

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

PLANT AND EQUIPMENT WORKS
ICB NO. PE P-6

Response to Queries

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

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

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
262	I	99 of 172	14.2	Advance Payment	We have understood that advance payment is expected to lie between 10 and 15% of the contact price in accordance with JICA's procurement guideline, although we fully understand that the cash-flow requirement to be demonstrated by Form-FIN 3 as per 3.2(c) (iii) of Financial Criteria. However, JICA's procurement guideline does not clearly mention that more than 15% of advance payment is not acceptable. Moreover, we had a several discussion with suppliers in/outside India and received strong requests to increase the advance payment by 20% through the quotation and payment terms from suppliers which indicate advance payment with more than 20%.	In line with the note below section 4.13 JICA Procurement guideline, it is proposed to increase the Advance Payment up to 15% (in two equal instalments of 7.5% each) of the accepted Contract Amount from erstwhile 10 %. In this direction, Please refer item no-1 of Addendum nmo-7.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					<p>In addition, the non-ready-made and first-ever products in India would impose higher initial cost for designing and engineering works than that of the ready-made products. This is significant factor for Specialist/Other Manufacturers to satisfy with the technical requirements of this Project.</p> <p>We would like your good office to pay 20% of advance payment, provided that the payment timing of first half (10%) and second half (10%) will not be changed.</p>	
263	I	114 of 172	14.9 (a) No. 120 of Response to Queries No. 3 of Addendum No. 5	Payment of Retention Money	<p>We understand that the percentage of retention from each IPC is reduced from 10% to 5%, and the first half of retention money will be released at the time of the completion of the Defect Notification Period of the concerned P&E. In addition, as per No.3 of Addendum No.5, both first and second half of retention money is associated with the Defect Notification Period. We understand that the meaning of first half of retention money shall be the security for the Employer until taking over the P&E by Section.</p> <p>Therefore, we request your good office to restore the release timing of first half</p>	No Change in envisaged.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					of retention money as mentioned in PC 14.9 (a). <i>“(a) The first half of the retention money for the Section shall be paid after the issuance of the Taking Over Certificate by the Engineer for the respective Section.”</i>	
264	I	102 of 172		Table 1: Definition of Section and Time for Completion	We understand that the remote control discharge system will be installed on the ballast hopper wagon and this is a first-ever and non-ready-made product in India. We received strong request from wagon suppliers that if the remote system is included in the specification, the complete wagon required by DFCCIL will not be supplied due to the non-availability of its system as of today in India.	Due to the 'Remote control Discharge mechanism' not being a high tech item, We understand that the Specialist/Other Manufacture would have the technical capability to develop the product for DFCCIL requirement.
265	II	215 of 223	Section 9.8	Ballast Hopper Wagon with Remote Control Discharge	Therefore, we request your good office to remove the remote control discharge system from the technical requirements and specifications.	
266	II	209 of 223	9.7.1.3	Technical specification	WE ARE COMPLYING WITH THE STATED CONDITIONS. But In our case ON/OFF mechanism from channel is not required as 1st Channel itself activates the system during rolling stock movement. Very 1st channel is having activation time < 200 mili second hence	The requirement only states about the requirement of spare channel to be used, if any channel becomes defective. No Change is envisaged.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
					results can be obtained. Additional channels up to 40 (20 per rail) may be added per customer preference at an additional cost. However, these additional channels are unnecessary. In line with above we request you to kindly make changes in the specification suitably to avoid over specification and overrun of costs.	
267	II	209 of 223	9.7.1.3	Technical specification	WE ARE COMPLYING with the statement except 100% coverage of wheel circumference because standard WILD Mk-III yields first-pass coverage of not less than 95% for all types of rolling stock. We being technical suppliers we would like to bring to your kind attention that "No commercially viable WILD" in the market offers 100% wheel coverage. Therefore, in line with the above we request you to kindly modify the specifications to have viability of the system for OEMs'.	There are other technologies for sensing like Accelerometer type which covers 100% coverage of the wheel. The technology is easy to install and maintain. The technology is under implementation over Indian Railways.
268	II	210 of 223	9.7.1.4.3	Technical specification	WE ARE COMPLYING with the statement except that the coverage desired can be obtained by variable sleeper spacing only in WILD instrumented zone. Please confirm that the variable spacing will be allowed? if Yes whose scope it will be Track Contractor of DFC or the supplier for WILD?	Variable sleeper spacing is neither contemplated nor will be acceptable.

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
269	II	210 of 223	9.7.1.5	Technical specification	WE ARE COMPLYING for optimal results (minimum guaranteed accuracy of 99%), our equipment's prerequisite is a speed of 40 kmph or above. We request DFC to include and modify the specifications accordingly.	No Change is contemplated
270	II	210 of 223	9.7.1.10	Technical specification	Yes, We do Understand the statement and only Standard 32 Channel (16 per rail) WILD Mk-III yields first-pass coverage of not less than 95% for all types of rolling stock. In our opinion the specification shall be modified as no Additional channels up to 40 (20 per rail) shall be removed to avoid overspending of over-specifications.	No Change is contemplated
271	II	211 of 223	9.7.1.12	Technical specification	Shall comply with <u>detection</u> criteria for any mechanical defect that causes High Impact Load. However, there is no commercially viable force-based wheel impact load detector offered by any reputable vendor that can <u>identify</u> the type of wheel defect that will cause a High Impact Load, regardless of sensor used (strain gauge, load cell, accelerometer, etc.) or combination thereof. We request you to modify the specification for having a viable solution available in the market.	Refer Sl. No. 47 of Addendum No. 1

No.	Vol. No.	Page No.	Clause No.	Title	Questions/Requirement	DFCCIL Clarifications
272	II	206 of 223	9.7.23	Technical specification	Salient WILD is always on (tag reader radiates only when train on site) for continuous zero adjustment for each circuit due to temperature and other environmental effects. Our system does not need to be turned on and off during the passage of each train. We request you to please modify the specification and remove the on/off requirement from the specification.	This shall be finalized during design review stage.