



DELHI METRO RAIL CORPORATION LIMITED
(A Joint Venture of Govt. of India and GNCTD)

Contract MT-09R: “Installation, Testing & Commissioning of Ballastless Track including Supply of Buffer Stop for Line-6 Mumbai Metro (S.S. Nagar to Vikhroli) (Ch. -822.508m to Ch. 14380.755m)”.

ADDENDUM NO. 1
(SUMMARY SHEET)

S. No	Tender Document	Clause No/Item No	Addendum/Corrigendum	Remarks
1.	Replies to Prebid Queries/ Clarifications			

Contract: MT-09R: "Installation, Testing & Commissioning of Ballastless Track including Supply of Buffer Stop for Line-6 Mumbai Metro (S.S. Nagar to Vikhroli) (Ch. -822.508m to Ch. 14380.755m)".

REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
1.0 - 1st Set of Queries					
1	Volume-3 (Employer's Requirement)	Clauses 19.1.1, 19.1.2 & 19.1.3 of Chapter-19: Mock-ups, Prototypes, and samples, General Specifications of ER	<p>The Contractor shall produce mock-ups, prototypes and samples as specified in the PS.</p> <p>Samples may be subject to testing and investigation by the Employer and shall in no way be incorporated into the Permanent Works.</p> <p>Samples shall become the property of the Employer.</p>	Please confirm the quantity of Mockup track to be executed and additional payment is endorsed against that executed works.	The quantity of Mockup track can't be stated at this stage. If required the payment for mockup track can be considered under miscellaneous items. The P.way materials will be provided free of cost to the contractor.
2	Volume-3 (Employer's Requirement)	Clause 13.10.1 of Chapter-13: Contractor's Own Rolling Stock, General Specifications of ER	Where the Contractor is to provide rolling stock (either self-propelled or trailing) for use during the installation and testing of the Works, the requirements of clause 13.11 below shall apply. All the Contractor's own rolling stock shall not cause any infringement anywhere.	Requesting for more information /specifications for better clarification on term "Rolling stock.	It means Powered, selfpropelled or trailing trolley to be used by contractor during track installation work.
3	Volume-3 (Employer's Requirement)	Clause 11.4.1 of Chapter-11 : SITE ESTABLISHMENT AND ATTENDANCE, General Specifications of ER	"The Contractor's offices, sheds, stores, mess rooms, latrines and other accommodation on the Site shall be maintained in a clean, stable, and secure condition. Living accommodation shall not be provided on the Site unless stated in the Contract or having been reviewed without objection by the Engineer. The Contractor's personnel shall not be allowed to live on the Site."	It is requested to allow establishment of labour accommodation, kitchen, mess within site premises free of cost.	It is not possible to provide land free of cost for labour camp. However land for stores and contractor office shall be provided on nominal lease basis.
4	Volume-3 (Employer's Requirement)	Clause 8.4: Track Installation, Sub clause 8.4.6 – Glued Insulated Rail Joints of Particular Specifications of ER	<p>"Para 1: All glued insulated rail joints shall be shop manufactured using minimum 6 m long rails. Site fabricated glued insulated joints shall be provided with prior approval of the Engineer.</p> <p>Para 2: Except in the case of glued insulated joints in the turnout zone, the positioning of the glued insulated joint with respect to the approach track (adjoining track) shall be such as to keep a minimum distance of 4.00 m from an existing weld in the rail."</p>	It has been observed that there is no scope for supply/installation/assembly of (Glued Insulated Rail Joints) GIRJ in BOQ, only of GIRJ are mentioned in the contract. Kindly clarify the scope of GIRJ, if it's under the scope of track contractor, kindly provide the specification /RDSO drawing number.	There is an item under supply BOQ SPM-1. Please refer to the same.

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5	Volume-3 (Employer's Requirement)	Clause 6.5: Vibration Mitigation system, Particular Specifications of ER	It shall be with a proven track record. It should have satisfactory performance record of minimum 10 years in service in ballast less track on at least two operational metro systems and or mainline railways for a minimum 16-ton axle load on a similar fastening system for a minimum speed of 80 kmph giving information about natural frequency, insertion loss in relevant frequency range (40 Hz) & rail deflection of system where it was installed. In this regard supplier should submit certificate of performance from user metro and or mainline railway administration including proof of usage of the vibration mitigation system.	Please consider the vendor and material specifications used in previously completed or executed work in the Metro.	The consideration of the vendor and final approval rests with the employer based on the criteria mentioned in this clause.																																																																																
6	Volume-5 (Bill of Quantity)	BOQ. Bill No.BLT-1 Item No. 2 -	Laying RCC Slab and installation of turnout with UIC 60 head hardened rail with all fittings and fastenings etc. complete in all respect	Please confirm the associated length of plain track between SRJ to SRJ will be paid under respective BOQ item No. 1.a,1.c and 1.d or, it shall be considered under scissor X over.	Associated length of plain track between SRJ to SRJ will be considered as part of scissor X over.																																																																																
7	Volume-3 (Employer's Requirement)	Clause 4.3: Schedule of Key Dates for MT-09R, Particular Specifications of ER	<p>4.3 SCHEDULE OF KEY DATES FOR MT-09R</p> <table border="1"> <thead> <tr> <th>KEY DATE</th> <th>Status</th> <th colspan="2">S.S.Nagar to Vikhroli</th> </tr> <tr> <td></td> <td></td> <th>Location</th> <th>Completion Date</th> </tr> </thead> <tbody> <tr> <td>2.</td> <td>Completion of track work</td> <td>S.S.Nagar to Vikhroli</td> <td>Work is to be Completed within 6 Months of Final Track Access.</td> </tr> </tbody> </table> <p>4.4 SCHEDULE OF ACCESS DATES FOR MT-09R</p> <table border="1"> <thead> <tr> <th colspan="2">4 ACCESS DATE</th> <th colspan="2">S.S. Nagar to Vikhroli (including)</th> </tr> <tr> <td></td> <td></td> <th>Location</th> <th>Likely Date of Access</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Establish Work site</td> <td colspan="2">Shall be made available as per plan of execution by contractor.</td> </tr> <tr> <td>2</td> <td>Access for installation for track work</td> <td>1. Ch -822.508 to Swami Samarth Nagar</td> <td>31.05.2023</td> </tr> <tr> <td></td> <td></td> <td>2. Swami Samarth Nagar to Adarsh Nagar</td> <td>31.12.2023</td> </tr> <tr> <td></td> <td></td> <td>3. Adarsh Nagar to Jogeshwari(W)</td> <td>31.03.2024</td> </tr> <tr> <td></td> <td></td> <td>4. Jogeshwari (W) to JVL</td> <td>31.03.2024</td> </tr> <tr> <td></td> <td></td> <td>5. JVL to Shyam Nagar</td> <td>31.03.2024</td> </tr> <tr> <td></td> <td></td> <td>6. Shyam Nagar to Mahakali Caves</td> <td>31.05.2023</td> </tr> <tr> <td></td> <td></td> <td>7. Mahakali Caves to SEEPZ.</td> <td>31.12.2023</td> </tr> <tr> <td></td> <td></td> <td>8. SEEPZ to Saki Vihar Road</td> <td>31.03.2024</td> </tr> <tr> <td></td> <td></td> <td>9. Saki Vihar Road to Rambaug</td> <td>31.03.2024</td> </tr> <tr> <td></td> <td></td> <td>10. Rambaug to Powai Lake</td> <td>31.12.2023</td> </tr> <tr> <td></td> <td></td> <td>11. Powai Lake to IIT Powai</td> <td>31.05.2023</td> </tr> <tr> <td></td> <td></td> <td>12. IIT Powai to Kanjurmarg</td> <td>31.05.2023</td> </tr> <tr> <td></td> <td></td> <td>13. Kanjurmarg to Vikhroli</td> <td>31.03.2024</td> </tr> <tr> <td></td> <td></td> <td>14. Vikhroli to 13699.227(dead end)</td> <td>31.03.2024</td> </tr> </tbody> </table>	KEY DATE	Status	S.S.Nagar to Vikhroli				Location	Completion Date	2.	Completion of track work	S.S.Nagar to Vikhroli	Work is to be Completed within 6 Months of Final Track Access.	4 ACCESS DATE		S.S. Nagar to Vikhroli (including)				Location	Likely Date of Access	1.	Establish Work site	Shall be made available as per plan of execution by contractor.		2	Access for installation for track work	1. Ch -822.508 to Swami Samarth Nagar	31.05.2023			2. Swami Samarth Nagar to Adarsh Nagar	31.12.2023			3. Adarsh Nagar to Jogeshwari(W)	31.03.2024			4. Jogeshwari (W) to JVL	31.03.2024			5. JVL to Shyam Nagar	31.03.2024			6. Shyam Nagar to Mahakali Caves	31.05.2023			7. Mahakali Caves to SEEPZ.	31.12.2023			8. SEEPZ to Saki Vihar Road	31.03.2024			9. Saki Vihar Road to Rambaug	31.03.2024			10. Rambaug to Powai Lake	31.12.2023			11. Powai Lake to IIT Powai	31.05.2023			12. IIT Powai to Kanjurmarg	31.05.2023			13. Kanjurmarg to Vikhroli	31.03.2024			14. Vikhroli to 13699.227(dead end)	31.03.2024	<p>QUERY: - We request that employer to note that the bidder is required to prepare a detailed plan during the bidding stage for accurate cost estimation. However, there needs to be clarity for access dates provided in the referred clause. It is not possible for the bidder to prepare a proper cost estimate since the employer has specified a wide range for the provision of access. For the Mainline and UG Section, access should be provided at a minimum of 2 TKM or any connecting of any 2 Stations. Otherwise, this shall lead to additional cost loading considering extra workmen and machinery, resulting in uncompetitive bidding. A wide range of access dates may also lead to disputes during the execution stage. In view of the above, request the employer to provide the detailed section-wise near final access dates.</p>	The schedule of key dates is the same at this stage. Any change will be informed to the contractor from time to time.
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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
8	Volume-1 (Form of Tender)	Contract MT-09R FORM OF TENDER-APPENDIX-1, Clause 4.2 of GCC & Clause C12.3 of ITT	<p>(i) Appendix-1 of FOT: Amount of Performance Security: 10% of the Contract Price in types and proportions of currencies in which the contract price is payable. In the event of variations during the execution of the contract which result in payments to the Contractor over and above the contract price, the Performance Security shall be suitably adjusted. in accordance with clause 4.2 of GCC.</p> <p>(ii) Clause 4.2.1 of GCC: Within 30 days from date of issue of the Letter of Acceptance, the successful Tenderer shall furnish Performance Security, for an amount of ten per cent of the Contract value in types and proportions of currencies in which the Contract Price is payable either in the form of bank Draft, FDR or in the form of a Bank Guarantee from a branch in India of a scheduled foreign bank or from a scheduled commercial bank in India acceptable to the Employer....."</p> <p>(iii) Clause C12.3 of ITT: In case the successful tenderer is a JV/Consortium having a foreign partner and if the experience of civil works for the purpose of qualifying the minimum eligibility criteria is fulfilled by the foreign partner then the foreign partner shall submit an additional Bank Guarantee (In addition of performance security) of an amount equal to 1% of the contract value as per LOA for the fulfillment of the condition of deployment of key staff and the expatriate Project Manager for the project....."</p>	<p>Bidder request to Employer to change the Performance Security amount to 3 % of the Contract Value. Similar tenders invited by other Metro organisations mentioned hereunder is enclosed herewith as Annexure A for your kind reference</p> <p>Bangalore Metro Rail Project, Phase-2A&2B TENDER No: BMRCL/Phase-2A&2B/Track Work/2022/93 Name of the Work: "Design, supply, installation, testing and commissioning of ballasted / ballastless track of standard gauge in Phase-2A&2B and in Baiyappanahalli & Airport Depots for Bangalore Metro Project."</p> <p>MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY CONTRACT NO: MMRDA/4&4A/MMRP/CA – 161 Name of Work: DESIGN, CONSTRUCTION, MANUFACTURING, SUPPLY, INSTALLATION, TESTING AND COMMISSIONING OF BALLASTLESS TRACKWORK IN MAINLINE FROM MULUND FIRE STATION [Ch. 18929.611 M] TO GAIMUKH [Ch. 34702.272 M] INCLUDING SIDING TRACKS OF GAIMUKH STATION AND DEPOT APPROACH TRACK OF LINE-4 & 4A CORRIDOR [WADALA - KASARVAVALI - GAIMUKH] OF MUMBAI METRO RAIL PROJECT OF MMRDA, MUMBAI</p> <p>CONTRACT NO: MMRDA/ML5/MMRP/CA – 166 Name of Work: DESIGN, CONSTRUCTION, MANUFACTURING, SUPPLY, INSTALLATION, TESTING & COMMISSIONING OF BALLASTLESS TRACKWORK IN MAINLINE FROM KAPURBAWDI STATION (CH. -301.373 M) TO DHAMANKAR NAKA (CH. 13025.957 M) INCLUDING THIRD TRACK NEAR KASHELI STATION, DEPOT ENTRY / EXIT APPROACH TRACK FOR LINE-5 CORRIDOR (THANE - BHIWANDI - KALYAN) OF MUMBAI METRO RAIL</p>	No change in tender conditions.

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				<p>PROJECT OF MMRDA, MUMBAI.</p> <p>CONTRACT NO: MMRDA/L9/MMRP/CA-167 Name of Work: DESIGN, CONSTRUCTION, MANUFACTURING, SUPPLY, INSTALLATION, TESTING AND COMMISSIONING OF BALLASTLESS TRACKWORK IN MAINLINE FROM DAHISAR EAST STATION (CH. 15194.260 M) TO BHAYANDAR (CH. 26435.0 M) INCLUDING THIRD TRACK, SIDETRACK & DEAD-END AT DAHISAR AND DEPOT ENTRY / EXIT APPROACH TRACK FOR LINE-9 CORRIDOR {DAHISAR (E) TO BHAYANDAR} OF MUMBAI METRO RAIL PROJECT OF MMRDA, MUMBAI.</p>									
9	—	Subcontractor for major item of the Works	<table border="1"> <thead> <tr> <th>Item No.</th> <th>Description of Item</th> <th>Minimum Criteria to be met</th> <th>Submission Requirements</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Supply of MSS/Strip Bearing/Others</td> <td>Material Specification as per Chapter 6 & 8 of Particular Specification in Part-02. Supply Credential for minimum 02 Projects.</td> <td>Letter of Satisfactory Supply/ Experience Certificate from Employer & its Principal Employer. Credential of Plant from which it is Manufactured⁽ⁱ⁾</td> </tr> </tbody> </table>	Item No.	Description of Item	Minimum Criteria to be met	Submission Requirements	1	Supply of MSS/Strip Bearing/Others	Material Specification as per Chapter 6 & 8 of Particular Specification in Part-02. Supply Credential for minimum 02 Projects.	Letter of Satisfactory Supply/ Experience Certificate from Employer & its Principal Employer. Credential of Plant from which it is Manufactured ⁽ⁱ⁾	Please consider using the same vendor and materials specifications that were utilized for a recently completed or executed project	The consideration of the vendor and final approval rests with the employer based on the criteria mentioned in this clause.
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1	Supply of MSS/Strip Bearing/Others	Material Specification as per Chapter 6 & 8 of Particular Specification in Part-02. Supply Credential for minimum 02 Projects.	Letter of Satisfactory Supply/ Experience Certificate from Employer & its Principal Employer. Credential of Plant from which it is Manufactured ⁽ⁱ⁾										
10	Volume-3 (Employer's Requirement)	Clause 4.2.4: Scheduled dates for the Supply of Materials (to be supplied by the Employer), Particular Specifications of ER	Balance turnouts and scissor shall be provided at contractor's storage/ DMRC's stores in Mumbai progressively as per access dates by MT-02 contractor. MT-09R contractor shall have to interface with MT-02 contractor for proper accountal and taking over and shall have to issue taking over certificate of turnout and scissor etc in undamaged condition. If there is any shortage or damage, same has to be brought in the notice of Engineer and MT-02 contractor immediately	Securing rental land in a bustling city like Delhi can pose a challenge for contractors. A bidder has requested that the employer offer a plot of land, free of charge, in close proximity to the project site. This land would be utilized by the track work contractor for storage of P-way materials and materials supplied by the employer, as well as for establishing their stores and site office.	The work is in Mumbai not Delhi. However a land for storage of P.way materials and stores shall be provided on nominal lease basis.								

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11	Volume-1 (Instruction To Tenderers)	Annexure-4 of ITT	<p>Contract MT-09R: "Installation, Testing & Commissioning of Ballastless Track including Supply of Buffer Stop for Line-6 Mumbai Metro (S.S. Nagar to Vikhroli) (Ch. -822.508m to Ch. 14380.755m)"</p> <p>INSTRUCTIONS TO TENDERERS</p> <p>ANNEXURE 4</p> <p>Experience Required For Project Personal</p> <p>The minimum level of qualification and experience for various site personnel shall be as below:</p> <p>Table Two;</p> <table border="1"> <thead> <tr> <th>Sr. No.</th> <th>Position.</th> <th>Qualification.</th> <th>Experience level.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Project Manager</td> <td>Graduate in Civil Engg. with good knowledge of Railway Track & slab track construction.</td> <td>Total Experience 15 years, with 5years experience in slab track work and 5 years as Track work Manager.</td> </tr> <tr> <td>2</td> <td>Deputy Project Manager/ Ballastless Track & Ballastless Turnout</td> <td>Graduate in Civil Engg. with good knowledge of Railway Track Engineering & slab track construction.</td> <td>Total Experience 10 years, with 3years experience in slab track work.</td> </tr> <tr> <td>3</td> <td>Deputy Project Manager / Planning and Procurement</td> <td>Graduate in Civil Engg. with good knowledge of Railway Track Engineering & its planning.</td> <td>Total Experience 10 years, with 3years experience in planning of and procurement in railway project.</td> </tr> <tr> <td>4</td> <td>Chief Quality Assurance Manager</td> <td>Graduate in Civil Engg. and Diploma in Quality Assurance.</td> <td>Total Experience 10 years, with 5years experience as Quality Assurance Manager.</td> </tr> <tr> <td>5</td> <td>Deputy Project Manager/Rail Welding</td> <td>Diploma in Civil / Mechanical Engg./Electrical Engg.</td> <td>Total Experience 10 years, with 3years experience in Flash Butt Rail Welding.</td> </tr> <tr> <td>6</td> <td>Survey In Charge</td> <td>Graduate in Civil Engg.</td> <td>Total Experience 10 years, with 5years experience in Survey of MRTS and Railway Projects</td> </tr> <tr> <td>7</td> <td>Chief SHE Manager</td> <td>Bachelor's Degree/ Diploma in Occupational health and Safety or related Field</td> <td>Total Experience 10 years, with 5years experience in MRTS or Railway Projects</td> </tr> </tbody> </table> <p>NOTES:</p> <p>i. Diploma with 5 years additional experience in relevant field will be considered equivalent to degree.</p> <p>* Qualification and experience level of other safety/environment personnel should be as per Conditions of Contract on Safety & Health and Environment.</p>	Sr. No.	Position.	Qualification.	Experience level.	1	Project Manager	Graduate in Civil Engg. with good knowledge of Railway Track & slab track construction.	Total Experience 15 years, with 5years experience in slab track work and 5 years as Track work Manager.	2	Deputy Project Manager/ Ballastless Track & Ballastless Turnout	Graduate in Civil Engg. with good knowledge of Railway Track Engineering & slab track construction.	Total Experience 10 years, with 3years experience in slab track work.	3	Deputy Project Manager / Planning and Procurement	Graduate in Civil Engg. with good knowledge of Railway Track Engineering & its planning.	Total Experience 10 years, with 3years experience in planning of and procurement in railway project.	4	Chief Quality Assurance Manager	Graduate in Civil Engg. and Diploma in Quality Assurance.	Total Experience 10 years, with 5years experience as Quality Assurance Manager.	5	Deputy Project Manager/Rail Welding	Diploma in Civil / Mechanical Engg./Electrical Engg.	Total Experience 10 years, with 3years experience in Flash Butt Rail Welding.	6	Survey In Charge	Graduate in Civil Engg.	Total Experience 10 years, with 5years experience in Survey of MRTS and Railway Projects	7	Chief SHE Manager	Bachelor's Degree/ Diploma in Occupational health and Safety or related Field	Total Experience 10 years, with 5years experience in MRTS or Railway Projects	<p>Bidder understands that the following key personnel Dy. Project Manager, Dy. PM Welding, Chief Quality Assurance Manager, Chief SHE Manager, Survey In-Charge are required when actual installation activities start at the site. Bidder requests that DMRC allow the above resources as per the site access requirement. This will help to reduce the overall cost of the project</p>	<p>There is access available as on date and the personnel should be required after notice to proceed.</p>
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12	Volume-3 (Employer's Requirement)	Clause 6.6: BUFFER STOPS, Particular Specifications of ER	<p>On main lines friction buffer with mechanical impact absorption (non-hydraulic type) shall be provided. The design and specification of friction buffers shall be submitted by the contractor for Engineer's approval. The contractor shall interface with the designated Rolling Stock Contractor for the details required for the design of friction buffer stops. However, the following details may be used after interfacing with the Rolling Stock Contractor:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Weight of empty train is equal to 246 tonnes for 6-car train set without passengers. <input type="checkbox"/> Weight of train is equal to 376 tonnes for 6-car train set with passengers. <input type="checkbox"/> Impact velocity for main line & test track: 25 km/h <input type="checkbox"/> Impact velocity for depot line: 10 km/h 	<p>Please clarify whether the length of the slide will be determined based on the recommendations provided by the vendor.</p>	<p>The length of slide will be determined based on recommendations provided by Vendor and space constraint.</p>																																

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S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
13	Volume-3 (Employer's Requirement)	Clause 7.6: SURVEY INSTRUMENTS, Particular Specifications of ER	For track surveys Track master or its equivalent (to be approved by DMRC) confirming to international standard will have to be used.	Bidder understands that: The track master or its equivalent would only be utilized in the final parameter and not during the track installations.	Contractor may use track master for installation of track depending on their choice. However the same must to be used for checking of final parameter.
14	Volume-3 (Employer's Requirement)	Clause 8.6.2: Reinforced Concrete slab, Particular Specifications of ER	Minimum 3 track teams will require to be deployed for installation and laying of track by the contractor (2 teams for BLT work of main line and 1 team for Turnout work). However, after due interface with civil agency, if adequate access is not available to deploy 3 teams, then contractor shall request to Engineer and propose for number of teams to be deployed in respect of access available for installation and laying of track and final decision shall be given by the Engineer in writing. In case, adequate access is made available in due course, the contractor will require to arrange the more team as instructed by the Engineer. If more than 3 teams are required to be deployed to expedite and complete the work as instructed the Engineer, payment shall be made for each additional deployment of track team as per BOQ item.	Bidder Understand that: If a fourth team is needed for the project, the cost of mobilization will be covered under the BOQ for the BLT Track Installation Sr-10. However, upon reviewing the BOQ, it appears the payment is allocated for a fifth team rather than a fourth one. Could you please clarify this ambiguity. Deployment of Extra track team with all the necessary arrangements beyond 4 no's of track team.	There shall be no payment to the contractor till 4 teams are required to be mobilised. The payment shall only be made in case of a 5th team.
15	Volume-2 (Special Conditions of Contract)	6. Additional Sub Clause 21 Safe custody BG for materials to be supplied by the Employer	The contractor shall submit a safe custody Bank guarantee Letter of Acceptance to the date of submission of Safe Custody Bank Guarantee. The values of the materials (to be supplied by Employer) may be taken as under mentioned asunder: 1. 60 kg rails of grade 880/1080 HH Rails – Rs. 244.66 million. 2. Points & crossings and scissor cross-over – Rs. 152.04 million. 3. Fastening system- Rs. 362.06 million. This safe custody Bank Guarantee s..... from the said safe custody Bank Guarantee furnished by the Contractor. The Bank guarantees shall be released "Taking	Bidder understands that The Employer will provide HH rails, turnouts, and fastenings free of cost. The Bidder requests to substitute a bank guarantee for an indemnity bond or insurance to cover the total value of the supplied materials.	No change in tender conditions.

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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
			Over Certificate" is issued by the Engineer. The insurance policies by the Employer. In addition, the contractor in 'Contract Forms'		
16	Volume-5 (Bill of Quantity)	7. BOQ BILL NO. BLT 1- INSTALLATION OF BALLASTLESS TRACK Item No -1:	Laying RCC Plinth/Slab & installation of track for plain track with UIC 60 head hardened rails and all fittings and fastenings for Ballastless track complete in UG Section for Standard Gauge Track. However HH Rails will be supplied by DMRC and cost of concrete & steel as actual shall be paid separately under Item no. 1(d) & 1(e) respectively.	Please note that fastening items are not included in this Item. HH rails and fastening will be provided by the employer at no additional cost. Can you please confirm?	The fastenings and HH rails will be provided by the employer.
17	Volume-5 (Bill of Quantity)	8. BOQ BILL NO. BLT 1- INSTALLATION OF BALLASTLESS TRACK Item No -2:	Laying RCC Plinth/Slab & installation of track for plain track with UIC 60 head hardened rails and all fittings and fastenings etc. for Ballastless track complete in Viaduct Section for Standard Gauge Track. however HH Rails will be supplied by DMRC and cost of concrete & steel as actual shall be paid seperately under Item no. 2(c) & 2(d) respectively	Please note that fastening items are not included in this item. HH rails and fastening will be provided by the employer at no additional cost. Can you please confirm?	The fastenings and HH rails will be provided by the employer.
18	Volume-5 (Bill of Quantity)	9. BOQ BILL NO. BLT 1- INSTALLATION OF BALLASTLESS TRACK Item No – 3	Laying RCC slab & installation of turnout with UIC 60 head hardened rails with all fittings and fastenings etc.	Please note that fastening and Turnout crossover items are not included in these items. HH rails, Turnouts and fastening will be provided by the employer at no additional cost. Can you please confirm?	The fastenings, Turnouts and HH rails will be provided by the employer.
19	Volume-5 (Bill of Quantity)	10. BOQ BILL NO. BLT 1- INSTALLATION OF BALLASTLESS TRACK Item No – 10	Deployment of Extra track team with all the necessary arrangements beyond 4 nos of track team.	The bidder is requesting the addition of one BOQ item for the transportation of fastening and rail, as well as team shifting, with the condition that access is limited to 2TKM	Team shifting as required with respect to key dates schedule shall be fixed and no payment shall be made in lieu of this.

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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
2.0 - 2nd Set of Queries					
1	Volume-1 (Instruction To Tenderers) & (Notice Inviting Tender)	Clause C12.3 of ITT & Clause 1.1.4.2 of NIT	The key staff for execution of this work shall be from that member of the JV/ Consortium who has the experience of similar work and on whose experience the JV/Consortium qualifies the criteria of work experience.	We understand that if the bidder is a JV (Leader + other Partner) and since both jointly qualify the criteria mentioned in 1.1.4.2 Minimum Eligibility Criteria of NIT, the key persons can on roll of JV. Kindly confirm.	No change in tender conditions.
2	Volume-1 (Instruction To Tenderers)	Clause C12.3 & Annexure-3 of ITT	The key staff for execution of this work shall be from that member of the JV/Consortium who has the experience of similar work and on whose experience the JV/Consortium qualifies the criteria of work experience.	As per ANNEXURE 3, Page 29 of ITT (section 3) – Total 7 key persons are given. We request your kind attention that it is not possible for bidders (in JV) to have all key personal only from 1 partner where both partners are working. Also, for position except 1,2 & 5, Ballastless track experience is not required as expert from railway b/g can also works and will be eligible. i, e Quality, SHE, Planning, etc. We request you to kindly consider the following: "Project Manager (Team Leader) & Deputy Project Manager (Track) shall be from that member of the JV/Consortia who has the experience of similar work and on whose experience the JV/Consortia qualify the criteria of work experience in terms of clause 1.1.4.2 Minimum Eligibility Criteria of NIT." Above request was allowed in DMRC DE02 (JICA funded) and also in most of the Ballastless track tenders.	No change in tender conditions.
3	Volume-1 (Instruction To Tenderers)	Annexure-4 of ITT	Experience Required for Project Personal. (Table)	Bidder requests DMRC to allow mentioned key personal with Educational Qualification in Civil/Mechanical having experience in track work BLT/BT.	The key personnel for only DPM/Rail welding shall be from Civil/Mechanical/Electrical. Other key personnel should be from Civil Engineering as Track installation is Civil Engineering centric work.

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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
4	Volume-1 (Instruction To Tenderers)	Clause C12.3 of ITT	In case the successful tenderer is a JV/Consortium having a foreign partner and if the experience of civil works for the purpose of qualifying the minimum eligibility criteria is fulfilled by the foreign partner then the foreign partner shall submit an additional Bank Guarantee (In addition of performance security) of an amount equal to 1% of the contract value as per LOA for the fulfillment of the condition of deployment of key staff and the expatriate Project Manager for the project. The foreign partner shall submit bank guarantee from their respective bank account. Bank guarantee executed from the bank accounts of JV/Consortium or any other bank account shall not be accepted.	Bidder reiterates the fact that deployment of an expatriate project manager (in case eligibility criteria is fulfilled by the foreign partner) will only incur additional cost to the project. Client may kindly note that execution work of Ballastless track in India is done since 2002 & there is ample domestic capability to execute such projects. Hence bidder kindly requests client to remove the requirement of expatriate Project Manager and hence the additional Bank Guarantee of amount equal to 1% of the contract value as per LOA.	No change in tender conditions.
5	Volume-1 (Form of Tender)	Appendix-1 of FOT	Sr. No. iv Liquidity Damages The total amount of Liquidated Damages payable by the contractor in respect of the delay to whole of the works or for failing to achieve any Key Date shall be 10% of the total price quoted in BOQ.	Bidder requests DMRC to provide the intermediate Liquidity damage against each key dates, the same is not available in Clause 8.5 of the GCC and Clause 23 of SCC also.	No change in tender conditions.
6	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 – PREAMBLE Item 5. Design of Track Structure Page No. 9	Item 5.2 Design of Track form for Normal Track – This item includes the cost of design of track form for Normal Track Plinth/Slabs for Viaduct and Tunnel/Cut and Cover which includes all the section Main Line Track, Siding lines, curved track etc. The design shall be accepted by DMRC/ DMRC nominated Proof checking agency.	Bidder understands that the proof checking agency will be appointed by DMRC, and deployment of proof checking agency is not under the contractor scope of work. Kindly confirm.	Proof Checking agency shall be deployed by DMRC.
7	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 – PREAMBLE Item 5. Design of Track Structure Page No. 9	Item 5.2a Rate over and above for the design of Track form for Normal Track with MSS or any other Suitable Vibrations Mitigations Measures. This item includes the cost of design of track form for Normal Track Plinth/Slabs with MSS or any Suitable Vibration Mitigation Measures for Viaduct and Tunnel/Cut and Cover which includes all the section Main Line Track, Siding lines, curved track etc. The design shall be accepted by DMRC/ DMRC nominated Proof checking agency.	Bidder understands that the proof checking agency will be appointed by DMRC, and deployment of proof checking agency is not under the contractor scope of work. Kindly confirm.	Proof Checking agency shall be deployed by DMRC.

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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
8	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 – PREAMBLE Item 5. Design of Track Structure Page No. 9	Item 5.3 Design of Track form for Turnout This item includes the cost of design of track form for all type of Turnout slab/Plinths for Viaduct and Tunnel/Cut and Cover. The design shall be accepted by DMRC/ DMRC nominated Proof checking agency.	Bidder understands that the proof checking agency will be appointed by DMRC, and deployment of proof checking agency is not under the contractor scope of work. Kindly confirm.	Proof Checking agency shall be deployed by DMRC.
9	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 –PREAMBLE Item 5. Design of Track Structure Page No. 9	Item 5.3a Rate over and above for the design of Track form for Turnouts with MSS or any other Suitable Vibration Mitigation Measures. This item includes the cost of design of track form for all type of Turnout slab/Plinths with MSS or any Suitable Vibration Mitigation for Viaduct and Tunnel/Cut and Cover. The design shall be accepted by DMRC/ DMRC nominated Proof checking agency.	Bidder understands that the proof checking agency will be appointed by DMRC, and deployment of proof checking agency is not under the contractor scope of work. Kindly confirm.	Proof Checking agency shall be deployed by DMRC.
10	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 – PREAMBLE Item 5. Design of Track Structure Page No. 9	Item 5.4 Design of Track form for Scissor Crossover This item includes the cost of design of track form for all type of Scissor Crossover slab/Plinths for Viaduct and Tunnel/Cut and Cover. The design shall be accepted by the DMRC/ DMRC nominated Proof checking agency.	Bidder understands that the proof checking agency will be appointed by DMRC, and deployment of proof checking agency is not under the contractor scope of work. Kindly confirm.	Proof Checking agency shall be deployed by DMRC.
11	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 – PREAMBLE Item 5. Design of Track Structure Page No. 9	Item 5.4a Rate over and above for the design of Track form for Normal Track with MSS or any other Suitable Vibration Mitigation Measures. This item includes the cost of design of track form for all type of Scissor Crossover slab/Plinths with MSS or any Suitable Vibration Mitigation for Viaduct and Tunnel/Cut and Cover. The design shall be accepted by DMRC/ DMRC nominated Proof checking agency.	Bidder understands that the proof checking agency will be appointed by DMRC, and deployment of proof checking agency is not under the contractor scope of work. Kindly confirm.	Proof Checking agency shall be deployed by DMRC.
12	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 –PREAMBLE Bill No. BLT-1 Page No. 14	Item 1(g): Rate over and above 1(a) for installation of track plinth having check rail arrangement with 33C1 rail & UIC 60 Rail with casted base plate as per DMRC approved design. Payment of concrete & reinforcement will be as in (b) & (c).	Bidder understands that the scope of supply of check rail is under DMRC scope and track contractor will receive the same from MMRDA storage yard.	Supply of Check rail, Check rail brackets and all balance fastening is under DMRC scope.

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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
13	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 -PREAMBLE Bill No. BLT-1 Page No. 17	Item 9: Deployment of Extra track team with all the necessary arrangement beyond 4 Nos of Track Team. The item includes the cost of shifting, transportation, labour cost and all other resources etc. involved in deployment of Extra Track team as per direction of Engineer and as per provision of clause 8.6.2 of Particular Specification.	Bidder understands that as per clause no. 8.6.2 (12) of Particular specification "Minimum 3 track teams will require to be deployed for installation and laying of track by the contractor (2 teams for BLT work of main line and 1 team for Turnout work)." As there is gap in no. of track teams required for execution of project and payment above the additional no. of track team deployed, bidder requests DMRC to correct the same.	There shall be no payment to the contractor till 4 teams are required to be mobilised. The payment shall only be made in case of a 5th team.
14	Volume-3 (Employer's Requirement)	Clause 2.1 (5.) (iii) , Particular Specifications of ER	2.1 SCOPE: 5.) iii. Design of plinth / slab type track structure The design of the Permanent as well as temporary Works shall be undertaken by a designer (the Designer) who has experience in the design of temporary and permanent works for large track work projects in elevated and underground sections specifically in the field of metro construction. Details of the proposed Designer intended to be engaged shall be submitted with the tender and consent to be obtained from DMRC before engaging the DDC by the contractor after the award of the contract."	Bidder understands that there is no scope of underground track work in the scope of work, hence requests DMRC to delete the experience of designer in underground track work.	No change in tender conditions.
15	Volume-3 (Employer's Requirement)	Clause 3.1.4, Particular Specifications of ER	3.1.4: Interface specification: Track work installation Contractor Vs Signalling Contractor Responsibilities of Track Contractor 10310003: Track contractor shall supply and install the Turnout assemblies and provide for the mounting arrangement for point machines including second drive arrangements. 10310004: Track contractor shall supply & install all Track assemblies & Track fasteners, turnouts, all stretcher bars (except leading stretcher bar), second drive with all accessories, whenever required, for second pull.	Bidder understands that as per the tender scope of work, supply of turnouts, fasteners are not in the scope of contractor. Kindly confirm the same.	Supply of Turnouts, Fastenings etc. are in scope of DMRC.

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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
16	Volume-3 (Employer's Requirement)	Sub Clause 4.2.4.1 of Clause 4: Installation and Construction Schedule, Particular Specifications of ER	4.2.4.1: Indicative Schedule for Supply of Turnouts & Scissor Cross Over Some of Standard Gauge turnouts, Scissor Cross Over required for this Corridor are available in DMRC Stores in Mumbai. Contractor shall arrange transportation of the same from Store to work site of Mumbai Metro Line 6 Corridor SG Corridor. No extra payment shall be paid for transfer of these materials	Bidder requests DMRC to provide the location of DMRC stores in Mumbai for taking over of rail, turnouts and fastenings. This is required to estimate the quantity of machinery required in the contract and cost estimation of the project.	The location of DMRC store in Mumbai is at Wadala near Monrail depot. A second store/office shall be made near Pahadi Goregaon.
17	Volume-3 (Employer's Requirement)	Sub Clause 6.1 of Clause 6: Material and Workmanship: Material, Particular Specification of ER	".....The contractor shall be responsible for preparing the firm and level ground for stacking of Rails as approved by the engineer. The contractor shall also arrange the required wooden battens/spacers for keeping rails in layers as directed by the engineer.....".	DMRC to provide the area and location for preparation of land required for stacking of rails. Also, to provide the drawings for the same. Bidder also request to provide separate BOQ line item with area of land preparation as unit of quantity.	The rails are already stacked and available in Wadala. There is no need for land preparation for stacking of rails.
18	Volume-3 (Employer's Requirement)	Sub Clause 8.4.1 (3) of Clause 8: Material and Workmanship: Installation, Particular Specification of ER	The Contractor shall take due cognizance of his proposed rail jointing system and the rail fastening assembly spacing in the selection of the appropriate length of long welded rail panels.	Bidder did not understand the meaning of "cognizance". Request DMRC to clarify the same.	It is a typographical error "cognizance" shall be read as "cognizance".
19	Volume-3 (Employer's Requirement)	S. No. 4 of Sub Clause 8.8.1.4.1 of Clause 8: Material and Workmanship: Installation, Particular Specification of ER	8.8.1.4: Salient Highlights of Mass Spring System Design of an approved manufacturer are as under 4. ".....Two shear keys each of dimensions 600 x 600 x 100 mm will be provided in the viaduct slab during viaduct construction.	Bidder requests DMRC to provide the drawing of shear key for better understanding.	This will be provided at the time of execution.
20	Volume-3 (Employer's Requirement)	S. No. 5 of Sub Clause 8.4.1 of Clause 8: Material and Workmanship: Installation, Particular Specification of ER	No wastage allowance shall be permitted for the various materials supplied by the Employer except for the rails. The wastage allowance for rails shall be permitted in accordance with the provisions of para 8.4.2.(4) of PS.	Bidder understands that he wastage of rail (approx. 45mm per weld) due to FBW will be considered by DMRC.	The actual rail consumed per weld shall be taken as consumption while rail welding.

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REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
21	Volume-2 (Special Conditions of Contracts)	Clause 10 of SCC	Site Data: <i>Following is added to Clause 4.9 of GCC:</i> The Geotechnical and other related data provided by the Employer are based on the investigation conducted by DMRC and are for reference purposes only. The Tenderer should satisfy himself with the data furnished and make his own investigations if required for submitting his offer. Any change in design or construction methodology later during execution on account of change of alignment / Layout Data will be the responsibility of the Contractor and no addition cost or time shall be allowed.	Any change in design and construction methodology for which the contractor is not responsible and leads to an increase in time required and increase in cost of construction, contractor is liable for increase in cost and extension of time. Requests DMRC to provide the same.	Suitable time extension will be given in such situation.
22	Volume-2 (General Conditions of Contract)	Clause 11.2.1 (a) of GCC	Mobilization Advance: (a) Mobilization advance shall be generally limited to 5% of original contract value payable in two equal instalments or as mentioned in the Special condition of contract....."	Bidder requests DMRC to increase the Mobilization advance from 5% to 10% payable in 2 equal installments. This is required to maintain the healthy cash flow and smooth execution of the project.	No change in tender conditions.
23	Volume-2 (Special Conditions of Contract)	Clause 47 of SCC	Additional Clause: Spares: The Contractor shall supply spare parts as indicated in the Bill of Quantities at intervals specified by the Employer.	No BOQ quantity is available for spare part in the BOQ of tender document. Requests DMRC to provide the same.	The spare shall only be supplied from Supply BOQ SPM-1. The same shall be paid as per BOQ rates.
24	Volume-2 (General Conditions of Contract)	Sub Clause 4.28 of GCC	Clause 4.28 of GCC: The Contractor shall confine his operations to the Site, and to any additional area which may be provided to the Contractor and agreed by the Engineer as working areas. The Contractor shall take all necessary precautions to keep his personnel and equipment within the Site and such additional areas, and to keep and prohibit them from encroaching on adjacent land.	Bidder requests DMRC to provide land free of cost till the completion of contract period, for the establishment of shed, labor camp, stores and contractor office.	It is not possible to provide land free of cost for labour camp. However land for stores and contractor office shall be provided on nominal lease basis.

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S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
25	Volume-2 (Special Conditions of Contract)	Clause 11.1.3 of SCC	Adjustment in contract price on account of inflation Cost Coefficient of Labour to the Total Cost = 0.22 Cost Coefficient of Steel to the Total Cost = 0.25 Cost Coefficient of Cement to the Total Cost = 0.15 Cost Coefficient of Fuel and Lubricant to the Total Cost = 0.05 Cost Coefficient of other Machinery and Equipment to the Total Cost = 0.18	As per bidder estimation, as this contract scope doesn't include supply of rails, turnouts and fastening, weightage of steel component will be only 10% of total cost. As bidder intention is not to gain or loss money by price variation clause, hence request to consider the following weightage for Price variation adjustment. Cost Coefficient of Labour to the Total Cost = 0.40 Cost Coefficient of Steel to the Total Cost = 0.10 Cost Coefficient of Cement to the Total Cost = 0.10 Cost Coefficient of Fuel and Lubricant to the Total Cost = 0.10 Cost Coefficient of other Machinery and Equipment to the Total Cost = 0.15 Requests DMRC to consider the same.	No change in tender conditions.
26	Volume-2 (General Conditions of Contract)	Clause 11.6 (a) of GCC	After preliminary scrutiny and certification by the Engineer, payment of 80% of the certified interim amount shall be made by the Employer within 07 days. The amount certified shall account for all deductions, including statutory deductions, recoveries for advances and any amounts due from the Contractor....."	Bidder requests DMRC to provide time required for preliminary scrutiny and certification of submitted bill.	No change in tender conditions.
27	Volume-2 (Special Conditions of Contract)	Special Condition of Contract Clause No. 50 Page No. 25	50 Safe Custody Bank Guarantee for materials to be supplied by the Employer. The contractor shall submit a safe custody Bank guarantee in the format given in schedule 8 for the materials to be supplied by the Employer to the contractor at Mumbai or Delhi for the work. The bank Guarantee shall be for an amount equal to Rupees 15.18 million (which is about 2% of the cost of the materials in terms of equivalent Indian Rupees). The said Bank guarantee will be required to be submitted within 60 days of issue of "Letter of Acceptance".	Bidder requests DMRC to allow to submit indemnity bond in place of safe custody bank guarantee.	No change in tender conditions.
28	Volume-5 (Bill of Quantity)	BOQ_805092 Bill No. BLT 1	Item No. 7 Motor Trolley Inspection by DMRC official and CMRS official on Track including cost of Fuel ,Repair & Maintenance, Shifting, Transportation of Trolley with Competent trolley operator.	Bidder requests DMRC to remove the requirement of motor trolley, as motor trolley of standard gauge is not a standard product and required to purchase for few bidders.	Motor trolley will be provided by DMRC or MMRDA for inspection.

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S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
29	Volume-3 (Employer's Requirement)	Clause 2.1 , Particular Specifications of ER	Lead Design Checker. The checking of the design of the Permanent Works shall be undertaken by a qualified and competent design consultant, experienced in the types of construction required under the terms of the Contract. The Tenderer shall submit past experience of the consultant proposed for the Lead Design Checker, which shall not be less than that stated in "Experience" below. Tenderers may propose in-house design teams, if they meet the minimum criteria stated below, to take up the role of the Lead Design Checker, or may engage external design consultants who are having requisite experience as stated in "Experience" below.	Bidder requests DMRC to clarify whether payment of Lead design checker is in the scope of track contractor or DMRC will directly pay.	Lead design checker payment will be made by the contractor.
30	Volume-3 (Employer's Requirement)	Clause 3.1.1/ Item 10210007, Particular Specifications of ER	Cable routing: Shall design suitable openings for the cable crossing accordingly. Track crossing pipes to be provided by Track contractor.	Bidder requests DMRC to provide approximate spacing of cable crossing pipes to consider in BOQ.	This will be decided after proper interface with system contractors. However it will be accommodated in the expansion gaps between two consecutive plinths. i.e. 150 mm.
31	Volume-3 (Employer's Requirement)	S. No. 2 of Clause 8.8.1.4, Particular Specifications of ER	Vibration Mitigation Measures No need of shear connectors between Plinth slab and viaduct slab: The shear connectors between the plinth slab and the viaduct slab have been done away with. There is no necessity to have any shear connectors between the plinth slab and the viaduct slab based on the explanation given in point no. 1 above. In fact the presence of shear connectors will create a sound bridge which is detrimental for the noise and vibration mitigation	Bidder requests DMRC to clarify that the removal of existing shear connectors in the MSS stretch is under whose scope.	In case it is decided to place MSS pads after noise and vibration studies, the shear connectors will be removed by Civil agency. In case the civil agency is demobilised the same shall be done by Track contractor under miscellaneous item.
32	Volume-4 (Tender Drawings)	Volume 4-2 Structural General Alignment Drawings	General	The UP & DN line Structural General Alignment Drawings are not clear. Bidder requests DMRC to provide clear pdf for working and estimation of quantity.	They are enough clear for working.

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S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
33	Volume-5 (Bill of Quantity)	Volume 5 BOQ SECTION 1 – Preamble Bill No. BLT-1 Page No. 14	Item1 (g): Rate over and above 1(a) for installation of track plinth having check rail arrangement with 33C1 rail & UIC 60 Rail with casted base plate as per DMRC approved design. Payment of concrete & reinforcement will be as in (b) & (c).	Bidder understands that the scope of supply of check rail and check rail bracket is under DMRC scope and track contractor will receive the same from MMRDA storage yard.	The Check rail and check rail bracket supply alongwith all fittings and fastenings is under DMRC scope.
34	–	Noise and Vibration Assessment	Assessment of Ground borne noise and vibrations for the complete track length along with recommendations of mitigation measures	Bidder requests DMRC to specify the number of measurement points or critical locations to assess the noise and vibration in this project.	The exact number of vibration measurements will vary and be fully determined after the exact analysis of the alignment and should be in line with RDSO guideline of September 2015. However the following number shall be considered as a guide: 20 minutes measurement-120 Nos. (minimum) 1 hr measurement-60 Nos. (minimum) 24 hr measurement-30 Nos. (minimum) Soil transmissibility- Minimum of 1 measurement every 2 km. Soil and building coupling-Minimum of 6 building types.
35	–	Noise and Vibration Assessment	Assessment of Ground borne noise and vibrations for the complete track length along with recommendations of mitigation measures	Bidder requests DMRC to specify the screening distance to consider for assessment from the track center.	The screening distance shall be minimum of 100 metres on both sides of the alignment(UP &DN Line) outer edge for the study of sensitive land area. Sensitive receivers need to be classified according to the limits given in Guidelines for Noise and Vibration, RDSO September 2015.
36	–	Noise and Vibration Assessment	General	Bidder requests DMRC to specify whether verification to be carried out during train operations post construction activity. If it is required, please specify the number of verification points for measurements.	The verification points shall be same as pre construction activity to determine noise and vibration attenuation post construction.

REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
37	—	Noise and Vibration Assessment	Monitoring and action plan during the time of construction activity	For Noise and vibration assessment for construction activity, please specify the list of activities and range/screening distance that require assessment.	List of activities shall cover the following but not limited to :- 1. Method statement for general assessment and screening procedure needs to be developed by the consultant and submitted for approval to DMRC. The method statement must include a detailed description of methodology for screening and assessment of ground borne noise & vibration including all relevant steps. 2. A record of sensitive objects needs to be submitted including at minimum the following information: building use; construction material of building structure, geometry of building, type and span width of ceilings. A template for the building record needs submitted to DMRC. 3. To study the alignment and land uses along the alignment and identifying sensitive land area (Hospital including sensitive equipment, residential building, Auditorium, old heritage buildings and schools etc) and sensitive receptors/sources that are of concern to the local project area. 4. To cover a minimum of 100 meters on both sides of the alignment (UP and DN both) outer edge for the study of sensitive land area. Sensitive receivers need to be classified according to the limits given in Guidelines for the Noise & vibration, RDSO September 2015. 5. To survey the existing Vibration levels. 6. Prediction of Future Ground Borne Vibration and Ground Borne Noise Impact Based on a spectral prediction. All elements of the prediction chain need to be represented in frequency domain, including vibration source, vibration transfer through subsoil, vibration transfer from soil to foundation and vibration transfer within buildings. 7. Develop acceptable noise, vibration and vibration noise criteria for the different receptors. This criterion will form the basis of design to judge noise, vibration

Contract: MT-09R: "Installation, Testing & Commissioning of Ballastless Track including Supply of Buffer Stop for Line-6 Mumbai Metro (S.S. Nagar to Vikhroli) (Ch. -822.508m to Ch. 14380.755m)".

REPLY TO PRE BID QUERIES

S. No.	Section No.	Clause No.	Description of Clause	Clarifications Sought/ Queries	DMRC Reply
					and vibration noise exceedances. The criteria must take into Consideration not only current and future conditions with increased population, but also where the transportation noise levels are decreasing. 8. Submission of the analysis report for noise and vibration studies, screening and general assessment. It shall include curve on General assessment of Vibrations in line with the RDSO guidelines of September 2015.
38	–	Noise and Vibration Assessment	General	Please specify the periodicity of noise monitoring during construction activities – hourly/daily/weekly/monthly.	The exact number of noise measurements will vary and be fully determined after the exact analysis of the alignment and should be in line with RDSO guideline of September 2015. However the following number shall be considered as a guide:- 20 minutes measurement-120 Nos. (minimum) 1 hr measurement-60 Nos. (minimum) 24 hr measurement-30 Nos. (minimum)