results of the manufactures, Proveness record etc. shall rest with the contractor. The RFP condition will prevail.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
47.	Part 2 Employers Requirement Section VI (1)-B. Functional. Page 4 of 13	<b>2.2 Scope of Aarey Depot</b> The depot area is defined from coordinates (E=277632.029, N=2116650.376) at Chainage 33789.411 on Main line and up to coordinates (E=277869.379, N=2116900.743) at chainage 34154.410m including Stabling lines at Aarey station and entire depot track consisting of Wash track, Stabling lines, Shunting necks, Workshop lines,	Bidder understand that the entire Depot area Ballast & Ballastless Track embankments are fully compacted with required degree of compaction & all the storm water drains / cross drain shall be ready and connected / terminated to main diversion Drain before start of Depot area track work and shall be handed over to the 10 C Package Contractor . Any variation in Ballast due to settlement of Depot are embankment top level shall be compensated by the Employer.	The understanding is confirmed .. The necessary interfacing will be done by Track Contactor with civil contractor. No compensation for settlement is permissible.	No	
48.	Part 2 Employers Requirement Section VI (1)-B. Functional, Page 7 of 13	<b>2.4 Scope of Procurement of Material, Note:</b> 2. Package 10B contractor will be responsible for delivering the Rail fasteners at the store depot of Package 10C contractor at Mumbai. The responsibility for unloading will rest with the contractor of Package 10C. 3. The Rails supplied by the Package 10D and Package 10E will be delivered, unloaded and stacked by the contractors of Package 10D and Package 10E.	Bidder Request Employer to share all the Package store location (Package 10C Contractor, Package 10D & Package 10E) for logistic / transportation point of view. Bidder request Employer to provide the Camlocks to Package 10C Contractor as Rail Supplied by Package Contractor 10D & 10E for Safe Rail handling during loading, unloading & lowering to different locations during full Project duration.	The RFP's of Package 10D & 10E provide that Rails shall be supplied at the store of contractor of Package 10C at Govandi, Mankhurd – Gathkopar link road Mumbai, Pin: 400043	No	
49.	Part 2 Employers Requirement Section VI (1)-B. Functional, Page 10 of 13	<b>B3 ALIGNMENT</b> The Contractor needs to verify the Contract boundaries while proposing any change in vertical and/or horizontal alignment, but such deviations shall require a Notice of No Objection from the Engineer subject to the following conditions: a. There is no extra cost to the Employer, b. Changes proposed are essentially to suit the Contractor's specific design or rectify any error/mismatch/conflict etc. detected in the Tender drawing. c. There is no change at the Contract boundaries or if there is any, the same is agreed by the Interfacing Contractors including the Contractor of the adjoining section (Civil Contractor of the adjacent contract package) without any extra cost to the Employer.	It is noted that boundary of 10 B and 10 C are CH: 20957.420 for UP Line and Down Line CH:20980.768 which lies in curve. Further there are two curves in continuation. It proposed that boundary of 10 B and 10 C should be moved in straight stretch of track i.e. for UP line at CH: 20846.971 and Down line is at CH: 20866.481.	The RFP condition will prevail	No	
50.	Part 2 Employers Requirement Section VI (1)-B. Functional, Page 12 of 13	<b>B7 OPERATIONAL REQUIREMENTS</b> 3. Attention shall be paid to locations where flooding could enter tunnel and Depot areas. In particular,(a) Construction of surface water drainage systems including Track	Bidder understand that such Operational requirements needs to be taken care by the Civil Contractors because all the required surface water	RFP condition will prevail .	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		Slab/plinth and ducts shall be avoided in the vicinity of Auxiliary substations to obviate any risk of flooding of electrical equipment areas.(b) Entrances and all other points of access to the Depot and tunnel areas shall be adequately protected against flooding.(c) Equipment and other facilities shall be adequately protected against flooding.4. During construction the Contractor shall be responsible for providing and maintaining adequate flood protection to ensure protection of the Works and for all adjacent areas, buildings and structures within the vicinity of the Works.	drainage system provision including primary concrete below Track Slab/plinth and ducts shall be carried out by the Civil Contractors of Tunnel area as well as Depot area. However, Contractor shall pay attention to Tunnel opening locations where flooding could enter tunnel but not responsible for same.			
51.	Part 2 Employers Requirement Section VI(1) - B. Functional Table 1.0	Procurement and supply of materials	Since rails (880Gr and 1080Gr) for the project and fastening for ballast less track will be supplied by other contractors of MMRCL, bidder request to provide delivery schedule for supply of material to contractor 10C. The precise delivery schedule will help contractor 10C to plan the installation activities accordingly and meet the key dates are required by customer. Any delay in supply of material from other contractor will attribute delay in installation activity by 10C contractor.	schedule of Rail supply of Package 10D and 10E has been provided	Yes	Refer Addendum No - 2, Item No.3
52.	Part 2 Employers Requirement Section VI (1)-B. Functional-Page 11/13	The design life of the Permanent Works for civil engineering structures shall be 120 years.	We understand that permanent works in this case means only embedding concrete around booted block. It does not include component of fastening system and booted mono/twin block sleepers. The design life of PSC sleeper is 50 years, Booted sleeper is 30 years and Fastening is 15 years for rubberized parts.	RFP condition will prevail.	No	
53.	Package 10C / Part 2 / Section VI (1) B / Page 08 of 13	vii) ..... Rail grinding as per international standards suitable for metro train operation with notice from Engineer. The employer will assist to get the grinding machine from other metro's on hire basis	We understand that the hire charges against the Grinding machine shall be paid by employer directly. Kindly Confirm. In case the Hire charges are to be paid by contractor, kindly indicate the Hire Charges rate for the same.	The responsibility of mobilising the rail grinding machine rests with the contractor. The Employer will only assist, without obligation, in getting the grinding machine from other metros identified by the contractor, on hire basis. All the charges of mobilizing and utilizing are to be borne by contractor. The RFP	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
				condition will prevail.		
54.	Contract MM3-CBS-TWK-03, Part 2 Employers Requirement Section VI (1)-B. Functional-Page 11/13 - B5 DESIGN LIFE	The design life of the Permanent Works for civil engineering structures shall be 120 years.	We understand that permanent works in the indicated clause refers only the concrete embedded around booted block and It does not include component of fastening system and booted mono/twin block sleepers. Based on our experience, we understand that the design life of sleepers shall be 50 years and fastenings shall be as per Section VI(2), Clause 4.9.2.  Kindly confirm.	Understanding is confirmed	No	
55.	Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section VI (1)-B. Functional-Page 10 of 13 - B3 Alignment	The Contractor is permitted to propose deviations in alignment to suit his construction proposals or rectify any error/mismatch/conflict etc. detected in the as-built data given by the civil contractor / tender drawings of depot, but he must demonstrate that any such deviations do not reduce the technical and operational performance. The Contractor needs to verify the Contract boundaries while proposing any change in vertical and/or horizontal alignment, but such deviations shall require a Notice of No Objection from the Engineer subject to the following conditions: a. There is no extra cost to the Employer, b. Changes proposed are essentially to suit the Contractor's specific design or rectify any error/mismatch/conflict etc. detected in the Tender drawing. c. There is no change at the Contract boundaries or if there is any, the same is agreed by the Interfacing Contractors including the Contractor of the adjoining section (Civil Contractor of the adjacent contract package) without any extra cost to the Employer.	We understand that alignment as per RFP needs to be assessed against As-Built data shared by Civil Contractor ( Tunnel / Station ) and realignment is to be carried out to accommodate inaccuracies of tunnel / station construction.  Further, we understand that the inaccuracy in tunnel / station construction shall be limited to limits provided in contract only and Track contractor shall not be responsible for infringements that may arise due to inaccuracies of construction by other interfacing contractors.	The Understanding in Para 1 is confirmed. As regards infringements, the track contractor shall be responsible for designing track infringements free in best fit alignment to meet the requirement of SOD.	No	
56.	Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section VI (1)-B. Functional B7 OPERATIONAL REQUIREMENTS	During construction the Contractor shall be responsible for providing and maintaining adequate flood protection to ensure protection of the Works and for all adjacent areas, buildings and structures within the vicinity of the Works.	Scope of 10 C contractor is limited to construction of Trackwork in tunnel and station area. Hence, the responsibility of flood protection works for adjacent areas, buildings and structures shall not be in the scope of 10 C contractor.  Kindly confirm.	RFP condition will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)																				
57.	Part II– Employer Requirement Section VI (1) -B, – Functional - page 6/13	<p>Table 1.0 -Supplied by the contractors of other package, free of cost</p> <table border="1"> <thead> <tr> <th>S. No</th> <th>Item</th> <th>Unit</th> <th>Quantity</th> <th>To be supplied by</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Rails UIC 60 E1 HH 1080 grade</td> <td>MT</td> <td>3060</td> <td>10D</td> </tr> <tr> <td>2</td> <td>Rails UIC 60 E1 880 grade</td> <td>MT</td> <td>2100</td> <td>10E</td> </tr> <tr> <td>3</td> <td>Rail Fastener system for Ballastless track</td> <td>Sets</td> <td>69000</td> <td>10B</td> </tr> </tbody> </table>	S. No	Item	Unit	Quantity	To be supplied by	1	Rails UIC 60 E1 HH 1080 grade	MT	3060	10D	2	Rails UIC 60 E1 880 grade	MT	2100	10E	3	Rail Fastener system for Ballastless track	Sets	69000	10B	<p>As per pre-alignment drawings, quantity mentioned in the contract for 1080Gr HH rail and fastenings supplied by 10D and 10B contractors of MMRCL are inadequate and bidder request to revise the same as follows:</p> <p>1)The requirement of 1080Gr HH rail</p> <p>i)1080 Gr.HH- Main Line -52,166 m</p> <p>ii)1080 Gr.HH- Test Track –1,118 m</p> <p>iii)1080 Gr.HH Rail-Lead Rail ( including wastage) for Turnout and Scissor Crossover-1,292 m</p> <p>iv)Wastage -0.35% for welding -191 m</p> <p>Total length of 1080Gr HH Rail - <b>54,767 m or 3298 MT</b></p> <p>2)Fastenings for Ballastless Track considering 0.7m of sleeper spacing - <b>70,308 sets</b></p>	<p>The quantity of Rails &amp; Rail fasteners will be supplied as per detailed design requirement including wastages as per RFP Condition. There is no need to revise the quantities at this stage</p>	No	
S. No	Item	Unit	Quantity	To be supplied by																						
1	Rails UIC 60 E1 HH 1080 grade	MT	3060	10D																						
2	Rails UIC 60 E1 880 grade	MT	2100	10E																						
3	Rail Fastener system for Ballastless track	Sets	69000	10B																						
58.	Part 2 Employers Requirement Section VI (1)-B. Functional,B1 GENERAL, page 3 of 13	4. The Contractor shall be responsible for obtaining all necessary approvals from the relevant agencies in the design and construction of the Works.	Bidder request Employer to provide the list of all necessary approvals from the relevant agencies in the design and construction of the Works to be obtained by the Contractor.	The RFP condition will prevail	No																					
59.	Tender Documents Part 2, Sec VI (1), B2 2.2 b)	Scope of Aarey Depot.....The tamping of ballasted track, distressing etc	We understand manual tamping using hand tamper is allowed for depot area. Kindly confirm.	The tamping shall be mechanized. Stages are as per Indian Railway P-Way manual. Mechanized hand held tampers are permitted.	No																					
60.	Part 2 Employers Requirement Section VI (1)-C. Design,page 1 of 13	<p><b>C1 INTRODUCTION</b></p> <p>(3) The Contractor shall engage the Lead Detailed Designer who shall undertake and prepare the design of the Permanent Track and civil Works and Temporary Works. The Contractor shall establish an office for his lead design team near the Site area in Mumbai. The lead design team shall function from this office and all meetings and discussions relating to design shall be held in this office.</p> <p>(4) The Contractor shall ensure that the Designer continues to be represented in Mumbai at all times by staff whose seniority and experience are to the satisfaction of the Engineer and whose representative is available on the Site as necessary or as required by the Engineer.</p>	Lead Detailed Designer shall undertake and prepare the design of the Permanent Track and civil Works and Temporary Works from Contractor Home office with close coordination with Mumbai site team. However, he will available at Mumbai site office as and when required for interface and discussion meeting related to design held in this office .	RFP condition will prevail .	No																					
61.	Contract MML3-CBS-TWK-03 Part 2 Employers	Design Submissions...p) the utility diversion plan	It is presumed that there may not be any utility diversion involved in the alignment which requires to be	RFP condition will prevail	No																					

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Requirement Section VI (1)-C. Design, C5 DESIGN SUBMISSIONS		executed by the track contractor, since the finished UG section shall be handed over by MMRCL for track construction.  Kindly Confirm.			
62.	Part 2 Employers Requirement Section VI (1)-D. Track Construction,page 3 of 20	<b>D 4 SURVEY:</b> All such proposals for correction prepared by the Contractor and all such rectification works undertaken by the Contractor to resolve/eliminate all such differences/discrepancies/conflicts in survey data of the Employer/adjacent contractor and the Contractor shall not entitle the Contractor for any claims or extension of Contract schedules and all the necessary works in this regard shall be done by the Contractor without any cost or time implications to the Employer.	We understand that if there is discrepancy in the original survey data of the Employer resulting into increase in quantities such increase in quantities are payable by Employer. Similarly if there is discrepancy in survey data or construction error by other contractor the additional work will be at cost of that contractor.	The RFP condition will prevail	No	
63.	Part 2 Employers Requirement Section VI (1)-D. Track Construction,page 4 of 20	The Works, including materials for use in the Works, shall be protected from damage due to water. Water on the Site and water entering the Site shall be promptly removed by temporary drainage or pumping systems or by other methods capable of keeping the Works free of water. Silt and debris shall be removed by traps before the water is discharged and shall be disposed of at a location or locations to which the Employer's Representative has given a Notice	Since Civil Contractors have already make protection arrangement / temporary drainage & pumping system at site for water entering the Site for promptly removal of water / avoid entering water at work site, Bidder request Employer to retain such arrangements / system after completion of their work and same shall be utilized by the Track Work 10 C package Contractor to save temporary cost & time implication.	The RFP condition will prevail	No	
64.	Part 2 Employers RequirementSection VI (1)-D. Track Construction,page 8 of 20	D 10 SITE ESTABLISHMENTD 10.1 Engineer's Site Accommodation(1) Within 30 days of the Commencement Date, the Contractor shall provide and maintain site accommodation for the Engineer's staff as set out in Appendix 13 and at a location given a Notice by the Engineer.	Contractor will provide Engineer's Site Accommodation of Container type office within 30 days of the Commencement Date. However, Contractor will provide the Engineer's Site Accommodation as per Employer Specification Appendix -13 requirement within 90 days of the Commencement Date.	The RFP condition will prevail	No	
65.	Part 2 Employers RequirementSection VI (1)-D. Track Construction, page 1 of 20	D 3.2 Access to the Site3. Following the handover of the Works site to the contractor, the contractor will be responsible for all matters relating to security and safety therein. Access to the Site by the Contractor shall be in accordance with any procedures, requirements and conditions defined in Appendix 9 of this Part 2, section VI.4. The Contractor shall be responsible for ensuring that any access or egress	Bidder request Employer to consider that track contractor will be accessing(Shared access) the site through the access provided by civil contractor(Lead Contractor).Further the handing over will happen to the work location in depot & Underground. So the access has to be manged by	The RFP condition will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		through the Site boundaries are controlled such that no disturbance to residents or damage to public or private property occurs as a result of the use of such access or egress by its employees and sub-Contractors.	civil contractor.Hence, these clause shall be applicable for Civil Contractor.			
66.	Part 2 Employers Requirement Section VI (1)-D. Track Construction,D 9.9 Protection of the Adjacent Structures and Works, page 8 of 20	<b>D 9.9 Protection of the Adjacent Structures and Works</b> The Contractor shall take all necessary precautions to protect adjacent and structures, and works being carried out by others adjacent to and within the Site, from the effects of vibrations, undermining and any other earth/ground movements or the diversion of water flow arising from its work.	Since UGC Civil Contractor working on underground tunnelling & 1st stage concreting work and all the protection major of adjacent structures ,works, undermining and any other earth / ground movements or diversion of water flow shall be taken care by UGC and hence Contractor is not held responsible for same.	The RFP condition will prevail	No	
67.	Part 2 Employers RequirementSection VI (1)-D. Track Construction, D 10.5 Site Utilities and Access, page 9 of 20	5. Access roads and parking areas shall be provided within the Site as required and shall be maintained in a clean, acceptable and stable condition. For lengths of roadway longer than 100 m and where vehicle movements exceed one hundred (100) movements/day and heavy commercial vehicle are to ply the Contractor shall provide paved surfacing of adequate thickness and quality to the satisfaction the Engineer	Bidder understand that share access roads and parking area shall be provided within the site as required and shall be maintained by UGC Contractors.	RFP condition will prevail .	No	
68.	Part 2 Employers Requirement Section VI (1)-D. Track Construction,D-3.1,Page 1 of 20	<b>Use of the Site</b> 1. The Site or Contractor's Equipment shall not be used by the Contractor for any purpose other than for carrying out the Works, except that, with a Notice from the Engineer, the Site or Contractor's Equipment such as batching and mixing plants for concrete and bituminous materials may be used for the Work in connection with other Contracts under the Employer.	Bidder envisaged that for whole work Concrete shall be supplied by RMC Suppliers with their batching and mixing plant at RMC Suppliers establishment locations and free to use for other purpose also.	understanding is confirmed.	No	
69.	Part 2 Employers Requirement Section VI (1)-D. Track Construction,D 10.2 Site Laboratory, page 9 of 20	<b>D 10.2 Site Laboratory</b> The Contractor shall provide, erect and maintain in a clean, stable and secure condition a laboratory, equipped for the routine testing of concrete, soil and rock samples and for the storage and curing of concrete cubes or cylinders. This laboratory shall be located at the Contractor's principal work site or at a location issued a Notice by the Engineer. Detailed requirements for this laboratory are set out in Appendix 14 of this Part 2, section VI.	We envisage concrete from RMC suppliers and all tests on ingredients and concrete are to be carried out in lab of RMC supplier. Ballast , Cube tests will be carried in lab agreed by Employer / Employer's representative.	The RFP condition will prevail.	No	
70.	Part 2 Employers Requirement Section VI (1)-E.	<b>E6 PACKAGING, STORAGE, SHIPPING AND DELIVERY</b> 6.1.16 Secure and covered storage shall be provided	We understand that Employer will provide plot with direct access from paved road for transportation and	The RFP condition will prevail.	No	



S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Inspection, Testing And Commissioning,6.1.16, page 13 of 14	by the Contractor for all equipment and materials except as otherwise agreed by the Engineer as being suitable for open storage.	storage of heavy P. Way material. The plot should be a levelled /Graded land.			
71.	Part 2 Employers Requirement Section VI (1)-E. Inspection, Testing And Commissioning / Clause 1.16 RAMS Demonstartion/1.16.2 Page 7 /14	It is unlikely that the requirements relating to Reliability and Availability can be fully demonstrated during the Trial Running and these shall therefore be fully demonstrated throughout the Defect Liability Period	Refer to the scope of CONTRACT MM3-CBS-TWK-03 (Package 10-C), for Track work, Reliability and availability demonstration would not be possible as the mechanical structure would not shown its random failure during the trial run period. Please confirm the relevancy of this clause for Track work as per the scope of Package 10C.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
72.	Part 2 Employers RequirementSection VI (1)-F Appendix 12P2 SVI,UTILITIES,page 1	Responsibility of the Contractor.The Contractor shall ensure that the utilities are not damaged while working track work. In case of damage the contractor will immediately inform the Engineer and the Utility Agencies of any and will get it restored and he will be fully responsible for restoration including penalty and any legal action from the utility agency if any. The provision of Clause D8.4 Section VI (1) D will be followed.	Bidder request Employer to provide the Depot area Underground Utilities As built drawings to take care from damage.	The utility drawings may be obtained by the Track contractor from the respective interfacing contractor	No	
73.	Part2-Employer's Requirement Section VI (1) F- Appendix 13,page 2 of 2	12. The Contractor shall provide the Pickup and Drop vehicle for the Engineer staff for the transportation to sites and offices 14. Furniture will be provided by contractor including storages for record.	Employer to specify seating capacity and type of Pickup and Drop vehicle with limit of kilometres per month.	Suitable vehicles shall be provided as per site need. The RFP Condition will prevail.	No	
74.	Part2-Employer's Requirement Section VI (1) F- Appendix 13,page 2 of 2	10. The Contractor shall provide an adjacent shaded hard standing parking area. 11. The Contractor shall arrange for upkeep, service and security of the offices and compound. These to be thoroughly cleaned and rubbish and waste to be removed at least once per day. 15. One laptop 2 Desk top , One Printer + Scanner, Internet Connectivity, and Stationery Item as required will be provided by contractor .	Bidder request Employer for how many vehiclce / cars shaded hard standing parking area shall be provided. Bidder understand that Employer Office service maintenance are excluded from Contractor scope.  Bidder provide one time fee for connection for Internet connectivity . However, Internet uses monthly Bills shall be under the scope of Employer.	The RFP condition will prevail	No	
75.	Reference Documents:Part2- Section VI (1) F- Appendix 13 SITE ACCOMODATION FOR	The Contractor shall provide protective clothing and safety equipment for 12 persons, comprising, as a minimum Safety Helmets, Safety Harness, Steel-toed construction shoes/boots(sizestobenotified),Day-Glowwaistcoat,Industrialsafetygoggles,Industrialgloves,	We understand that bidder has to provide PPE's as mentioned in tender document to 12nos. personals of Employer for one time only during the project execution.	The RFP condition will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	THEENGINEER/Clause: 09	Breathing Masks and Filters, Ear protectors, Heavy weight suits (sizes to be notified), Lamps				
76.	Part 2 Employers Requirement Section VI (1)-F Appendix 16, Clause 1.1.6,page 3	Para 1.1.6 "Mean Earth Terminal (MET) will be provided at both end of stations and the Earthing & Bonding for Track work will be provided by Track contractor to discharge earthing to this MET."	The design of Earthing and Bonding will be done by Power Supply contractor. The requirement of related to Earthing and Bonding for Track will be finalized by POS/OCS contractor. Track contractor shall provide additional reinforcement and MS strip as per the Earthing and Bonding design. Further all Earthing and Bonding requirement at site are to be executed by OCS/POS contractor. Execution of Earthing and Bonding work for OCS/ POS is not in domain of Trackwork Contractor.	RFP condition will prevail.	No	
77.	Part 2 - Employer's Requirements Section VI(1)F: General Specifications - Appendix 19 , page 46 of 74	OCS/TWK-06: Shall connect bonding cables to the track by using CAD welding. OCS/TWK-07: Shall connect traction return cables and bonding cables to the track by using CAD welding at designated locations as per the approved scheme.	We understand that CAD welding of bonding cables and return traction current cables to track will be done by OCS contractor. Track Contractor shall permit drilling of holes by OCS Contractors in rail web for CAD welding.	RFP condition will prevail .	No	
78.	Part 2 Employers Requirement Section VI (1)-F Appendix 2Bpage 2 of 2,	Notes on Access Dates: The contractor is advised to note that the access for lowering the rails will be available at the spacing of approx 4.0 Km at following station: BKC, Mid Ventilation shaft (in between Santa Cruz station and CSIA Domestic station), Sahar Road station, Pali ground Shaft (in between Marol station and MIDC station), Ramp (In between SEEPZ and Aarey station) tentatively. At these locations the one opening of approx 20*5 m will be provided for lowering the 13 m rail, flash butt welding plant and other construction material for construction purpose for limited period. Suitable access for concrete work will be provided at all other stations.	For Package 10 C, apart from Ramp there is only one access available as per our site survey for lowering the Rails , P/Way material & other T& P . Bidder request to confirm all the openings are available as mention in contract to facilitate the material handling , lowering of rails / Bi-block sleepers / Welding equipment's , concrete pumping to the underground locations for entire period of construction of Track work . For concreting purpose Bidder request Employer to provide access from all the Stations. Bidder request Employer to provide all Openings of size 20 m x 6 m for lowering the 18 m rails , flash butt welding plant and other construction material for construction purpose and opening cut out orientation of longer dimensions (20 m) should be along the track so that rails should be lowered	it is clarified that 13m rails will be supplied.The RFP conditions will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			down and taking in position without rotating it which will not be a good practice for lowering of rails.			
79.	Part2-Employer's Requirement Section VI (1) F- Appendix 2A,page 2	<b>Work Area</b> (5) The Contractor is deemed to have acquainted himself with the actual location and conditions of the Site and allow for any contingency with regard to the means of access and any special Site restrictions including making good all works disturbed or damaged to match with the existing.	Bidder visited the Aarey Depot area and understand that major area are covered with big trees which needs to be cut by the Employer also Soil filling / Grading work not done in complete depot area. Considering above, Bidder request Employer to review the access date of Depot area Track work and revise from their end.	The RFP condition will prevail	No	
80.	Part2-Employer's Requirement Section VI (1) F- Appendix 2A,page 2	<b>Work Area</b> (9) The Contractor shall maintain at all times all existing roads, road traffic, road accesses, traffic junctions, pedestrian routes and access to existing buildings within the Site and works Areas during all stages of the traffic diversion schemes he may propose for the execution of the Works. (10) Unless otherwise noted, the Contractor shall protect all existing buildings and structures, either located within or adjacent to, the Site and works Areas to the satisfaction of the Engineer	Bidder request Employer that all the existing roads, road traffic, road accesses, traffic junctions, pedestrian routes and share access to existing buildings within the Site and works Areas utilized by other Contractors also mainly by Civil Contractors and hence it should be maintained by Civil Contractor on share basis. And access cut outs position should be at rail track plan vicinity to avoid any bend of concrete conveying pipes and spillage of Concrete in Station area.	The RFP condition will prevail	No	
81.	Part2-Employer's Requirement Section VI (1) F- Appendix 2A,page 2	If any land and/or right of way, other than the Site and works Areas shown on the Employer's Drawings, is required by the Contractor for the purpose of the execution of the Works, such as for temporary diversion, ground treatment, storage, site offices for the Contractor or the Engineer, etc., the same shall be arranged by the Contractor at his own risk and cost. The Employer where feasible may at his discretion assist the Contractor in this respect.	Bidder request Employer that if any land and/or right of way, other than the Site and works Areas shown on the Employer's Drawings, is required by the Contractor for the purpose of the execution of the Works, such as for temporary diversion, ground treatment, storage, site offices for the Contractor or the Engineer, etc., the same shall be arranged by the Employer free of cost.	The RFP condition will prevail	No	
82.	Part2-Employer's RequirementSection VI (1) F-Appendix 2A, page 3	iii) Drainage & Sewerage(a) All storm or rainwater from the Works Areas including any access roads there to shall be conveyed to the nearest stream course, catch-pit, channel or storm water drain as required by the Engineer. All temporary and permanent works shall be carried out in such a manner that no damage or nuisance are caused by storm water or rain water to the adjacent property.	Drainage and sewerage of Depot , at grade section and Tunnel is to be constructed and maintained by the civil contractor. Trackwork contractor will not alter or damage the same.	The RFP condition will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
83.	Part 2 Employers Requirement Section VI (1)-F Appendix 2B, page 2 of 2	Notes on Access Dates: vi. The stated access to underground sections of underground civil contracts may not be given in continuous sequence from one end to the other end but may be given in parts based on the actual work sequence of underground civil contractors for achieving their contracts key dates. The TWK-10C Track Contractor is required to plan and complete track work with actual sequence of access to be coordinated with the underground civil contractors. vii. The lengths of underground sections that are stated to be made available in the Access Dates are approximate only and estimated based on the work sequence of underground civil contractors for achieving their contracts key dates at the time of preparing this Appendix. These may vary depending on the actual work sequence and progress of the underground civil contractors. The TWK-10C Track Contractor shall interface and maintain close liaison with the interfacing underground civil contractors for agreeing on the actual extent and sequence of such access including any earlier access where possible or late access where necessary	Each Access given should connect to opening of 20 m X 6 m for lowering on Flash Butt welding Plant, Rail and other P. Way material. There will be additional opening in stretch for concrete pumping.	The RFP condition will prevail	No	
84.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 6.4 RAM Methodology/ 6.4.5 pg 9/31	Non-compliance to any of the RAM requirements and short fall to achieve the required RAM performance level shall attract penalties as specified in the contract documents of Sub-systems.	Refer to the clause 6.4.5 Could you please elaborate about the penalties? As the Track work scope is the mixed scope and responsibility i.e. the material bought by Package 10C is not installed by them as well as material installed by Package 10C is bought by other contractor packages. In this scenario, failure created during the installation & construction or due to improper storage done by other contractors which could lead to random failure during DLP period would affected the RAM performance of Package 10C, for which package 10 C would not be responsible and not controllable as well. Further, other contractor's bought material would not be considered in the RAM prediction as well as RAM demonstration because Package 10 C would not have any control for the same. Please elaborate and detailed criteria for imposing the penalty for RAM	Appendix 22 and relevant clauses are Deleted .Refer Addendum No.2, Item No.2	Yes	Refer Addendum No.2, Item No. 2

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			performance of the mixed Track work.			
85.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 7 - General Requirements/7.1.5 pg 11/31	Human Factors Engineering shall be considered as an integral part of RAM Assurance and shall be considered and reflected within the Sub-system RAM plan.	Refer to the Human Factor Engineering definition The Track Work as per the scope of CONTRACT MM3-CBS-TWK-03 (Package 10-C), is not the system which is directly used by human. Thus for Track work this requirement would not be applicable. Please confirm.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
86.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 7 - General Requirements/7.1.7 pg 11/31	The Contractor shall make recommendations for re-engineering or modifications necessary to assure compliance with specified requirements including redundancy, utilization of high reliability components, built-in self-diagnostics and "self-healing"; utilization of in-service status displays to enhance fault isolation and test; easy accessibility and quick disconnect connectors; and, the use of mechanical keying to reduce errors during installation and repair.	Refer to the mentioned clause, mentioned recommendation would not be applicable for the Track work. Please confirm.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
87.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 7 -General Requirements/7.1.8pg 11/31	The Contractor shall use warning devices and systems which are audio/visual portion of a vital system in which the human is the responder.	As per the scope of CONTRACT MM3-CBS-TWK-03 (Package 10-C), the Track work doesn't have audio/visual warning devices in which human is the responder, thus this clause is not applicable. Please confirm.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
88.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause9/ 9.14 pg 14/31	Withdrawal of a train from mainline shall be considered as a missed trip. The same shall be considered in the calculation of Sub-system RAM performance.	We understand that : 1. The Rail and Fastenings for Ballastless track of Main Line are provided by Employer and failure these not attributed to Trackwork contractor of 10C will not be considered in calculation of RAM performance of 10C contract. 2. For Ballasted Track, failure of formation resulting in withdrawal of train shall not be considered in calculations of RAM performance of 10 C contract. 3. For Ballastless track, failure of underneath Civil work resulting in withdrawal of train will not be considered in calculation of RAM performance of 10C contract.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
89.	Part 2 Employers Requirement	<b>System RAM Target</b> The punctuality for the day, calculated at the	Refer to the 10.1 System RAM Target, the clause 10.1.1 is applicable for the	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Section VI (1)-F Appendix 22/ clause 10/ 10.1- SYSTEM Target and 10.2 RAM Apportionment & Sub system Target pg 14/31	terminal Stations with respect to the time table, shall be more than 98.5%. If the arrival of a train at the terminal Station is delayed by more than 1 (one) minute, it will be deemed to have lost punctuality. The target for Availability of Track System Shall be 99.6 % The target for Reliability of Track System Shall be 99.8 %  <b>RAM Apportionment &amp; Sub-system Targets</b> For <b>core Sub-systems as specified in clause 8.2.1</b> , the RAM performance targets shall be specified in terms of MTBSAF / MKBSAF, MTTR, % Availability. These targets shall be based on benchmarking against established similar metro systems. The subsystem RAM targets are specified in respective technical specifications.	SYSTEM Level where punctuality can be affected due to any Sub-system. It is clear. But the clause 10.1.2 & 10.1.3 is specific to the Track System. And further again asked to do apportionment for the core sub - systems in 10.2.1 Please confirm, the Target for the Track system as per the scope of CONTRACT MM3-CBS-TWK-03 (Package 10-C).			No.2, Item No.2
90.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 10/ 10.1- SYSTEM Target pg 14/31	<b>10.1 System RAM Target</b> 10.1.1 The punctuality for the day, calculated at the terminal Stations with respect to the time table, shall be more than 98.5%. If the arrival of a train at the terminal Station is delayed by more than 1 (one) minute, it will be deemed to have lost punctuality. The target for Availability of Track System Shall be 99.6 % The target for Reliability of Track System Shall be 99.8 %	If the Track system target are refer in 10.1.2 and 10.1.3. Please elaborate the sub-system considered in it as the main component is not the scope of this tender package 10 C i.e. Fastening , Rail etc. If loss of punctuality is attributed to Track system failure of Rail, fastening, underneath Civil work for Ballastless track of Main Line and formation of Ballasted track will not be considered in calculation of RAM performance of 10 C contract.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
91.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 10/ 10.1- SYSTEM Target pg 14/31	10.1.2 The target for Availability of Track System Shall be 99.6 % 10.1.3 The target for Reliability of Track System Shall be 99.8 %	Refer to the scope of the CONTRACT MM3-CBS-TWK-03 (Package 10-C), If loss of punctuality is attributed to Track system failure of Rail, fastening, underneath Civil work for Ballastless track of Main Line and formation of Ballasted track will not be considered in calculation of RAM performance of 10 C contract.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
92.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 10/ 10.2 RAM Apportionment & Sub system Target	10.2.4 The RAM targets of the Sub-systems shall be mentioned in the respective Technical Specification of the Sub-systems.	Please specify RAM target for sub-system in the respective Technical Specification.	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)																																																																																				
	pg 14/31																																																																																									
93.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 13 Sub-System RAM Submission pg 24/31	<p>The Contractors shall submit the documents as mentioned in the following table and in line with section 12 at different stages of the project for the review and approval of MMRC. Reliability, Availability &amp; Maintainability Submissions (Contractor) P: Produce, U: Update, R: Review, "-": Not Applicable</p> <table border="1"> <thead> <tr> <th colspan="6">Reliability, Availability &amp; Maintainability Submissions (Contractor)</th> </tr> <tr> <th>Sl No</th> <th>Deliverables</th> <th>Design &amp; Implementation</th> <th>Construction &amp; Installation</th> <th>Testing, Trial Run &amp; Commissioning</th> <th>Defect Liability</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Sub-system RAM plan</td> <td>P</td> <td>U</td> <td>U</td> <td>-</td> </tr> <tr> <td>2</td> <td>Sub-system RAM Apportionment Report</td> <td>P</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>3</td> <td>RAM Analysis Report (Preliminary &amp; Detailed)</td> <td>P</td> <td>U</td> <td>U</td> <td>U</td> </tr> <tr> <td>4</td> <td>FMECA / FMEA / FTA</td> <td>P</td> <td>U</td> <td>U</td> <td>U</td> </tr> <tr> <td>5</td> <td>Reliability &amp; Maintainability Critical Item List</td> <td>P</td> <td>U</td> <td>U</td> <td>U</td> </tr> <tr> <td>6</td> <td>Traceability Matrix</td> <td>P</td> <td>U</td> <td>U</td> <td>-</td> </tr> <tr> <td>7</td> <td>Failure Management System (FRACAS) Plan</td> <td>-</td> <td>P</td> <td>U</td> <td>U</td> </tr> <tr> <td>8</td> <td>List of recommended Spares &amp; Tools</td> <td>P</td> <td>U</td> <td>U</td> <td>U</td> </tr> <tr> <td>9</td> <td>Component RAM Testing Plan / Report / Certificate</td> <td>-</td> <td>P</td> <td>U</td> <td>-</td> </tr> <tr> <td>10</td> <td>Sub-system RAM demonstration Plan</td> <td>P</td> <td>U</td> <td>U</td> <td>U</td> </tr> <tr> <td>11</td> <td>Sub-system RAM demonstration Report</td> <td>-</td> <td>-</td> <td>P</td> <td>U</td> </tr> <tr> <td>12</td> <td>Monthly(Quarterly) RAM Report (Regular)</td> <td>-</td> <td>-</td> <td>-</td> <td>P</td> </tr> </tbody> </table>	Reliability, Availability & Maintainability Submissions (Contractor)						Sl No	Deliverables	Design & Implementation	Construction & Installation	Testing, Trial Run & Commissioning	Defect Liability	1	Sub-system RAM plan	P	U	U	-	2	Sub-system RAM Apportionment Report	P	-	-	-	3	RAM Analysis Report (Preliminary & Detailed)	P	U	U	U	4	FMECA / FMEA / FTA	P	U	U	U	5	Reliability & Maintainability Critical Item List	P	U	U	U	6	Traceability Matrix	P	U	U	-	7	Failure Management System (FRACAS) Plan	-	P	U	U	8	List of recommended Spares & Tools	P	U	U	U	9	Component RAM Testing Plan / Report / Certificate	-	P	U	-	10	Sub-system RAM demonstration Plan	P	U	U	U	11	Sub-system RAM demonstration Report	-	-	P	U	12	Monthly(Quarterly) RAM Report (Regular)	-	-	-	P	<p>Refer to the mentioned clause , as per bidder understanding " P: Produce" is to produce the document in the mentioned phase pf the project which shall be excluding for further review, updating and approval from the client . The further review, updating and approval from the client shall be continue after the production of the document as per the mentioned clause. As many of the RAM document are depends on the approval of Design , supplier and methodology. Please confirm our understanding.</p>	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2
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94.	Part 2 Employers Requirement Section VI (1)-F Appendix 22/ clause 17 pg 29/31 and 30/ 31	Control of Sub-Contractors	<p>The control of Sub- Contractors is the integral part of the Contractor Project Management Process Via Quality. If Contract is taking the responsibility of the Sub-System level RAM Performance, then it's beside the point to highlight it here. Under package 10C, many of the equipment may be from RDSO approved sub-contractors and its components; they may or may not have the RAM system in line. But Contractor has their Quality and other project management process &amp; procedures to give assurance for the Sub-system RAM performance. Thus, requesting to change the Control of Sub-Contractor requirements in solely the responsibility of Contractor by re-phrasing the sub section no. 17.1.1, 17.1.2 , 17.1.3, 18.1.1 and 18.1.4</p>	Appendix 22 and relevant clauses are Deleted .	Yes	Refer Addendum No.2, Item No.2																																																																																				
95.	Part 2 Employer's Requirement Section VI (1)-F	Safety Deliverables / Table (safety deliverables at different stages:	Refer to the Package 10C and its scope of work, SIL allocation for Track	Relevant clause, S.No.12 - Deleted .	Yes	Refer Addendum No.2, Item																																																																																				

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Appendix 24/ Clause-11 Page 25/47	Sno. 12 : Sub-system SIL Assessment Report	Work is not applicable. Please confirm.			No.12
96.	Part 2 Employer's Requirement Section VI (1)-F Appendix 24/ Clause-11 Page 25/47	Safety Deliverables / Table (safety deliverables at different stages: Sno. 14 : Sub-system Design Safety Study Report Sno. 15: Sub-system Specific Application Safety Case	Bidder would like to request to explain the difference between the two mentioned deliverables at Design Phase.	Relevant clause, S.No.14 & 15 - Deleted .	Yes	Refer Addendum No.2, Item No.12
97.	Part 2 Employer's Requirement Section VI (1)-F Appendix 24/ Clause-15 Page 36/47	Control of Sub-Contractors	The control of Sub- Contractors is the integral part of the Contractor Project Management Process Via Quality & HSE. Refer to the Clause 15.1- Sub contractor has been properly managed by contractor and the details shall be the part pf Project Quality Assurance plan. And for the work perform by its sub-contractor shall be controlled and monitored by HSE in the project by Contractor. As Contractor have their Quality and other project management process & procedures to give assurance for the Sub-system Safety management. Thus, requesting to change the Control of Sub-Contractor requirements in solely the responsibility of Contractor by re-phrasing the sub section no. 15. 1 to 15.4.	RFP condition will prevail .	No	
98.	Part 2 Employers Requirement Section VI (1)-F Appendix 7, 5.2 Types of drawings, page 3 of 9	„Design drawings“ mean all drawings except shop drawings and as-built drawings. „Working drawings“ are design drawings of sufficient detail to fully describe theWorks and adequate to use for construction or installation. Site drawings and sketches are drawings, often in sketch form, prepared on site to describe modifications of the Working drawings where site conditions warrantchanges that do not invalidate the design. 'Shop drawings' are special drawings prepared by the contractor of various items within the Works to facilitate construction and installation	The stages of designs are Preliminary Design , Definitive designs, Construction Reference Drawings( CRD). These 3 stages are also included in bid document at clause A4 at page 10/24 of GS. CRD provide all details for site construction team. We consider working drawings means CRDs. As-Built drawings are to be prepared after completion of work.	The RFP condition will prevail	No	
99.	Part 2 Employers Requirement Section VI (1)-F Appendix 7 -Clause 1,	i)The Systems as per the BIM Implementation plan, BIM Execution plan and various BIM Modelling Guidelines, necessary to make the system models required to extract working drawings and Asset	i) We understand that “BIM Implementation plan, BIM Execution plan, various BIM Modelling Guidelines shall be provided by Employer before BIM Implementation	Understanding is confirmed.	No	



S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	page 1/9	Information Model for asset management purposes. ii) Upon award of the system Contract, the Design Model developed up to Tender award by the Employer shall be provided to successful system contractor(s) for reference.	is started.  ii) We understand that Employer shall provide BIM Model for architecture, CIVIL, Track, POS, ROCS/OCS and E&M updated up to the tender stage for reviewing updating and further updating 3-D modelling of track work.			
100.	Part 2 Employers Requirement Section VI (1)-F Appendix 7 -Clause 1, page 1/9	i) During Construction stage, the Final Design Model shall be revised and maintained by the Track Contractors and together with the revised working drawings that are derived from the revised final Design Model, be issued to the system contractor(s) for reference ii) As-built models of Architecture, Civil and Structure works as well as Building Services works under the Track Contract shall be developed, verified and finalized by the Track Contractors and submitted to the Project Manager and the relevant system Contractors.	i) We understand that during construction and As-Built stages Track Contractor is required to revise and maintain only Track design BIM model and not other Systems such as architecture, CIVIL, Track, POS, ROCS/OCS and E&M and Structure BIM models. ii) We understand that Track Contractor will be responsible for only updating A- Built model of 3 D BIM Track model including all components of Track that Track Contractor is responsible for construction. And NOT other systems such as Architecture , CIVIL, Track, POS, ROCS/OCS and E&M and Structure etc. BIM models.	Understanding is confirmed.	No	
101.	Part 2 Employers Requirement Section VI (1)-F Appendix 7, Clause No. 1 page 1 of 9	The Employer shall provide the BIM model to all the System Contractors for their reference, review, updates and further 3d modelling of The Systems as per the BIM Implementation plan, BIM Execution plan and various BIM Modelling Guidelines, necessary to make the system models required to extract working drawings and Asset Information Model for asset management purposes.	We understand that updated 3 D BIM such as architecture, CIVIL, Track, POS, ROCS/OCS and E&M and Structure BIM models at tender stage will be provided by Employer which is required to be updated by Trackworks Contractor for track work 3 D BIM model as per track design to extract working drawings and Asset Information Model for asset management purpose.	RFP condition will prevail	No	
102.	Part 2 Employers Requirement Section VI (1)-F Appendix 8, TEMPORARY POWERSUPPLY, page 2	ELECTRICAL SUPPLY CONDITIONS Work on Site (a) The Contractor shall nominate a representative whose name and qualifications shall be submitted in writing to the Engineer for review not later than 4 weeks before the appointment and who shall be solely responsible for ensuring the safety of all temporary electrical equipment on Site.	Bidder understand that the representative for Electrical Power Supply safety is same EHS Engineer and not separate representative.	The RFP condition will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
103.	Part 2 Employers Requirement Section VI (2) Outline Design Specifications, 4.8 Rail Fastening System, page 21	4.8 Rail Fastening System 4.8.1 Purpose of Fastenings The performance criteria define the performance standard of fastening system for Ballastless Track of Metro Railway System. The norms have been laid down vide Ministry of Railway's letter No.2009/Proj/mas/9/2 dated 21/5/2010. Apart from other characteristics, the fastening system is also required to moderate vibration and noise transmitted through the rail and to reduce the Track stiffness and the impact on the Track structure, so as to obtain the parameters as detailed in the ensuing paragraphs. In case a new Fastening system which is not approved by MOR is introduced in the country for the first time, the details of the same shall be submitted to MOR, the same shall be kept in observation by MOR for a period of 2 years in association of Metro system.	Since Rail Fastening System for main track Ballastless track portion supplied by separate 10 B Package Contractor, Bidder request Employer to share the type / make of fastening system and Supply / delivery date for Ballastless Track Bi block Sleepers Fastening system . Accordingly, design and Manufacturing of Bi-block Sleepers shall be planned by the Contractor to meet the key dates.	The specifications of the fastening will be provided by 15-12-2019 as per the Key dates of the 10B contractor.	No	
104.	Part 2 Employers Requirement Section VI (2) Outline Design Specifications, 4.11 Ballasted Track in Depot and Mainline, page 28	4.11 Ballasted Track in Depot and Mainline Ballasted Track shall generally conform to Indian Railway Standards. Ballasted Track shall be laid over compacted formation. The top of formation will be laid with an adequate blanket layer to permit proper drainage	The responsibility of providing compacted formation with blanket layer as per Railway Standard is with Depot contractor. Further Depot yard drainage is also to be provided by Depot contractor. We understand that if due to poor quality of soil, poor compaction and inefficient drainage the formation settles and track is required to be raised the Employer will compensate for the additional cost.	The RFP condition will prevail	No	
105.	Part2 -Employers Requirement Section VI (2) Outline Design specification / Clause 4.3/ Page17/50	Standard Rail Length for 880Gr and 1080Gr Head Hardened	Bidder understanding that the rail length for 880Gr and 1080 Gr HH will be 13m There will be no variation in rail length supplied by contractor 10D & 10E for installation of track. In case different lengths are supplied wastage is to be worked out.	Supply will satisfy the Provisions of IRS-T-12-2009. It is also confirmed that the wastage will be permitted on prorata basis incase of supply of shorter rails.	No	
106.	i)Part 2 Employers Requirement Section VI (2) Outline Design Specification. ii) Part 1-Bidding Procedure Section IV-B- Pricing Document, Clause No. 4.21 / page - 36	i) The Contractor shall realize a specific report (including the turnouts) in order to justify using or not using a Switch Expansion Joint. The objective is minimizing the number of SEJ. If it is necessary to use Switch Expansion Joint, it will respect the specifications.	i)Please elaborate on " Specific Report " mentioned in para 4.21. Please confirm if it refers to RSI. ii) SEJ is not included as supply item in Schedule 1 and 2 of Pricing Document . We understand that if SEJs are required as per "specific report i.e. RSI "these will be executed as a variation order to the contract with additional payment.	As per the provision of LWR manual the requirement of SEJ is to be decided by keeping in view the temperature variation expected. Incase of requirement of SEJ, supply would be treated as a variation.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)																														
			In addition, if SEJs are required to be provided on ballasted track / ballast less track PSC sleepers Sets for SEJs or Slab Trak for SEJ will be supplied and installed as a variation order to the contract with additional payment.																																	
107.	i)Part 2 Employers Requirement Section VI (2) Outline Design Specification/Clause No. 4.109(v)-page 27, 32ii) Part 1-Bidding Procedure Section IV-B- Pricing Clause No. 4.20.1	Mono block PSC sleepers shall be used on plain line, turnouts, derailing switches (if any) and level crossings for ballasted line Track in the Depot and Mainline.Derailing switches will be 1 in 7/1 in 7 type symmetrical split turnout.	It is noted from tender alignment and layout drawings that there is no derailing switch in the alignment. There is No item for supply of Derailing switch and PSC sleepers sets for derailing switch included in Schedule 1 and 2 of Pricing Document. Similarly, for ballast less track, no derailing switch is provided in alignment drawings. There is No item for supply of Derailing switch and PSC sleepers sets for derailing switch included in Schedule 1 and 2 of Pricing Document. We understand that if Derailing switches are required these will be paid along with PSC sleeper sets/ track slab for Derailing switches as a variation order to the contract with additional payment.	Understanding is confirmed.	No																															
108.	Part 2 Employers Requirement Section VI (2) Outline Design Specifications,Clause 4.23, page 38	Proposed Curve Track Tunnel Indicative CSD Without Cross Passage Spares: As spares – Friction Buffer Stop 25 KMPH – 2 Nos As Spares- Friction Buffer Stop 10 KMPH – 2 Nos As Spares- Friction Buffer Stop 5 KMPH – 4 Nos As Spares- Retractable Buffer Stop 5 KMPH – 2 Nos	Please specify whether the spare buffer stops are required to be designed for loaded or empty trains loading and also specify the sliding distances.	Clause 4.23, Part-2, Section VI (2) has been replaced	Yes	Refer Addendum - 2, Item No.4, Attachment No - 1																														
109.	Part 2 / Section VI (2) / Page 19	4.5 Rail Grinding Grinding of rails will be carried out at these 2 stages given below: a) Preventive grinding which is carried out at initial stages of rail installation.	We understand that one stage of grinding is mentioned in tender document. Request you to amend this clause accordingly.	It is clarified that only one stage grinding will be done by the contractor at the time of Installation	No																															
110.	Package 10C / Part 2 / Section VI (2) / Page 38	Clause 4.23 <table border="1" data-bbox="736 1663 1371 1885"> <thead> <tr> <th>SPARES</th> <th></th> <th></th> <th></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>As Spares - Friction Buffer Stop 25 KMPH</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>As Spares - Friction Buffer Stop 10 KMPH</td> <td></td> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>As Spares - Friction Buffer Stop 5 KMPH</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> </tr> <tr> <td>As Spares - Retractable Buffer Stop 5 KMPH</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> </tr> </tbody> </table>	SPARES						As Spares - Friction Buffer Stop 25 KMPH	2					As Spares - Friction Buffer Stop 10 KMPH		2				As Spares - Friction Buffer Stop 5 KMPH			4			As Spares - Retractable Buffer Stop 5 KMPH			2			The specifications for spare buffer stop (overall length of buffer stop including sliding length of track and Impact Condition: Loaded/ Empty) are not mentioned.  Kindly provide the same.	Clause 4.23, Part-2, Section VI (2) has been replaced	Yes	Refer Addendum No.2, Item No. 4, Attachment No - 1
SPARES																																				
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S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
111.	<p><b>Ref.:1</b>-Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section VI (2) Outline Design Specifications, Clause No. 4.11.1 Ballast (page 28)</p> <p><b>Ref.:2</b>- Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section-VI (4) TENDER DRAWINGS, Drawing Number. MM3-GC-TR-DDC-0 101 0005</p> <p><b>Ref.:3</b> IR LWR manual</p>	<p><b>Ref.:1</b>, "The Track ballast shall have a thickness as specified between the bottom of sleeper directly under each rail. The ballast section shall be placed in a trapezoidal shape with the top extending 350 mm and 400 mm in the sharp curves R≤300m beyond each edge of sleeper and tapering downward at a "1 vertical in 1.8 horizontal slopes."."</p> <p><b>Ref.:2</b>, TENDER DRAWINGS, Drawing Number. MM3-GC-TR-DDC-0 101 0005</p>	<p>Ballast Side Slopes as per various document as given below:-</p> <p>a) Outline design specification is 1.8 H : 1V</p> <p>b) Tender Drawing (MM3-GC-TR-DDC-0 101 0005): 1.5H:1V</p> <p>c) IR LWR manual : 1.5H : 1V</p> <p>Kindly clarify the exact ballast side slopes and ballast profile to be followed in the tender.</p>	The provision of IR - LWR manual would be followed	No	
112.	<p><b>Ref.:1</b>-Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section VI (2) Outline Design Specifications, Clause No. 4.11.1 Ballast (page 28)</p> <p><b>Ref.:2</b>- Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section-VI (4) TENDER DRAWINGS, Drawing Number. MM3-GC-TR-DDC-0 101 0005</p> <p><b>Ref.:3</b> IR LWR manual</p>		<p>Embankment cross slope as per various document as given below:-</p> <p>a) Outline design specification is 1 in 40</p> <p>b) Tender Drawing (MM3-GC-TR-DDC-0 101 0005): 1 in 40</p> <p>c) R LWR manual :1 in 30</p> <p>Kindly clarify the exact Embankment cross slope to be followed in the tender.</p>	1 in 40 sloping one side be provided as per the tender drawing.	No	
113.	Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section VI (2) Outline Design Specifications, Clause No. 4.16 Derailment Guards (page 31)	ix) The derailment guard will be provided as per SOD provision for curve having radius 500m and less, as well covering the location of nearby hazardous structure inside the tunnel.	Please specify the structures that are considered as hazardous structures inside the tunnel.	There is no hazardous structure.	No	
114.	Ref.:1- MML3-CBS-TWK-03 / Part 2 / Section VI (2) / Clause No. 4.16 / Page 31	Ref.:1, ".....The lateral clearance between the running rail and the derailment guard shall be 320 ±10 mm. It shall not be lower than 25 mm below the top of the running rail and should be clear of the rail fastenings to permit installation, replacement and	As per Reference 3 & 4, The lateral clearance between the running rail and the derailment guard shall be 210 ±30 mm and In case of double resilient fastening the running rail and the	Seeking of approval of wider clearance will be resting with employer. The RFP condition will prevail.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	<p>Ref.:2- Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section-VI (4) TENDER DRAWINGS, Drawing Number. MM3-TRW-DWG-GEN-0034 and MM3-TRW-DWG-GEN-0039</p> <p>Ref.:3- As per Procedure for Safety Certification and Technical Clearance of Metro Systems:- Annexure- C1 - Technical Standards of Track Structure for Metro Railways/MRTS, clause No. 8.2</p> <p>Ref.:4- GENERAL SPECIFICATIONS, Part 2, Section VI (1) Sub-Division F Appendix 18 SCHEDULE OF DIMENSION clause no 1.11 (b)</p>	<p>maintenance .....".</p> <p>Ref.:3 &amp; Ref:4 "The lateral clearance between the running rail and the derailment guard shall be 210 ±30 mm .....". Note:- "In case of Double Resilient Bose Plate Assembly Fastening System as approved by MoR, the lateral clearance between running rail and the derailment guard shall.be 250 ±20 mm.....".</p>	<p>derailment guard shall be 250 ±20 mm but as per Reference 1 &amp;2, clause of employer requirement the clearance of the running rail and the derailment guard is indicated as 320 ±10 mm. This is deviating the requirement Specified in Procedure for Safety Certification and Technical Clearance of Metro Systems.</p> <p>(1) In view of the above, we request that a confirmation of condonation from MOR for this requirement may please be issued to avoid delays in design approval.</p> <p>(2) Please confirm that the responsibility for obtaining this condonation from MOR does lies completely with the employer.</p> <p>(3) Please confirm the required derailment guard clearance for the project.</p>			
115.	Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section VI (2) Outline Design Specifications clause no 5.11	Calculation for the prognosis of the proposed Track system	<p>Calculation for the prognosis of the proposed Track system mentioned under clause no 5.11 is not applicable for booted block system and seems more relevant for Mass Spring system based solutions with full surface mats below the track slab concrete.</p> <p>Kindly confirm and request you to modify the clause accordingly to suit proposed track system.</p>	The Specifications are provided in the RFP are for the reference purpose. The Bidder shall design the booted twin block sleeper to meet the specification, however the final acceptance shall remain with the RDSO/Employer.	No	
116.	Contract MML3-CBS-TWK-03 Part 2 Employers Requirement Section VI (2) Outline Design Specifications clause no 5.12 i) (a) & i)	<p>5.12 Criteria for Minimum Vibration Attenuation in MML3</p> <p>i) Vibration attenuation</p> <p>a) The track structure shall be capable of achieving a minimum vibration attenuation of 22 VdB in the track bed at any one frequency point in the vibration frequency range of 0.5 to 80 Hz, proven via a calculated transfer function chart.</p>	<p>Direct fixation fastening generally mitigates approx 5-10dB, which means that as per referred clause b) the required mitigation will be from 27 to 32 dB as against 22db required as per referred clause a).</p> <p>Please clarify the exact mitigation</p>	The attenuation of 22VdB is with reference to Direct Fixation track as mentioned in 5.12(b), The RFP conditions will prevail.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	(b)	b) Further, the vibration attenuation performance of the proposed booted twin block sleeper system shall be a minimum of 22 VdB more than a direct fixation track with any of the rail fastening used on any of the existing Indian metro network, at any one frequency point between 0.5 to 80 Hz, proven via a calculated insertion loss chart. The static stiffness of the reference direct fixation track system shall be considered as 22.5 kN/mm for this purpose.	performance required from the booted block system.			
117.	Part 2 Employers Requirement Section VI (2), Outline Design Specifications, Clause No. 4.20.5	The rail seat inclination will be kept 1:20 towards inner side of the Track gauge.	Bidder understanding is that the rail on turnout will be kept 1:20 towards inner side of the track gauge. Bidder also require clarification that whether nose of CMS crossing will remain flat.	SOD provisions shall be applicable. Standard drawings for the CMS crossing will be followed.	No	
118.	Contract MML-3-CBS-TWK-03 Part 2 Employer Requirement Section VI-2 Outline Design Specification Clause 4.7 Page 20	The booted twin blocks track system will consist of reinforced concrete blocks that are separated from the concrete in which they are encased by a rubber boot especially developed for this purpose. The boot contains a resilient block pad below the concrete block.	Please be informed the only supplier meeting the technical requirement defined in the tender document mandates the minimum requirement of 10 months from date of finalisation of fastening system for delivery of 1st set of booted sleepers. Considering the Key dates mentioned in the tender document and the lead time provided by the booted track system supplier is not coherent and there will be slippage in Keydates. Request customer to revise the keydates accordingly.	The RFP conditions will prevail	No	
119.	Contract MML-3-CBS-TWK-03 Part 2 Employer Requirement Section VI-2 Outline Design Specification Clause 4.7 Page 20	The booted twin blocks track system will consist of reinforced concrete blocks that are separated from the concrete in which they are encased by a rubber boot especially developed for this purpose. The boot contains a resilient block pad below the concrete block.	The technical requirement of booted twin blocks track system is being supplied by one supplier globally and hence the requirements make monopolistic situation for the contractors. Please allow us to propose other proven alternate solutions also.	Booted Twin Block sleeper is only acceptable. The RFP Condition will prevail.	No	
120.	Part 2 Employers Requirement Section VI (3) Outline Construction Specification, 3.11.3. Drainage, page 30	3.11.3. Drainage The Contractor shall be responsible for maintaining clear longitudinal & cross drainage paths within plinth /slab track to the main drainage system provided by the designated Civil Contractors. The proposed track drainage arrangement design for Mainline, Crossover and scissors track slabs shall be proposed by the Contractor for each location. The Contractor shall suitably adapt and connect to the drains provided by	Since Civil Contractors are constructing the longitudinal & cross drainage paths within plinth /slab track to the main drainage system as per their design and arrangement of Civil Contractors only at all the location, Contractor will make provisions in 2nd stage Ballastless track slab to connect as per Civil Contractors provisions.	The location of the terminal points of Drainage system will be available at Preliminary Design stage.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		designated Civil Contractor	Bidder request Employer to share the Terminal points for Drainage system,			
121.	Part 2 Employers Requirement Section VI (3) Outline Construction Specification-Clause 2.5.5,Page 19	All setting out is done with reference to the survey control installed before construction works start in an area.	We understand that adequate numbers of Control Points in underground section shall be installed by the Civil contractor.	The RFP condition will prevail	No	
122.	Package 10C / Part 2 / Section VI (3) / Chapter 3 / Page 20	Chapter 3: TRACK INSTALLATION AND CONCRETING OF PLINTH I SLAB	The outline construction specification seems to have been proposed with Plinth or slab track by using direct fixation fastening system & dummy plate as conventional metro track construction. Request you to delete the same in order to enable contractor to propose their own specification or modify the chapter to suit booted twin block track construction methods.	There is an error in the clause mentioned in the bidder's query. Please refer to Clause 3.4.9, Section VI(3) - Part-2, Pg.No.27.	No	
123.	Part 2 Employers Requirement Section VI (3), Outline Construction Specification Clause No. 10.1.2	Reinforcement steel shall lie fresh, free from corrosion. Corroded steel will not be incorporated in work. If there are traces of corrosion, then the Contractor have to give the following treatment to steel for which nothing extra shall be paid.  <ul style="list-style-type: none"> <li>• Cleaning of steel by wire brush for removal of dust and rust.</li> <li>• Apply one coat of cement slurry {1kg cement + 600 cc of inhibitor solution (patent No.109784/67)} by dipping or brushing. Allow it to dry for 24 hours in shade. The water is not to be used. The inhibitor solution is prepared in ionized water.</li> <li>• Apply second coat of cement slurry (same as above).</li> <li>• Allow it to dry in shade.</li> </ul>	Bidder past experience is, in Mumbai environmental conditions, fresh reinforcement from factory gets a red layer iron oxide once it arrives at site.  Bidder request to clarify whether reinforcement with iron oxide coating requires corrosion protection treatment as mentioned in tender.	RFP Condition will prevail	No	
124.	Part 2 Employers RequirementSection VI (3) Outline Construction Specification, TRACK WORKS, 1.3. System Interface Activities, page 14	1.3.5. It will be the responsibility of the Contractor that System Interface requirements will be finalized as early as possible. Contractual delays and consequential implications as a result of delay in such co-ordination on account of reasons attributable to the Contractor, as concluded by Engineer, shall be the sole responsibility of the Contractor	Employer /Engineer will facilitate closure of interface issues between sub-system contractors so as there is no delay affecting Key Dates.	RFP Condition will prevail	No	
125.	i)Contract MML3-CBS-TWK-03 Part 2 Employers Requirement		Please confirm the following - Bidder understanding is that the Preliminary Design and Drawings	Understanding is confirmed	No	

Design Part	Contract Portion	Responsible Contractor	
		For Package 10C	For Package 10B
Preliminary Design & Drawings	High attenuation Twin Block sleepers for <u>Mian Line ballastless</u> track	10C	10B

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Section VI (1)-B. Functional -page 9/13 Clause 2.6-Table 2.0 : Design responsibility		responsibility of High attenuation Twin Block sleepers for Main Line ballastless track lies with the Contractor of Package 10 C and Contactor of Package 10 B for their respective sections.			
126.	Part 2 Employers Requirement Section VI (4) Tender Drawing	<b>Cross Passage, Cross Passages sheet 2/2</b> Drawing of Pathway at Cross Passage and Walkway to Station.	We understand that width of Cross Passage is 1.4 m with curved flare of 0.5 m on either side of Cross Passage.	RFP condition will prevail	No	
127.	Part 2 Employers Requirement Section VI (4) Tender Drawing	<b>VIII. Cross Passage, Cross Passages sheet 2/2</b> Drawing of Pathway at Cross Passage and Walkway to Station.	We understand that precast blocks are being provided in Level Crossing for Cross Passage.  We understand that check rails are provided on 4 faces including the gauge face side of track and junction of Cross Passage with Tunnel. All these four check rails will be fixed with check rail brackets.	RFP condition will prevail	No	
128.	Part 2 Employers Requirement Section VI (4) Tender Drawing	Drawing no MM3-GC-SP-GD-0222001, Space Proofing Drawing Proposed Curve Track Tunnel Indicative CSD Without Cross Passage	We understand that maintenance platforms provided all along the UG section is provided by UG contractor.	Understanding is confirmed.	No	
129.	Part 2 Employers Requirement Section VI (4) Tender Drawing	Drawing no MML3-TRW-DWG-GEN-0052 Typical Plan of Drain Arrangement at cross passage	We understand that the 150 mm die semi circular scupper drain on either side of track slab is connected to the central drain at Cross Passage location for draining out the water. There is no in between collection pit between two Cross Passages.	RFP condition will prevail	No	
130.	Contract MML3-CBS-TWK-03, Part 2 / Section VI (4) / Tender drawings, Drawing No. MML3-TRW-DWG-GEN-0031 to MML3-TRW-DWG-GEN-0039 and MML3-TRW-DWG-GEN-0051A to MML3-TRW-DWG-GEN-0051D	Track structure drawing on main line	As per reference drawing the difference between rail level to top first stage concrete (By civil contractor) is 530mm at lower rail, however, depth shall vary based on actual condition.  Hence, request you to specify the tolerance for varying depth as per site condition. It is important to fix the tolerance to maintain the quality in workmanship and also important to quantify the track work scope and reduce the risk of quantity variation for	Please refer the drawings: MML3-TRW-DWG-GEN-0051A_REV C MML3-TRW-DWG-GEN-0051B_REV B MML3-TRW-DWG-GEN-0051C_REV B MML3-TRW-DWG-GEN-0051D_REV B	No	



S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			track contractor.			
131.	Contract MML3-CBS-TWK-03, Part 2 / Section VI (4) / Tender drawings	Tender drawings	We request you to provide the tender drawings in CAD format. This shall enable the contractor to carry out detailed technical analysis.	Only PDF drawings will be provided as part of the tender documents.	No	
132.	Part 2 Employers Requirement Section VI (1)-D. Track Construction, D 16 RESTORATION OF AREAS DISTURBED BY CONSTRUCTION, page 18 of 20	b) Adjacent properties and landscaping. Grass cover shall be provided for any bare earth surface areas, along with proper provisions for surface drainage. c) Landscaping design must be submitted to the relevant authorities and match the remaining areas. In addition the Contractor shall carry out the design and construction for all works areas and will submit his proposals to the relevant authorities, having obtained approval before commencement of works.	Since UGC Civil Contractor & Depot Civil Contractor performed the Civil Works at all the locations and area disturbed either inside or outside the project Right of ways by them shall be restored & associated Landscaping to be done by respective Civil Contractors .Hence, such restoration & landscaping work not be done by the 10C Package Track Work Contractor.	Provision of (b) & (c) is deleted	Yes	Refer Addendum no.2, Item No.9,
133.	Part 2 Employers Requirement Section VI (1)-E. Inspection, Testing And Commissioning, page 3 of 13	Costs of Testing All costs associated with testing, including electrical power costs up to commencement of Trial Running, shall be borne by the Contractor, including the services of any specialized personnel or independent assessors, which may be required.	Track contractor does not have source of power supply except for running of small tools and arch welding machine. Power supply for traction power is to be supplied by Employer.	RFP Condition will prevail	No	
134.	Part 2 Employers Requirement Section VI (1)-E. Inspection, Testing And Commissioning, page 5 of 13	Type Tests or Qualification Test If the Contractor includes any equipment or function which has not previously been proven in service, the Contractor shall undertake thorough type testing of preproduction units, in order to obtain a Notice from the Engineer	Bidder understanding is that Turnouts, Buffer stops and P.Way material for Ballasted track will be proven service and hence no type test is required.	Understanding is confirmed	No	
135.	Part 2 Employers Requirement Section VI (1)-E. Inspection, Testing And Commissioning, page 12 of 14	5.10 Administration The Contractor shall: (1) Be responsible for the reception of, and hotel and travel arrangements for the Employer's and Engineer 's monitoring staff and trainees, whether in India or any other country, including all costs and expenses associated with such. (2) Be responsible for the general welfare of trainees under his control.	Bidder request MMRCL to specify number of monitoring staff and trainees visiting for Inspection and Commissioning. Please also specify number of trainees who are to be trained in India.	Please refer clause 1.9.4, Section IV(B)	No	
136.	Part 2 Employers Requirement Section VI (1)-F Appendix 7, Clause No. 1 and Clause No. 3	The Contractor shall supply one (1) user licence including manuals and complete training . The software shall include but not limited to Revit, Navis works or equivalent.  Programming software used shall be AUTO CAD for	It is noted that Revit, Navis, AUTO CAD and Bentley Rail (PRT) are to be procured for handing over to the employer for their use. Please indicate version of each software that is required to be	Latest available version may be provided.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		all drawings & BENTLEY for alignment of track etc., of latest version. Scheduling software and relevant instruction manuals, licensed for use in connection with the contract, shall be provided by the Contractor according to the Employer's specifications.	procured.			
137.	Part2-Employer's Requirement Section VI(1) F- Appendix 14, 2.1,page 1 of 3	<p><b>CONTRACTOR'S SITE LABORATORY</b></p> <p><b>2. STANDARD OF CONSTRUCTION</b></p> <p>The laboratory shall be constructed to the best Engineering practice and the Engineer shall issue a notice of no objection. Two independent telephone lines with two extensions each shall be provided for the laboratory. Telephones shall be located in areas as agreed with the Engineer.</p>	Bidder shall establish site Laboratory in Container or prefabricated Porta cabins. Pl. confirm.	The suitable temporary structure shall be provided so that it takes care of the working forces.	No	
138.	Reference Documents:Part2- Part 4 Reference Documents Section X OHS &E/ 1.43 Audit Monthly Audit Report (MAR)	<p>The Contractor shall undertake an internal monthly audit using the process and audit report form (MAR) as prescribed within OHS&amp;E Volume 2.</p> <p>The Contractor shall submit the completed audit report no later than the 7th of each month within the Contractor's monthly OHS&amp;E Report. Failure to submit the monthly audit report within the stipulated timescale shall result in the PM awarding a 'Zero' scores for the month.</p> <p>The audit scores awarded internally by the Contractor shall be subject to review and verification by the PM. The PM shall substantiate the awarded scores through making comparison with the results of a physical site inspection against the model audit scores criteria as provided within OHS&amp;E Volume 2. The PM shall formally verify that the Contractor's self awarded scores comply with the audit scoring system and scoring criteria as defined within OHS&amp;E Volume 2. Where discrepancy exists the PM shall provide supporting evidence (Photographic) and instruct the Contractor to amend the initial awarded score. Following adjustment, the monthly audit report shall be re-submitted to the PM within 3 days</p> <p>The Contractor shall be required to achieve a minimum 65% overall audit score on a monthly basis. Monthly audit scores shall be totalled over a 3 month (3 audit results) period. Where the average score for three (3) months of audits is below 65%, then the OHS&amp;E lump sum item in the preliminaries section of Section VI-b, Part 1 pricing shall be withheld.</p> <p>If non-payment of the lump sum item in preliminaries occurs as a result of failing to achieve the required 65% over a single quarterly reporting period, the PM may reinstate the lump sum item at his discretion</p>	Bidder request Employer to remove financial implications related to MAR Audit	The RFP condition will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		<p>should the Contractor achieve above 65% for the following six (6) consecutive monthly OHS&amp;E audits equating to two (2) quarterly reporting periods. This repayment of the lump sum item shall not occur if the quarterly aggregate is less than 50%.</p> <p>In the event the Contractor fails to achieve a minimum of 65% on a monthly audit, an action plan shall be submitted together with the audit results detailing the actions that shall be taken within timescales.</p> <p>Monthly audits shall be conducted prior to the sitting of the Contractor's Safety Committee and shall form part of the agenda.</p>				
139.	GCC 1.10 Employer's Use of Contractors Documents	<p>Contractor's documents includes software. The Contractor shall be deemed (by signing the Contract) to give to the Employer a non-terminable transferable non-exclusive royalty-free licence to copy, use and communicate the Contractor's Documents, <u>including making and using modifications of them.</u></p>	<p>Modifications to the software by the Employer should not be permitted. The clause should be modified as under: "The Contractor shall be deemed (by signing the Contract) to give to the Employer a non-terminable transferable non-exclusive royalty-free licence to copy, use and communicate the Contractor's Documents, <del>including making and using modifications of them.</del>"</p>	<p>Your understanding that the modification of software is not permitted is confirmed.</p>	No	
140.	GCC Clauses/ 18.3	<p>Insurance against Injury to Persons and Damage to Property</p> <p>This insurance shall be for a limit per occurrence of not less than the amount stated in the Contract Data (which is Rs.1.0 MN for any one accident), with no limit on the number of occurrences.</p>	<p>As per IRDA guidelines in India, no Insurer shall allow this cover with Unlimited number of incidents in Third Party Coverage. So we request to reframe the clause with some 10 or 15 Crs Total Aggregate limit (Any one year) &amp; with any one accident limit Rs. 1.0 MN. Then within the "Total Aggregate limit of 10 or 15 Crs, policy is allowed for Unlimited incidents.</p>	<p>The RFP condition will prevail</p>	No	
141.	GCC 1.6 Priority of documents	<p>The documents forming the Contract are to be taken as mutually explanatory of one another. For the purposes of interpretation, the priority of the documents shall be in accordance with the following sequence:</p> <p>(a) the Contract Agreement (if any),  (b) the Letter of Acceptance,  (c) the Letter of Tender,  (d) the Particular Conditions, - Part A (Contract Data),  (e) the Particular Conditions – Part B (Specific Provisions),  (f) these General Conditions,</p>	<p>Please confirm if the payment terms will be a separate schedule. The schedules pertaining to payment terms should be higher in the order of priority.</p>	<p>The RFP conditions will prevail</p>	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		(g) the Employer's Requirements, (h) the Schedules, and (i) the Contractor's Proposal and any other documents forming part of the Contract. If an ambiguity or discrepancy is found in the documents, the Engineer shall issue any necessary clarification or instruction.				
142.	GCC 8.1	Commencement of Works	A reasonable timeline should be provided for the commencement of works as the Employer has a right to terminate the Contract if the works are not commenced in reasonable timeline. This leaves ambiguity on when the termination right will be triggered.	The RFP conditions will prevail ,	No	
143.	GCC 8.4.(e) Extension of Time	The Contractor shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to an extension of the Time for Completion if and to the extent that completion for the purposes of Sub-Clause 10.1 [Taking Over of the Works and Sections] is or will be delayed by any of the following causes: (a) a Variation (unless an adjustment to the Time for Completion has been agreed under Sub-Clause 13.3 [Variation Procedure]), (b) a cause of delay giving an entitlement to extension of time under a Sub-Clause of these Conditions, (c) exceptionally adverse climatic conditions, (d) Unforeseeable shortages in the availability of personnel or Goods caused by epidemic or governmental actions, or (e) any delay, impediment or prevention caused by or attributable to the Employer, the Employer's Personnel, or the Employer's other contractors.	Contractor should be entitled to claims of extension of time <b>and cost compensation</b> on account of any delays/disruptions caused to the Works for any reasons attributable to the third party contractors. Further the Employer must pay the Contractor the additional Costs caused by any act or omission of the Employer, the Employer's Personnel, the Employer's other contractors on the Site, or other parties the Employer has a contract with for the Project.	The RFP conditions will prevail	No	
144.	GCC 20.6 Arbitration	The place of arbitration shall be a neutral location determined in accordance with the applicable rules of arbitration; and the arbitration shall be conducted in the language for communications defined in Sub-Clause 1.4 [Law and Language].	The seat for arbitration has not been provided.	The RFP conditions will prevail	No	
145.	Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract, PC 13.6	<b>Day Work</b> The Engineer shall decide which items of work are to be done on a Daywork basis. In such cases, the Contractor shall furnish to the Engineer vouchers to prove the expenditure incurred. Before ordering material or hiring labour, plant, etc., the Contractor shall get the quotations (minimum of 3 quotes) and	Bidder understand that for any type of Day work activities, Employer to finalize / approve the rate in advance before start of Day work activities to avoid any dispute / confusion.	Understanding is confirmed.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		rates together with Contractor's percentage for his overhead, profit, etc., accepted by the Engineer, if the same is not already covered by the agreed rates (inclusive of Contractor's overhead, profit, etc.).-----				
146.	Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions, PC 4.20 Employer's Equipment and Free-Issue Material, page 13 of 20	PC 4.20 Employer's Equipment and Free-Issue Material Note: For above point b) & c), the Rails supplied shall be as per installed length, based on standard weight of rail and extra 0.35% of the wastage shall be supplied for welding etc.	We understand that quantity of 1080 HH Rail to be supplied should include additional 64.4 m of Lead Rails with additional 0.5 m Rail for each 1 in 9 Turnout. Similarly for 1 in 7 Turnouts 33.75 m Lead Rail with additional 2.4 m wastage. Additional rails of 1080 HH Rail and 880 Grade rails for test pieces for Insulated Rail joints, Flash Butt and Thermit weld testing.	RFP condition will prevail.	No	
147.	Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract	KD7: Complete delivery to site of turnouts/crossovers (40%) for installation of ballasted tracks in Aarey Depot area in 122 Days from Effective Date  KD16: Complete installation and testing of trackwork for the test track (after OCS foundation installation along the test track) and make the track available to Interfacing Contractors in 152 Days from Effective Date	Complete installation and testing of trackwork for the test track with 2 no's turnout to be installed as per KD16 and considering the KD7, achieving KD16 schedule is too tight for delivery. Bidder request to modify KD16 and KD07	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2
148.	Part 3, Section VIII PC 13.8, Page 17 of 20	13.8.1 The price adjustment will be payable on the Indian currency component and on foreign currency component. 13.8.2 below is for adjustment of prices of all items in Schedule 3. The second scheme given in 13.8.3 if for regulating prices of Schedule 1 & 2 (Supply of Material)	a) Bidder request to MMRCL to provide the indices details along with formula which need to be considered for Schedule 1 & 2 (Supply of Material) which is not available in clause no 13.8.3. b) Please confirm whether price variation applicable for foreign currency components.	Clause 13.8.3 has been deleted. As per Clause 13.8.2 shall apply for "Procurement of P Way Materials and Spare Parts & Equipment" also.	Yes	Refer Addendum No.2, Item No. 1
149.	PC - 14.7 - Payments	From payment made by the Employer, deduction towards Income Tax and any other tax may be made at source from each payment made by the Employer, as may be directed by Income Tax Department and other statutory bodies or as provided in statute, relevant acts, rules, circulars and directions issued thereunder.	We understand that -  In case of billing by foreign entity of consortium for supply of goods & services, GST TDS will not be deducted.  Please confirm our understanding.	TDS will be deducted according to the relevant laws.	No	
150.	Part 3: Conditions of Contract & Contract Forms, Section VIII –	If the Contractor fails to substantially achieve any Key Date within the time so prescribed, subject to any extension granted under Sub-Clause 8.4, he shall	Please specify the substantial completion. We assume that submission of 90% or more of design	RFP condition will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
	Particular Conditions of Contract, page 14 of 20	pay to the Employer the appropriate stated sum for every day which shall elapse between the dates on which the prescribed time expired and the date of achieving that Key Date. Delay Damages in respect of two or more Key Dates relating to a track works may run concurrently, and the Contractor shall be liable for the aggregate of Delay Damages for all delayed Key Dates. All sums payable by the Contractor to the Employer shall be paid as Delay Damages and not as a penalty.	and drawings as per approved CDRL ,is considered as substantial completion of Key Date.  Similarly, if 80 % of installation is achieved, may be considered as substantial completion of Key Date.			
151.	i)Part 3: Conditions of Contract & Contract Forms Section VIII – Particular Conditions of Contract, page 5 of 20 ii)Part 2 Employers Requirement, Section VI (1)-F Appendix 2B, page 1 Of 2iii)Part 2 Employers RequirementSection VI (1)-C. Design, page – 4 Of 13	<b>Contract key dates, Milestones and Completion Date, 1. Schedule of key dates DesignKD1 : Complete Preliminary Design of trackwork (including agreed preliminary interface details of related interface systems) KD 2: Complete Detailed Design of Trackwork (including agreed interface details of related interface systems)</b>	With reference to the Table showing Contract Key Dates, Milestones and Completion Dates, we request you to clarify following:1.Designasked 1 and KD 2 have been shown to be achieved in 30 days and 76 days respectively from the Effective Date. For Preliminary design there are 40 Drawings and 30 documents are to be completed . Whereas, for Definitive Design there are 49 drawings ( 150 sheets) and 56 documents are to be completed.b. Further, Section VI (1)F- Appendix 2B state that : “The achievement of a Key Date shall be subject to the issuing of a Notice of No Objection from the Engineer”c. As per the Conditions of the Contract, it is understood that Engineer shall reply to the submissions within 21 daysd. Section VI(1) C also mentions an exhaustive list of submissions to be included in Preliminary submissionFrom all the above mentioned details it is evident that the Key Dates (KD 1 and KD 2) cannot be achieved within the stipulated time of 30 days and 76 days respectively.We therefore request you to :i)Revise the timelines of KD 1 and KD 2 as 72 days and 120 days respectively from Effective Date along with the list of submissions proposed above to part of Preliminary SubmissionsThe AutoCAD Drawing of fastening system is required to be made available in 30 days for preparation of preliminary	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			and detailed designs drawings and documents. Delay in providing AutoCAD drawings of fastening system will consequence delay the submission of designs.			
152.	Part 3: Conditions of Contract & Contract Forms Section VIII – Particular Conditions of Contract, page 5 of 20	Contract key dates, Milestones and Completion Date, 2. Schedule of Access dates Access Dates Ref AD 1- AD 22	<p><b>a. Various Access Dates have been provided in the bidding documents for Depot Area</b> We request you to kindly confirm the following :</p> <p>i)The issue of tree cutting has been resolved at the Depot area and trees will be cut including roots before specified Access dates .</p> <p>ii)The depot land as mentioned in the tabulation of Access Dates shall be handed over to the Track Contractor duly levelled, graded , laid with Blanket Layer and compacted to the required R specifications within such timeline before Access dates.</p> <p><b>b. Access Dates and Key Dates for Tunnels:</b> <b>Please note that 50 % of fastenings will be supplied in 274 days by 10 B contractor. The time line specified by Bi-Block sleepers in 10 months for design and 18 months for supply after approved fastening design is supplied to him.</b></p> <p>As per the bidding conditions, it is mentioned (as an example) that under AD20, shared access to track areas in approximately 0.85 kms twin tunnels between BKC station and Vidya Nagari station to be provided within 30 days from Effective Date. For the same stretch the Track Contractor is required to achieve the Key Date (KD 33) within 152 days from the Effective Date. We request you to kindly confirm following:</p> <p>iv)Necessary rails shall be supplied by the Employer through under Contractors within 30 days in this area and all other balance quantities of the rails shall also be supplied within the stipulated access dates for each section of the project. Necessary</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			<p>fastening system shall be made available to the Track Contractor by the Employer through the Package 10B contractor within 30 days from Effective Date. We wish to highlight here that the fastening system shall be required to be supplied to the manufacturer of concrete twin blocks for manufacturing in advance within Access dates specified .</p> <p>vi)Timeline informed by the manufacturer of Concrete Twin block to supply the concrete twin blocks is between 10 months to 12 months from the date of placement of order from them.</p> <p>Looking at the timelines mentioned above, we wish to bring to your notice that meeting of number of access dates and Key Dates will not be possible and hence, we request you to kindly modify these dates by providing adequate time for supply of rails, supply of fastening system, supply of concrete twin blocks</p> <p>Same applies to KD 26, KD 29 and KD 34. We will be happy to discuss the timelines with you</p>			
153.	Part 3: Conditions of Contract & Contract Forms Section VIII – Particular Conditions of Contract	<p>Schedule of Key Dates</p> <p>KD 1 Complete Preliminary Design of trackwork (including agreed preliminary interface details of related interface systems)- 30 days from effective date</p> <p>KD2 Complete Detailed Design of trackwork (including agreed interface details of related interface systems) – 76 days from effective date</p>	Please confirm that Fastening supply Contractor (10 B) will provide final AutoCAD drawings for fastening to Contractor (10 C ) within 15 days of contract signing in order to achieve KDs with regards to Design activities.	Confirmed	No	
154.	Part 3: Conditions of Contract & Contract forms, Section VIII- Particular Conditions of Contract	<p>1. Schedule of Key Dates</p> <p>KD1 : Complete Preliminary Design of trackwork (including agreed preliminary interface details systems)</p> <p>KD2: Complete Detailed Design of trackwork (including agreed interface details of related interface systems)</p>	<p>Preliminary design and Detailed design for main line is to consider supply of imported fastening, supply of 1080 HH imported rails, and imported turnouts and 880 Gr,rails for non-running lines and depot tracks.</p> <p>The fastening is expected not earlier than 274 days of contract signing of 10B.</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2



S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			<p>Supply of 1080 HH Rail and turnouts will be available as per the rolling program of respective subcontractors and will not be earlier than arrival of fastening. The above material should include the shipment and custom clearances etc.</p> <p>Therefore preliminary and detailed Design for Depot and Main Line should be segregated and to make it more realistic and possible.</p>			
155.	Part 3: Condition of Contract and Contract Form/ Section VIII / PCC/ Serial No. 14/Performance Security Bank Guatanty/ Page 2 of 20	The Performance Security will be in the form of a "Bank Guarantee" in the amount(s) of 10% of the Accepted Contract Amount and in the same currency (ies) of the Accepted Contract Amount . The Performance security will be valid till 28 days after completion of DNP, with the provision that: i. The performance security shall be 10% of the Accepted Contract Amount for the period of the contract period and further half of the DNP i.e 1 year beyond the contract period ii. The performance security shall be reduced to 5% of the Accepted Contract Amount during balance period of DNP.	<ol style="list-style-type: none"> <li>Bidder request employer to clarify whether the BG/PS percentage applied on the Contract value excluding tax or inclusive of Tax.</li> <li>Bidder request employer to accept the 10% of Contract price excluding the Tax amount in case of BG 10% is inclusive of tax.</li> </ol>	The contract price is all inclusive	No	
156.	Part 3: Condition of Contract and Contract Form/ Section VIII / PCC/ Serial No. 17/Delay damages for the Key dates/ Page 2 of 20	<p>Where the Works are required to be completed within particular Key Dates, as specified in Part 3 Section VIII, Part A Contract Data this Sub-Clause shall apply to these Key Date completions, and the Part 3, Section VIII, Part A - Contract Data, Particular Conditions shall include a sum or percentage in respect of each Key Date which represents the damages likely to be suffered by the Employer if the said Key Date is not accomplished within the time prescribed or by any extension granted under Sub-Clause 8.4.</p> <p>If the Contractor fails to substantially achieve any Key Date within the time so prescribed, subject to any extension granted under Sub-Clause 8.4, he shall pay to the Employer the appropriate stated sum for every day which shall elapse between the dates on which the prescribed time expired and the date of achieving that Key Date. Delay Damages in respect of two or more Key Dates relating to a track works may run concurrently, and the Contractor shall be liable for the aggregate of Delay Damages for all delayed Key Dates.</p>	<ol style="list-style-type: none"> <li>Bidder request employer to consider 0.1% LD applied on the milestone value instead of Contract value.</li> <li>Bidder request employer to clarify whether the Delayed Damages will be applied for 200 days or 350 days for the below mention illustration case.</li> <li>Bidder request employee to reduce the maximum damage as 5% from 10%.</li> </ol>	<ol style="list-style-type: none"> <li>The RFP condition will prevail,</li> <li>No illustration case has been provided,</li> <li>The RFP condition will prevail.</li> </ol>	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)								
		All sums payable by the Contractor to the Employer shall be paid as Delay Damages and not as a penalty.												
157.	Part 3: Condition of Contract and Contract Form/ Section VIII / PCC/ Serial No. 22/Mobilization Advance Payment/ Page 3 of 20	The Mobilization and /or any other advances will be recovered from each RA bill @ 16.67% of the Bill amount, between bills for 30% to 90% of work.	1. Bidder request employer to increase the percentage of advance as 15% 2. Bidder request employer to submit the BG against receipt of advance. 3. Bidder request employer to submit the BG during the starting time of recovery from Each RA bill for 30%.	The RFP condition will prevail	No									
158.	Part 3: Condition of Contract and Contract Form/ Section VIII / PCC/ Serial No. 25/Limit of Retention Money/ Page 3 of 20	Limit of Retention Money 14.3(c) 5% of Accepted Contract Amount.	1. Bidder request employer to reduce the retention of Money 3% instead of 5% 2. Bidder request employer to waved off the Retention Money in lieu of BG	The RFP condition will prevail	No									
159.	Package 10C / Part 3 / Section VIII / Page 17 of 20	PC 13.8..... <b>The second scheme, given in 13.8.3, is for regulating prices of Schedules 1 and 2 - supply of materials.</b> Provided that for the supply of spare twin block sleepers, it is the scheme of 13.8.2 that will apply.  13.8.3 Deleted	The highlighted text in the referred clause describes Price Adjustment for Schedules 1 & 2 - Procurement of P Way Materials and Spare Parts & Equipment shall be payable as per scheme given in Clause 13.8.3. However Clause 13.8.3 is deleted.  Hence, request to include a suitable Price Adjustment scheme for Schedules 1 & 2 - Procurement of P Way Materials and Spare Parts & Equipment.	Replace Para-3 under Item 13.8.1 in PC 13.8 with: "Price adjustment is applicable to variation in the market rates of inputs like labour, cement, steel, machinery, and fuel / energy during the currency of the Contract. The scheme, detailed in 13.8.2, below, is for adjustment of prices of all Schedules."	Yes	Refer Addendum - 2, Item No.1								
160.	Part 3 / Section VIII / PCC - SI No. 12 / Page 2 of 20 & Part 3 / Section VIII / Page 8 of 24	<table border="1"> <tr> <td>12</td> <td>Time for access to, and possession of all parts of the Site</td> <td>2.1 and 8.1 (c)</td> <td>Refer to Access Dates given below this table in this Section VIII. This is also given in Appendix 2B - Part 2 - Section VI(1)</td> </tr> </table>	12	Time for access to, and possession of all parts of the Site	2.1 and 8.1 (c)	Refer to Access Dates given below this table in this Section VIII. This is also given in Appendix 2B - Part 2 - Section VI(1)	We understand that if the client is unable to provide the access to site as per the Schedule of Access Dates then the contractor will be entitled for Extension of Time and accordingly the key dates shall be modified.  Kindly confirm.	Understanding is confirmed	No					
12	Time for access to, and possession of all parts of the Site	2.1 and 8.1 (c)	Refer to Access Dates given below this table in this Section VIII. This is also given in Appendix 2B - Part 2 - Section VI(1)											
161.	Part 3 / Section VIII / PCC - SI No. 24-25 / Page 3 of 24	<table border="1"> <tr> <td>24</td> <td>Percentage of Retention</td> <td>14.3(c)</td> <td>6% of RA bill amount</td> </tr> <tr> <td>25</td> <td>Limit of Retention Money</td> <td>14.3(c)</td> <td>5% of Accepted Contract Amount.</td> </tr> </table>	24	Percentage of Retention	14.3(c)	6% of RA bill amount	25	Limit of Retention Money	14.3(c)	5% of Accepted Contract Amount.	Request you to provide a provision for payment of Retention money against submission of Bank Guarantee of equivalent amount on quarterly basis.	The RFP condition will prevail	No	
24	Percentage of Retention	14.3(c)	6% of RA bill amount											
25	Limit of Retention Money	14.3(c)	5% of Accepted Contract Amount.											

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)																												
162.	Contract MM3-CBS-TWK-03 Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract	<table border="1"> <thead> <tr> <th colspan="4">Contract Key Dates, Milestones and Completion Date</th> </tr> <tr> <th>Effective date</th> <th>Description</th> <th>No. of Days from Effective Date</th> <th>Milestones</th> </tr> </thead> <tbody> <tr> <td></td> <td>Complete Preliminary Design of trackwork (including agreed preliminary interface details of related interface systems)</td> <td>30</td> <td></td> </tr> <tr> <td>KD2</td> <td>Complete Detailed Design of trackwork (including agreed interface details of related interface systems)</td> <td>76</td> <td></td> </tr> <tr> <td>KD3</td> <td>Complete all Construction Reference Drawings for trackwork in Area-1 of Aarey Depot</td> <td>76</td> <td></td> </tr> <tr> <td></td> <td>Complete all Construction Reference Drawings for trackwork in Aarey Depot areas including at grade section of the main line</td> <td>122</td> <td></td> </tr> <tr> <td></td> <td>Complete of Construction Reference Drawings for trackwork on main line from area at Aarey Station to BKC station (including) of Phase 1 Revenue Service</td> <td>152</td> <td></td> </tr> </tbody> </table>	Contract Key Dates, Milestones and Completion Date				Effective date	Description	No. of Days from Effective Date	Milestones		Complete Preliminary Design of trackwork (including agreed preliminary interface details of related interface systems)	30		KD2	Complete Detailed Design of trackwork (including agreed interface details of related interface systems)	76		KD3	Complete all Construction Reference Drawings for trackwork in Area-1 of Aarey Depot	76			Complete all Construction Reference Drawings for trackwork in Aarey Depot areas including at grade section of the main line	122			Complete of Construction Reference Drawings for trackwork on main line from area at Aarey Station to BKC station (including) of Phase 1 Revenue Service	152		<p>The key dates (KD1, KD2 &amp; KD3) for preliminary and detailed design submission are 30 days and 76 days respectively.</p> <p>However, we understand that key dates (KD1, KD2 &amp; KD3) proposed by employer are difficult to achieve. After finalization of contract, the contractor needs to identify and appoint DDC, LDC and various track component vendors only after which the preliminary design can be finalized and submitted to engineer.</p> <p>Considering the above scenario, we request the employer to extend the key dates by at least 60 days for preliminary and detailed design submission.</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2
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163.	Contract MM3-CBS-TWK-03 Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract		<p>The key dates (KD4 &amp; KD5) for completion of construction reference drawings for depot area and mainline sections are 122 days and 152 days respectively.</p> <p>However, kindly note that these key milestones are stringent and difficult to achieve within the specified timelines. hence, we request you to extend the mentioned key dates by atleast 60 days.</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2																												
164.	Contract MM3-CBS-TWK-03 Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract	<table border="1"> <tbody> <tr> <td>KD13</td> <td>Complete the setting out of all tracks and construction of all setting out reference points in Area-1 of Aarey Depot for OCS foundation construction and other interfacing contractors</td> <td>60</td> <td>Milestones</td> </tr> <tr> <td>KD14</td> <td>Complete the setting out of all tracks and construction of all setting out reference points in Area-2 and Area-3 (including Area-B) of Aarey Depot for OCS foundation construction and other interfacing contractors</td> <td>91</td> <td>Milestones</td> </tr> </tbody> </table>	KD13	Complete the setting out of all tracks and construction of all setting out reference points in Area-1 of Aarey Depot for OCS foundation construction and other interfacing contractors	60	Milestones	KD14	Complete the setting out of all tracks and construction of all setting out reference points in Area-2 and Area-3 (including Area-B) of Aarey Depot for OCS foundation construction and other interfacing contractors	91	Milestones	<p>Kindly refer to the concerns raised by the contractor in query no. 28 and 29. Considering the above concerns, we request you to extend the key dates of Milestones KD4 and KD5 by atleast 60 days.</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2																				
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165.	Contract MM3-CBS-TWK-03 Part 3: Conditions of Contract & Contract Forms Section VIII - Particular	<table border="1"> <tbody> <tr> <td>KD15</td> <td>Complete the setting out of all tracks and construction of all setting out reference points in Area-4 and Area-5 of Aarey Depot for OCS foundation construction and other interfacing contractors</td> <td>152</td> <td>Milestones</td> </tr> <tr> <td>KD16</td> <td>Complete installation and testing of trackwork for the test track (after OCS foundation installation along the test track) and make the track available to Interfacing Contractors</td> <td>152</td> <td>Milestones</td> </tr> <tr> <td>KD17</td> <td>Complete installation and testing of trackwork in outdoor Area-1 (excluding stabling lines in Zone 1) of Aarey Depot (after OCS foundation installation along tracks) and make the tracks available to Interfacing Contractors</td> <td>182</td> <td>Milestones</td> </tr> </tbody> </table>	KD15	Complete the setting out of all tracks and construction of all setting out reference points in Area-4 and Area-5 of Aarey Depot for OCS foundation construction and other interfacing contractors	152	Milestones	KD16	Complete installation and testing of trackwork for the test track (after OCS foundation installation along the test track) and make the track available to Interfacing Contractors	152	Milestones	KD17	Complete installation and testing of trackwork in outdoor Area-1 (excluding stabling lines in Zone 1) of Aarey Depot (after OCS foundation installation along tracks) and make the tracks available to Interfacing Contractors	182	Milestones	<p>Kindly refer to the concerns raised by the contractor in query no. 28 and 29. Considering the above concerns, we request you to extend the key dates of Milestones KD4 and KD5 by atleast 60 days.</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2																
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166.	Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract-page 7/20	<p>Contract Key Dates, Milestones and Completion Date-Installation, Testing and Commissioning</p> <table border="1"> <tr> <td>KD33</td> <td>Complete installation and testing of trackwork for approximately 0.85km twin tunnel structures between BKC Station and Vidya Nagri Station of Interfacing Contract UGC-05 and make the tracks available to Interfacing Contractors</td> <td>152</td> <td>Milestones</td> </tr> <tr> <td>KD34</td> <td>Complete installation and testing of trackwork of all remaining twin tunnel structures (approximately 1.4km) between Vidya Nagri and mid Ventilation Shaft (including) of Interfacing Contract UGC-05 and make the tracks available to Interfacing Contractors</td> <td>243</td> <td>Milestones</td> </tr> <tr> <td>KD35</td> <td>Complete installation and testing of trackwork for all intermediate station track areas of Interfacing Contract UGC-05 (excluding Dharavi Station) and make the tracks available to Interfacing Contractors</td> <td>305</td> <td>Milestones</td> </tr> </table>	KD33	Complete installation and testing of trackwork for approximately 0.85km twin tunnel structures between BKC Station and Vidya Nagri Station of Interfacing Contract UGC-05 and make the tracks available to Interfacing Contractors	152	Milestones	KD34	Complete installation and testing of trackwork of all remaining twin tunnel structures (approximately 1.4km) between Vidya Nagri and mid Ventilation Shaft (including) of Interfacing Contract UGC-05 and make the tracks available to Interfacing Contractors	243	Milestones	KD35	Complete installation and testing of trackwork for all intermediate station track areas of Interfacing Contract UGC-05 (excluding Dharavi Station) and make the tracks available to Interfacing Contractors	305	Milestones	<p>Please note that 10 C contractor to receive fastenings from 10 B- KD-5 - Complete delivery to site of rail fastener system(50%) to Contract MM3-CBS-TWK-01 for installation of ballastless tracks on main line from area at Aarey Station to BKC station (including) of Phase 1 Revenue Service- 350 day after signing of contract agreement i.e. after 15th July 2019. Date for supply of fastenings system 350 days after signing of contract agreement works out to 28th of June 2020. When key dates KD-33, KD-34, and KD -35 have passed. Further, Royal Infra will be able to finalize the design of Bi-Block sleepers 10 months after finalization of fastenings system and 18 months for supply of Bi-Block sleepers.</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2				
KD33	Complete installation and testing of trackwork for approximately 0.85km twin tunnel structures between BKC Station and Vidya Nagri Station of Interfacing Contract UGC-05 and make the tracks available to Interfacing Contractors	152	Milestones																			
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167.	Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract-page 7/20	<p>Contract Key Dates, Milestones and Completion Date-Installation, Testing and Commissioning</p> <table border="1"> <tr> <td>KD26</td> <td>Complete installation and testing of trackwork for approximately 1km twin tunnel structures of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors</td> <td>213</td> <td>Milestones</td> </tr> <tr> <td>KD27</td> <td>Complete installation and testing of trackwork of all remaining twin tunnel structures, cut and cover tunnels and ramp section (approximately 2.4km) of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors</td> <td>305</td> <td>Milestones</td> </tr> <tr> <td>KD28</td> <td>Complete installation and testing of trackwork for all intermediate station track areas of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors</td> <td>365</td> <td>Milestones</td> </tr> <tr> <td>KD29</td> <td>Complete installation and testing of trackwork for approximately 1.5km twin tunnel structures of Interfacing Contract UGC-06 and make the tracks available to Interfacing Contractors</td> <td>259</td> <td>Milestones</td> </tr> </table>	KD26	Complete installation and testing of trackwork for approximately 1km twin tunnel structures of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	213	Milestones	KD27	Complete installation and testing of trackwork of all remaining twin tunnel structures, cut and cover tunnels and ramp section (approximately 2.4km) of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	305	Milestones	KD28	Complete installation and testing of trackwork for all intermediate station track areas of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	365	Milestones	KD29	Complete installation and testing of trackwork for approximately 1.5km twin tunnel structures of Interfacing Contract UGC-06 and make the tracks available to Interfacing Contractors	259	Milestones	<p>Please note that 10 C contractor to receive fastenings from 10 B- KD-5 - Complete delivery to site of rail fastener system (50%) to Contract MM3-CBS-TWK-01 for installation of ballastless tracks on main line from area at Aarey Station to BKC station (including) of Phase 1 Revenue Service- 350 day after signing of contract agreement i.e. after 15th July 2019. Date for supply of fastenings system 350 days after signing of contract agreement works out to 28th June 2020. When key dates KD-26, KD-27, KD-28, KD and KD -29 have passed. Further, Royal Infra</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2
KD26	Complete installation and testing of trackwork for approximately 1km twin tunnel structures of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	213	Milestones																			
KD27	Complete installation and testing of trackwork of all remaining twin tunnel structures, cut and cover tunnels and ramp section (approximately 2.4km) of Interfacing Contract UGC-07 and make the tracks available to Interfacing Contractors	305	Milestones																			
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			will be able to finalize the design of Bi-Block sleepers 10 months after finalization of fastenings system and 18 months for supply of Bi-Block sleepers.			
168.	Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract- page 7/20	Contract Key Dates, Milestones and Completion Date- Installation, Testing and Commissioning	<p>1)On brief review of Key dates mentioned in the package 10B, the KD-5 mentioned in their tender documents states that the "Complete delivery to site of Rail fastener (50%) to 10C contractor for installation of ballastless tracks on main line from area at Aarey Station to BKC station (including) of Phase 1 Revenue Service" will be NTP + 350 days.</p> <p>2)Considering the NTP of Package 10B as 15.07.19, their KD-5 falls on 29.06.2020.</p> <p>3) For contract package 10C, assuming NTP is on 15.01.2020, KD-33, KD-34 and KD-35 falls on 14.02.2020, 14.09.2020 and 15.11.2020 respectively. To achieve this key dates, the fastener system from Contractor 10B is required on the access date itself which is on 14.02.2020 for KD-33, 15.04.2020 for KD-34 and 15.06.2020 for KD-35.</p> <p>4) Further, after confirmation of rail fastening system, supplier of Bi-block sleeper with resilient pad would take 10 months to start deliveries and able to complete the delivery of quantity required for the package 10C in another 8 months.</p> <p>5) Bidder request to revise the KD's of package 10C accordingly.</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2
169.	Part 3: Conditions of Contract & Contract Forms Section VIII - Particular Conditions of Contract- page 7/20	Contract Key Dates, Milestones and Completion Date- Installation, Testing and Commissioning	<p>1)On brief review of Key dates mentioned in the package 10B, the KD-5 mentioned in their tender documents states that the "Complete delivery to site of Rail fastener (50%) to 10C contractor for installation of ballastless tracks on main line from area at Aarey Station to BKC station (including) of Phase 1 Revenue Service" will be NTP + 350</p>	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2

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170.	Clause 1.13 Compliance with Laws	<p>The Contractor shall, in performing the Contract, comply with applicable Laws. Unless otherwise stated in the Particular Conditions: The Employer shall have obtained (or shall obtain) the planning, zoning or similar permission for the Permanent Works, and any other permissions described in the Employer's Requirements as having been (or being) obtained by the Employer; and the Employer shall indemnify and hold the Contractor harmless against and from the consequences of any failure to do so; and ....</p>	Any delay in obtaining the permission for Permanent Works should entitle the Contractor for extension of time and cost compensation.	The RFP conditions will prevail	No																	
171.	PC 4.4 (d) Subcontractors	(d). The Contractor shall undertake that it shall not sub-contract the Track Works under the Contract on en-bloc basis and the member(s) of the Joint Venture/Consortium (the Contractor) shall manage / execute the Works as provided in Sub-Clause 4.4of GC.	The definition of Track Works is not provided. Please provide the definition.	All works in the RFP constitute the track works. The RFP condition will prevail	No																	
172.	PC 4.13	The Employer shall provide plots of land measuring at Mumbai/Mahape/Bhiwandi area for storage of track material, site offices for Contractor, Employer and Engineer. Additional land as required for casting of Twin block sleeper and storage of track material for use only during the contract period, at the nominal rate of INR 1 per Sq.m per year. Contractor shall make its own arrangement for casting of Twin Block sleepers. The use of ready mix concrete is permitted. The contractor shall be issued a certificate when all	The plots of land required for storage of track material is required to be provided by the Employer but no details pertaining to the size of the land to be provided is mentioned in the bid docs. Please confirm if any inputs will be taken from the Contractor prior to providing such land so that this land is adequate for undertaking the storage activities and if required will the	The RFP conditions will prevail	No																	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		the works under the subject contract are put to Revenue Services at respective design speeds. This certificate shall be called the " Completion Certificate for Revenue Services". The Contractor shall vacate the plot and restore in original condition within two months of Issuance of Completion Certificate. On issuance of completion certificate the completed works will be taken over by the employer.	Employer provide such additional land which the Contractor may require. Also please confirm if any fee/rent is being charged by the Employer for providing this land for the storage of track materials and site offices. Please confirm whether the costs required towards restoring the land in its original condition is being borne by the Employer.			
173.	PC 4.17 Contractor's Equipment	The Contractor shall submit the following information to the Engineer, for a Notice of No Objection, within the time stipulated against each item given below:(a) A general layout plan for construction plant and equipment required for the execution of the Works, within 60 days from the Commencement Date; and(b) Drawings showing the locations of major facilities, including the Contractor's, Employer's and Engineer's site offices, which he proposes to build/erect on site, within 60 days from the Commencement Date; and(c) Any other details and drawings as required under the Contract, within the time as specified in the Contract.	The Employer is responsible for obtaining all approvals relating to the layout and construction permits required for the construction of the Site offices and the Contractor will only provide the details pertaining to the layout. Please confirm this understanding.	The clause pertains to the NOC to be obtained from the Employer. The contractor is responsible for obtaining other approvals, as necessary. The RFP Condition will prevail.	No	
174.	Clause 4.19 Electricity, Water and Gas	The Contractor shall, except as stated below, be responsible for the provision of all power, water and other services he may require for his construction activities and to the extent defined in the Employer's Requirements, for the tests. The Contractor shall be entitled to use for the purposes of the Works such supplies of electricity, water, gas and other services as may be available on the Site and of which details and prices are given in the Employer's Requirements. The Contractor shall, at his risk and cost, provide any apparatus necessary for his use of these services and for measuring the quantities consumed. The quantities consumed and the amounts due (at these prices) for such services shall be agreed or determined by the Engineer in accordance with Sub-Clause 2.5 [Employer's Claims] and Sub-Clause 3.5 [Determinations]. The Contractor shall pay these amounts to the Employer.	The Contractor will be engaged in performing the Works for a short duration and will not be able to procure connections for water and electricity. This obligation should be undertaken by the employer who is in possession of the Site.	The RFP conditions will prevail	No	
175.	Clause 4.22 Security of the Site	The Contractor shall be entitled to use for the purposes of the Works such supplies of electricity, water, gas and other services as may be available on the Site and of which details and prices are given in the Employer's Requirements. The Contractor shall,	Security of the Site should be removed from Contractor's scope. If the Contractor is not the only contractor working at the Site, then the security should not be provided by the	The RFP conditions will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
		at his risk and cost, provide any apparatus necessary for his use of these services and for measuring the quantities consumed.	Contractor but should be covered within Employer's scope of work.			
176.	Clause 7.3 Inspection	The Employer's Personnel shall at all reasonable times: (a) have full access to all parts of the Site and to all places from which natural Materials are being obtained, and ....	The sites where natural Materials are being obtained may not be in the Contractor's control and hence providing access may not be possible. Please modify this clause as : (a) have full access to all parts of the Site and to all places from which natural Materials are being obtained, and	The RFP conditions will prevail.	No	
177.	Mobilization of Advance Security CF 4 Page 6	NWC Clause Not available	NWC Clause to be added as mentioned below. Notwithstanding anything contained herein before: "The liability of the Guarantor under this Guarantee shall not exceed Rs _____ (Rupees _____ only) (the "Guaranteed Amount"). This Guarantee shall be valid up to _____ (the "Expiry Date"). Notwithstanding anything to the contrary contained herein, no obligation of the Guarantor to pay any amount under this Guarantee shall arise prior to the fulfilment of the following conditions precedent: a) written claim/demand(s) in terms of this Guarantee of an aggregate amount less than or equal to the Guaranteed Amounts is/are made by the Beneficiary hereunder; and b) such written claim/demand(s) is/are delivered to the Guarantor on or before the Expiry Date at the ICICI Bank branch located at _____." Or provide below cover in CG." WE CONFIRM THAT WE WILL NOT BE RELIEVED FROM OUR LIABILITIES UNDER THIS COUNTER GUARANTEE TILL WE RECEIVE FINAL DISCHARGE FROM YOUR BANK BY AUTHENTICATED SWIFT"- REPLACE " URDG 458" WITH "URDG 758"- URDG IN BG ADD SAME IN CG	The RFP conditions will prevail	No	



S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
178.	Performance Security (Demand Guarantee) CF 3 Page 4	NWC Clause Not available	<p>NWC Clause to be added as mentioned below. Notwithstanding anything contained herein before: "The liability of the Guarantor under this Guarantee shall not exceed Rs _____ (Rupees _____ only) (the "Guaranteed Amount").</p> <p>This Guarantee shall be valid up to _____ (the "Expiry Date"). Notwithstanding anything to the contrary contained herein, no obligation of the Guarantor to pay any amount under this Guarantee shall arise prior to the fulfilment of the following conditions precedent:</p> <p>a) _____ written claim/demand(s) in terms of this Guarantee of an aggregate amount less than or equal to the Guaranteed Amounts is/are made by the Beneficiary hereunder; and</p> <p>b) _____ such written claim/demand(s) is/are delivered to the Guarantor on or before the Expiry Date at the ICICI Bank branch located at _____."</p> <p>Or provide below cover in CG. " WE CONFIRM THAT WE WILL NOT BE RELIEVED FROM OUR LIABILITIES UNDER THIS COUNTER GUARANTEE TILL WE RECEIVE FINAL DISCHARGE FROM YOUR BANK BY AUTHENTICATED SWIFT" - REPLACE " URDG 458" WITH "URDG _____ 758" - URDG IN BG ADD SAME IN CG</p>	The RFP conditions will prevail	No	
179.	Retention Money Security (Bank Guarantee) CF 5 Page 7	NWC Clause Not available	<p>NWC Clause to be added as mentioned below. Notwithstanding anything contained herein before: "The liability of the Guarantor under this Guarantee shall not exceed Rs _____ (Rupees _____ only) (the "Guaranteed Amount"). This Guarantee shall be valid up to _____ (the "Expiry Date"). Notwithstanding anything to the contrary contained herein, no</p>	The RFP conditions will prevail	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			obligation of the Guarantor to pay any amount under this Guarantee shall arise prior to the fulfilment of the following conditions precedent: a) written claim/demand(s) in terms of this Guarantee of an aggregate amount less than or equal to the Guaranteed Amounts is/are made by the Beneficiary hereunder; and b) such written claim/demand(s) is/are delivered to the Guarantor on or before the Expiry Date at the ICICI Bank branch located at_____."Or provide below cover in CG." WE CONFIRM THAT WE WILL NOT BE RELIEVED FROM OUR LIABILITIES UNDER THIS COUNTER GUARANTEE TILL WE RECEIVE FINAL DISCHARGE FROM YOUR BANK BY AUTHENTICATED SWIFT"-REPLACE " URDG 458" WITH "URDG 758"- URDG IN BG ADD SAME IN CG			
180.	Part 3/PC 18.1/Page No 29	Insert additional first paragraph to Sub-Clause 18.1: The Contractor shall effect and maintain professional indemnity insurance, jointly in the name of the Employer	In Professional Indemnity (PI) Policies, Joint Insured name is not possible. The policy would be in the name of contractor only and Employer will be mentioned as "Principle". Otherwise the purpose of taking the PI policy is void.	The RFP condition will prevail	No	
181.	Reference Documents Section X OHS &E/Clause 1.15 International Standards, Guidelines & ISO Certifications	1.15.2 The process of international certification to BS EN 18001:2007 and ISO 14001-2004 standard is not mandatory however obtaining the certification is desirable.	Bidder will ensure that work is undertaken in accordance with the applicable international guidelines but may not go certification as mentioned in clause 1.15.2.	Understanding is confirmed.	No	
182.	Reference Documents Section X OHS &E/Table 1 Mandatory Contractor OHS&E Management Resource Requirement	1) Occupational Health Officer with necessary Nursing Assistants 2) Housekeeping & Barricade Maintenance 3) Sr. OHS & E Traffic Manager 4) Sr. Electrical Engineer, Jr. Electrical Engineer	1) Bidder will have hospital tie up from nearest hospital and part time visiting doctor 2) As Bidder will work in the premises of civil contractor, therefore Housekeeping & Barricade Maintenance position may not be required. 3) As Bidder will be working in the premises of civil contractor, therefore	Understanding is confirmed.	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			Sr. OHS & E Traffic Manager position may not be required. However, bidder will keep sufficient number of marshals to manage the traffic as per the requirement. 4) Bidder will keep only one position Sr. Electrical Engineer or Jr. Electrical Engineer			
183.	Reference Documents Section X OHS &E/1.22.2 Table 2 OHS&E Personnel Qualifications &Experience	1.22.2 Table 2 OHS&E Personnel Qualifications &Experience Chief OHS&E Manager- Experience 15 Years	Bidder will deploy OHSE Personal who will lead OHSE department as per experience criteria mentioned for key positions in Part 1 - Bidding Procedure Section III Evaluation and Qualification Criteria	Understanding is confirmed.	No	
184.	Part 3, Section VIII PCC Serial No 24	Percentage of Retention	Bidder request MMRCL to confirm whether retention bank guarantee can be issued instead of deduction from RA bill	The RFP conditions will prevail	No	
185.	General	BOCW Cess	Bidder request to MMRCL to confirm whether BOCW Cess is applicable in this contract MM3-CBS-TWK-03. If applicable, whether amount will be deducted on the entire contract value or only on services components (Design, Testing & Installation) and also rate of deduction.	Relevant provision of Law would apply.	No	
186.	General	Taxes	We understand this contract will be treated as Works Contract and applicable GST will be 12%. Please confirm whether our understanding is correct.	Relevant provision of Law would apply.	No	
187.	General	Supply of rails	Bidder request to provide camlock for handling of rails from rail supplier contractor 10D and 10E	The RFP conditions will prevail	No	
188.				Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2
189.	General		We understand that Bidder's Queries & Response by MMRC and its attachments shall be made as part of the contract similar to addenda. Kindly	Understanding is confirmed	No	

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
			confirm our understanding.			
190.			Can we propose our Standard our concrete Sleepers B70 for W14 Rail Fastening System?	The Design will be Twin Block System High Attenuation Embedded in Track Slab. Design proposed and fastening system must meet RDSO specifications as detailed in RFP.	No	
			What Type of slab track will be implemented: flat concrete plates for installation rail fastening system with metal/plastic base plate or RHEDA system or similar?	Please refer to the Tender drawings, Section VI(4), Part-2		
191.			MMRAC required W14 system and also sleepers must be approved by MOR. What if the bidder presents the evidence in the form of laboratory test results that confirm that the offered W14 fastening system and sleepers meet all the specified requirements and does not have MoR approval? Will such a bidder also meet the technical criteria of the tender and will be technically approved?	The RFP conditions will prevail	No	
192.			Is there any requirements that rail screw and clip SKL14 have to be protected against corrosion? If yes, what type of protection is needed?	Please follow the standard specifications of fastening to be proposed.	No	
193.			How soon after signing contract the construction works should begin and what is the required completion Date?	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2
194.			What is there are force majeure during the project implementation which the contractor will not have influence on?	Please refer to the Section-VII, GCC	No	
195.			In which time will the construction site be made available to the general contractor after signing the contract?	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No.2

S.No	Subject ref /Clause/ Page No.	Clause Description	Applicant's Query	MMRCL Response	Addendum (Yes/No)	Addendum (Ref.)
196.			Does all equipment that the contractor have must be absolutely his property, or is it allowed for some equipment to be rented by the contractor for the duration of the project?	No restriction for using rented equipment	No	
197.			Will the technical acceptance of the investment be carried out after its complete completion, or are technical acceptance foreseen after the completion of individual stages of the project?	Refer Addendum for the Revised Key dates	Yes	Refer Addendum No.2, Item No. 11, Attachment No - 2
198.			How many kilometer is there to build?	Please refer the RFP documents and drawings	No	
199.			How many kilometers of ballasted and ballast less lines?	Please refer the RFP documents and drawings	No	
			Are Bridges or Tunnels Planned on this railway line?	Please refer the RFP documents.	No	
200.			In the soft copy of the tender Documents BOQ may be missing?	Nothing is missing in the Bid document, Please refer to Section IV-B, Pricing document	No	
201.	General	Present Bid Submission date: 16.09.2019	We request you to extend the tender submission date by at least 4 weeks from present date of submission i.e., 16.09.2019 to 08.10.2019	The request is not agreed to. RFP condition will prevail.	No	
202.	General	Inverted GST	Bidder request to MMRCL to confirm whether can the difference of Input GST and Output GST will be reimbursed by the customer	The prices are inclusive of all applicable taxes. The RFP conditions will prevail	No	