

Dedicated Freight Corridor Corporation of India Limited

(A Government of India Enterprise)

Addendum No. 8 dated 12-09-2018

Addendum/Amendments to the Bidding Documents 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

PLANT AND EQUIPMENT WORKS
PACKAGE – 6

Ref.: ICB NO. PE P-6

The deletion from the earlier text of the Bid Document are indicated as strikethroughs and additions are underlined, unless specified otherwise in any of the addendum.

Sl. No.	Vol	Section	Page No.	Clause/ Para No.	Item	Proposed amendments in the Bidding Documents
1	II	8	7/223	3.4.3		Modify sub-clause 3.4.3 as under: Documents describing in detail, the various schedules required for upkeep and maintenance of P & E from the time of issue of the Taking-Over Certificate till the first major overhaul, listing the spares and consumables required for each maintenance schedule. This shall be submitted along with the Bid and to be finalized during design approval stage.
2	II	8	9/223	4.7		Modify sub-clause 4.7 as under: A list of the International standards and codes such as IS, EN, UIC, IEC, BS, UL, etc. followed during procurement of material, different stages of manufacturing, procurement of assembly/sub-assembly, testing for each of P&E to demonstrate that the product will comply with the Employer's requirement shall be <u>provided</u> submitted , <u>as required</u> , during a design approval stage. The Contractor shall provide <u>one</u> two copies of each of the Standards <u>considered relevant</u> during the design approval stage to the Engineer.

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3	II	8	10/223	5	RAMS	<p>Modify clause 5 as under:</p> <p>Besides complying with RAMS standards and procedure for compliance as detailed in Appendix No. 1 on Reliability, Availability, Maintainability and Safety (RAMS) <u>or any of the RAMS standard followed by the Specialist/Other Manufacturer</u>, the Employer is also looking for the following design features for a long-term benefit. The features are as follows:</p>
4	II	8	42/223	1.1	Appendix No. 5	<p>Supplement sub-clause 1.1 as under:</p> <p><u>However, the provisions of Appendix 5 and 6 are provisional and can be modified on the request of the Contractor during the initial meeting of the design approval stage subject to approval of the Engineer</u></p>
5	II	8	15/223	13.2		<p>Replace 13.2(a) and 13.2 (c) as under:</p> <p>a. If an assembly/sub-assembly is being procured by the Specialist/Other manufacture from its approved vendor as per its Quality Manual for the last three years;</p> <p>b. if a design is already working over Indian Railway for the minimum three years from the Bid Due Date subject to submittal of documentary evidence to support the claim and speed certificate (if applicable); and</p> <p>c. if a design exists and in use over any world Railways for the minimum three years from the Bid Due Date subject to submittal of documentary evidence to support the claim.</p>
6	I	2	52/172	5.6(a)	Check of unbalanced Bid	<p>Modify the sub-clause as under:</p> <p>If the Bid of the successful <u>successful</u> Bidders is seriously unbalanced or different comparing with the Employer's cost estimate, the Employer may require the Bidder to provide clarification, including detailed price analysis, for any or all items of the Price Schedule <u>P&E</u> to demonstrate the consistency with documentary evidence of the prevailing or last contractual rates the</p>

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						Specialist Manufacturer or the Bidder has adopted, for the similar machine offered in the submittal to Railways/Metro/Infrastructure Project in India.
7	I	2	45/172	Note 3		<p>Supplement Note 3 as under:</p> <p><u>The numbers of P&E supplied during the Calendar/Financial year of the Bid Due Date shall be counted but not mandatory for counting the number of years.</u></p>
8	I	2	42/172	Sub-factor Sl. No. 7	Column Requirement of Factor 3.2(e)	<p>Experience in design, manufacturing, supply and commissioning of the following Key Machines:</p> <ol style="list-style-type: none"> 1) Manufacture & Supply of minimum 10 nos. of Continuous Tamping Machine with integrated dynamic stabilizer during last <u>seven three (37)</u> years (Calendar/Financial) (For 4.1 of Schedule 3 of Section 6) 2) Manufacture & Supply of minimum 10 nos. of Ballast Regulating Machine (with hopper) during last <u>seven three (73)</u> years (Calendar/Financial) (For 4.2 of Schedule 3 of Section 6) 3) Manufacture & Supply of minimum 05 nos. of <u>Ballast or/and</u> Shoulder Ballast Cleaning Machine during last <u>seven three (73)</u> years (Calendar/Financial) (For 4.3 of Schedule 3 of Section 6) 4) Manufacture & Supply of minimum 10 nos. of Points & Crossing Tamping Machine during last <u>seven three (73)</u> years (Calendar/Financial) (For 4.4 of Schedule 3 of Section 6) 5) Manufacture & Supply of minimum 10 nos. of Dynamic Stabilizer during last <u>seven three (73)</u> years (Calendar/Financial) (For 4.5 of Schedule 3 of Section 6) 6) Manufacture & Supply of minimum 10 nos. of Duomatic Two Sleepers Continuous Tamping Machine during last <u>seven three (73)</u> years (Calendar/Financial) (For 4.6 of Schedule 3 of Section 6) 7) Manufacture & Supply of minimum 05 nos. <u>of 48/72 (forty-eight/seventy-two)</u> stones Mobile Rail Grinding Machine out of which 2 (two) numbers shall be 72 (seventy-two) stones during last <u>seven three (73)</u> years (Calendar/Financial) (For 4.7 of Schedule 3 of Section 6)

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						<p>8) Manufacture & Supply of minimum 03 (three) nos. of self-propelled Track cum OHE Measurement and Recording Car to any Electrified Section of any Railway during last five seven (57) years (Calendar/Financial) (For 4.8, 4.9 & 4.10 of Schedule 3 of Section 6)</p> <p>9) Manufacture & Supply of minimum 03 (three) nos. of self-propelled OHE Monitoring & Recording Car to any Electrified Section of any Railway during last five seven (57) years (Calendar/Financial). (For 4.9 of Schedule 3 of Section 6)</p> <p>10) Manufacture & Supply of minimum 25 nos. of rail bound self-propelled 4/8-wheeler tower wagon <u>or AC/DC/AC-DC EMUs/MEMUs/DEMUs or Locomotive(diesel/electric) or self-propelled</u> for maintenance of OHE during last seven five (75) years (Calendar/Financial). (For 4.11, 4.12 & 4.13 of Schedule 3 of Section 6)</p> <p>11) Manufacture & Supply of minimum 25 nos. of Rail cum Road vehicle for maintenance of OHE during last five seven (57) years (Calendar/Financial) (For 4.18 of Schedule 3 of Section 6)</p> <p>14) Manufacture & Supply of minimum 3 nos. of OHE Rehabilitation/Renewal Equipment during last seven five (75) years (Calendar/Financial) (For 4.21 of Schedule 3 of Section 6)</p>

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9	II	8	15/223	13.1	Inspection, Testing and Commissioning	<p>Modify sub-clause 13.1 as under:</p> <p>The Contractor shall submit a ITP to the Employer/Engineer along with the design submittal for approval. The ITP shall include the scheduled dimensions and permissible tolerance, standards for consistency, repeatability, accuracy, calibration parameters in measurements, etc. The ITP shall demonstrate the compliance of the Employer's Requirement and approved design in complete, measurement of dimensions, weight, power pack capacity, fuel efficiency, productivity, redundancy, quality assurance plan, tools and spares as part of the P&E etc. The ITP proforma for inspection and testing shall be submitted during the design approval stage for the following stages of inspection. <u>For P&E which are under regular procurement of Indian Railways, RDSO approved Inspection and Testing Protocol, if available, the same may also be submitted to accelerate the approval process of ITP.</u> The inspection shall only start after the ITP is approved by the Employer/Engineer.</p>
10	II	8	8/223	4.2	Codes, Standards and Specification	<p>Modify sub-clause 4.2 as under:</p> <p>IEC 61508 - Functional Safety of Electrical/Electronic/Programmable Electronic Safety-related Systems <u>or EN 14033-5 Railway application, track, rail bound construction and maintenance vehicle and EN 13849 Part 1 Safety of machinery-safety related parts of control system – Part I General Principle for design.</u> The Contractor shall submit the Safety Integration Level followed in the design of the P&E where applicable. All systems shall generally be fail safe</p>
11	II	8	8/223	4.3	Codes, Standards and Specification	<p>Modify sub-clause 4.3 as under:</p> <p>The reliability of electronic components shall conform to IEC 61709 - Electric components - <u>Reliability or EN 14033-3 Railway application, track, rail bound construction and maintenance vehicle/ EN 13849 Part 1 Safety of machinery-safety related parts of control system – Part I General Principle for design.</u> Reference conditions for failure rates and stress models for conversion</p>

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12	II	9.3	110/223	3.9(a)	High Tensile and Corrosion Resistant Car Body	<u>Modify sub-clause 3.9 (a) as under:</u> The Car body structure, including sheathing shall be constructed of lightweight, high tensile corrosion resistance steel similar to IRS M-41 <u>or as per any other international standard and proven design</u> for similar item with thickness chosen to avoid any wavy/undulating/bulges in the external paneling and giving a smooth finish.
13	II	9.3	110/223	3.12(b)	High Tensile and Corrosion Resistant Car Body	Modify sub-clause 3.12 (b) as under: The Car body, and any equipment mounted on, beneath, or within shall be designed to withstand the fatigue loads that the car body structure will encounter in service during its design life. The fatigue life assessment of body structure shall be carried out using proven standard techniques and shall be submitted during a design approval stage. <u>However, manufactures who are supplying TRC/ORC on a regular basis during the last 5 years with records showing supply to minimum (two) 2 world railways and submittal of static stress calculation in accordance with EN 14033/EN12633 is also acceptable.</u>
14	II	9.3 9.3.3	113/223 143/223	3.19(h) 6	Driving Cabs	Modify sub-clause 3.19(h) as under: Full width single <u>or double</u> piece, Stone proof lookout glass with Sun Screen shall be provided at the end wall of each Driver's compartment and these shall be glazed, clear, colorless polycarbonate with operating parameters equivalent to ICF Specification No. ICF/MD/SPEC-159 (latest revision) <u>or any other equivalent international standard.</u> Modify clause 6 as under The lookout window at driver's desk shall be wide and large, single <u>or double</u> piece covering the maximum front area so that the inspecting officials had a wide-angle view of the infrastructural assets.

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15	II	9.3	114/223	3.20(e)	Staff Cabin	<p>Modify sub-clause 3.20(e) as under: Staff Cabins: One air-conditioned cabin with four cushioned berths equivalent to IA configuration shall be provided. The Cabins shall have separate entry and have windows on one side. In addition, three <u>at least two</u> folding berths shall be provided at a suitable location without a separate cabin.</p>
16	II	9.3 9.3.3 9.4.1 9.4.2	114/223 143/223 151/223 161/223	3.20(f) 3(c) 1.4 10(c)	Staff Cabin Bio-toilet	<p>Modify sub-clause 3.20(f) as under: Lavatory: Two number of Western Style WC, bio toilet <u>(or any other eco-friendly proven design with no night soil dropping on to the track e.g. incinerating toilets</u> with separate overhead Tank, with standard and aesthetic wash room fittings shall be provided. The WC shall be provided with an exhaust Fan and hot water geyser. The flooring in lavatories shall be provided with stainless steel or ceramic tiles.</p> <p>Insert the following after ‘WC bio-toilet’ in the first line of sub-clause 3(c) as under: <u>(or any other eco-friendly proven design with no night soil dropping on to the track e.g. incinerating toilets)</u></p> <p>Insert the following after ‘Bio-WC’ in the first line of sub-clause 1.4 as under: <u>(or any other eco-friendly proven design with no night soil dropping on to the track e.g. incinerating toilets)</u></p> <p>Insert the following after ‘Bio-toilet’ in sub-clause 10(c) as under: <u>(or any other eco-friendly proven design with no night soil dropping on to the track e.g. incinerating toilets)</u></p>

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17	II	9.3 9.3.3	114/223 143/223	3.20(h)3 (d)		<p>Modify sub-clause 3.20(h) as under:</p> <p>Kitchenette: A kitchenette shall be provided with exhaust fan on one of the windows. Windows for cross ventilation shall also be provided. Kitchenette shall be provided with cooking range <u>with electric hobs or</u>, LPG cylinder, a refrigerator, microwave oven, cooking utensils and complete dinner set. Details shall be finalized during design stage. Cooking range with LPG cylinder need not be provided in vehicle other than inspection carriage.</p> <p>Modify sub-clause 3 (d) as under:</p> <p>One number kitchen and store room. Kitchen shall be provided with LPG <u>cooking range or electric hob</u>, micro-wave oven, cooking utensils, dinner set for 12 officials and all related items, RO for drinking water supply etc. Stores shall have linen, blankets, towels, pillows, etc.</p>
18	II	9.3	115/223	4.4	Exterior Noise Levels	Replace 80 dB by 85 dB in the last line of sub-clause 4.4 (b)
19	II	9.3	116/223	5.2	Fire Performance	<p>Modify sub-clause 5.2 as under</p> <p>All non-metallic and furnishing materials such as artificial leather seat covering, flooring material, GFRP paneling, cushioning material, etc. <u>as used</u> shall satisfy the requirements of resistance to the spread of flame and deterioration in visibility due to smoke etc. as per UIC 564-2 OR Class A or <u>EN 45545 Superior or any other equivalent</u> International Standards.</p>

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20	II	9.3	116/223	5.4(c)	Interior Finish and Furnishing	<p><u>Modify sub-clause 5.2 as under</u></p> <p>All interior panels shall be of glass fiber reinforced panels GFRP. All internal GFRP surfaces shall have solid surface top (paint less) and be smooth finished. <u>Alternate material is acceptable subject to submission of documentary evidence of its suitability, sustainability and proven record of supply to at least two world Railways.</u> The panels shall be resistant to water and aggressive cleaning chemicals for graffiti removal, high temperatures, UV-light and radiant heat. The panels shall be resistant against kicks, punches and scratching. No cracks shall occur.</p>
21	II	9.3	117/223	5.4(j)	Interior Finish and Furnishing	<p><u>Modify sub-clause 5.4(j) as under</u></p> <p>The car manufacturer before undertaking manufacture should make 3-D model drawings on Uni-graphics, CAD software version NX 4 and submit them <u>as soft (pdf or other format) or hard copy</u> for approval of the interior-furnishing scheme at design approval stage.</p>
22	II	9.3	118/223	5.10 5.11		<p><u>Delete sub-clause 5.10 and change the numbering of sub-clause 5.11 to 5.10 and thereafter accordingly</u></p> <p><u>Modify sub-clause 5.10 as under:</u></p> <p>The prototype test result not be more than 3 years old and having same mechanical structure with squeeze load shall be required with strain gauze stress analysis under tare and loaded condition shall be submitted during design approval stage. <u>However, in the case the Contractor offers the design similar to the proven supply record as stated in 3.2(e) Experience Section 2 of Vol I and in accordance with sub-clause 3.12(b) of Section 9.3 and 13.2 of Section 8, the requirement of squeeze load test may be dispensed with.</u></p>
23	II	9.3	126/223	8.4(b)		<p>Replace 80 millimeters by 115 millimeters.</p>

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24	II	9.3.1	128/223	9.4(a)		<p>Insert at the end of sub-clause 9.4(a) as under:</p> <p><u>Alternative designs of integrating the image of the obstacle with track location is also acceptable and the system of recording to be finalized during design approval stage.</u></p>
25	II	9.3.1	129/223	9.6(d)		<p>Modify sub-clause 9.6(d) as under: Minimum System Performance required at maximum speed of <u>100</u> 120 Kmph</p> <ul style="list-style-type: none"> i. Track Inspection Longitudinal Sample Step 1 mm or less ii. Rail Inspection Longitudinal Sample Step <u>1.0</u> 0.5 mm or less iii. Track measurement longitudinal Sample Step 5 mm or less
26	II	9.3.1	129/223	9.6(e)		<p>Modify sub-clause 9.6(e) as under</p> <p>Rails (i): <u>Lateral</u> Linear Defect Fastenings (ii): Loose, rRotation or deformed and measurement of proper tightening Ballast and Others (v): Excess of mud/dry mud</p>
27	II	9.3.1	128/223	9.2(h)		<p>Replace the sub-clause 9.2(h) as under: The accuracy of wear in terms of repeatability and reproducibility shall be measured in terms of SD of sample to sample variation for a block of 200 m and the 95 percentile values shall be within the limits given below</p> <ul style="list-style-type: none"> i. Lateral wear (Horizontal gauge side wear) 0.3 mm ii. Vertical wear 0.4 mm iii. 45° internal rail profile wear 0.4 mm iv. Rail roll over $\pm 0.5^0$

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28	II	9.3.1	129/223	9.7		<p><u>Replace one sentence of the sub-clause 9.7 below (vi) as under:</u></p> <p>The Switch Geometry Parameters reproductivity shall be: Resolution ≤0.13 mm and 95% reproducibility ±1 mm</p>
29	II	9.3.2	141/223	8	Installation, Commissioning and Trial	<p><u>Modify the clause 8 as under:</u></p> <p><u>The Employer in coordination with IR shall arrange the Locomotive for installation and trial of RMITIS. The manufacturer shall be responsible to install, commission and carry out trials of the RMITIS on the line to the satisfaction of the Engineer. The Contractor shall arrange for necessary modifications in the software during trial for meaningful evaluation of the measurements. The delay in installation, commissioning and acceptance due to non-availability of locomotive shall not delay the issue of Taking Over Certificate of the ORC on this ground. However, the Contractor shall ensure installation and commissioning at any time during the Defect Notification Period of the ORC subject to availability of the locomotive for the said purpose.</u></p>
30	II	8	24/223	19.3	Defect Notification Period	<p><u>Insert sub-clause 19.3 as under:</u></p> <p>The location for Maintenance and other services related to DNP shall be as decided by the Engineer considering the urgency, nature of maintenance involved, availability of facilities at the place of failure and feasibility of movement of the P&E to Saradhana. In any case, the decision of Engineer in this regard shall be final.</p>

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31	II	8	27/223	25.2	Sanction of Vehicle for working over DFCCIL network	<p><u>Replace sub-clause 25.2 as under:</u></p> <p>a. The Maximum permissible speed of 100 Kmph or above of rail base P&E over DFCCIL network shall be certified by conducting oscillation test by an Independent Agency/Accessor and/or RDSO to be engaged by the Employer at his cost. The oscillation test shall be done at 110% of the maximum permissible speed.</p> <p>b. The acceptance criteria shall be finalized and approved by Employer during design approval stage based on the UIC 518 or RDSO.</p> <p>c. In case, RDSO speed certification for the maximum permissible speed of the vehicle, and Contractor offering the same design and suspension system, is made available and submitted along with test results, the Engineer may consider waving off of the need of repeat of fresh oscillation test subject the consent of Independent Accessor/RDSO.</p> <p>d. The Employer, on finding the test results as per the criteria fianlised and based on the acceptance report of the Independent Accessor or RDSO, shall issue Provisional Sanction of the vehicle for running over DFCCIL network, issue of Taking Over Certificate and the Contractor to claim its payment.</p> <p>e. The Employer shall approach Commissioner of Railway Safety (CRS) and Ministry of Railway for the Sanction of the Vehicle over DFCCIL network.</p> <p>f. In case, any non-conformity is observed in the test results by Independent Accessor/RDSO, the Contractor shall arrange rectification of the defects of the P&E immediately.</p>

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						<p>g. In case, the Contractor desires to depute its representative to accompany tests to be done by RDSO/Independent Accessor, it will be permitted.</p> <p>h. Employer shall ensure that the Dynamic test of the vehicle is done within 28 days of the commissioning of the vehicle at Site, if there is a delay on part of the Employer, the Engineer shall proceed with Field Acceptance Test at the provisional speed to be decided based on static simulation and the speed for which the Provisional Speed Certificate is issued by the Employer. On acceptance of the vehicle except dynamic test, the Engineer shall issue the Taking Over Certificate with the condition that if any observation is given by RDSO/Independent accessor during dynamic test, the same shall be repaired during the pendency of the Defect Notification Period of the last supply relating to that P&E.</p>
32	II	9.4.3	163/223	4.2		<p><u>Insert sub-clause 4.2.1 as under:</u></p> <p>In case any other design of the Bridge Inspection Crane of other makes (similar to Palfinger PA 19001) is proposed at the Bid Stage, which substantially meet the requirement of Bridge Inspection of WDFC and meeting the following minimum requirement shall also be acceptable.</p> <ol style="list-style-type: none"> 1. Maximum Horizontal outreach = +18 m/-11.5 m 2. Maximum working height and depth: + 23.0 m/(-)14.0 m 3. Maximum weight in the basket: 280 Kg 4. Slewing angle: 450 degree

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33	II	9.6	196/223	Clause 3 and 4		<p><u>Modify clause 3 and 4 as under:</u></p> <p>3. The vehicle shall be all-wheel minimum four (4) wheels drive (2 front wheel) drive systems, manual control of the gear box for forward and reverse motion. It should be fitted with a suitable gear arrangement to drive on bad and bumpy road conditions.</p> <p>4. The make of the road vehicle shall preferably be any one of MAN, Renault, Volvo <u>or any other reputed Indian brand</u> and minimum 4-wheel drive (two front wheel) all-wheel drive for easy negotiation over uneven surface</p>
34	II	8	8/223	Clause 4.6	Codes, Standards and Specifications	<p><u>Modify the second line of the sub-clause 4.6 by adding “or” between NEMA and IEC 60529.</u></p>
35	I	3	69/172		Form Joint Venture/Consortium Agreement	<p><u>Modify 6th paragraph of the JV/Consortium Agreement as under:</u></p> <p>The <u>Dedicated Freight Corridor Corporation of India Ltd (DFCCIL)</u> President of India acting through Executive Director, Electrical Engineering (Development), Ministry of Railways (MOR), Railway Board, Govt. of India [hereinafter referred to as “Employer”] has invited bids for _____ “[Insert name of Contract]”</p>

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36	I	7	172/172	Form	Form of Insurance Requirement	<p>Modify the Table affixed with para (A) of the Form as under:</p> <table border="1"> <thead> <tr> <th>Amount (in currency (ies))</th> <th>Deductible limits ((in currency (ies))</th> <th>Parties insured (names)</th> <th>From (Date) (Place)</th> <th>To (Date) (Place)</th> </tr> </thead> <tbody> <tr> <td>Full replacement cost (INR)</td> <td>INR 2 (two) million</td> <td>Contractor and Employer</td> <td>Commencement Date On receipt of P&E at Site</td> <td>Issue of Taking Over Certificate</td> </tr> </tbody> </table>	Amount (in currency (ies))	Deductible limits ((in currency (ies))	Parties insured (names)	From (Date) (Place)	To (Date) (Place)	Full replacement cost (INR)	INR 2 (two) million	Contractor and Employer	Commencement Date On receipt of P&E at Site	Issue of Taking Over Certificate
	Amount (in currency (ies))	Deductible limits ((in currency (ies))	Parties insured (names)	From (Date) (Place)	To (Date) (Place)											
	Full replacement cost (INR)	INR 2 (two) million	Contractor and Employer	Commencement Date On receipt of P&E at Site	Issue of Taking Over Certificate											
	I	5	100/172	ATB 18.1(a)	Evidence of Insurance	<p>Replace the ATB sub Clause 18.1(a) with the text , as under;</p> <p>“ along with proof of dispatch, both in case of imported P&E and indigenously manufactured P&E”</p>										
I	5	100/172	18.1(b)	Pertaining to sub Clause 3.(a) of schedule-4: Payment	<p>Replace the existing ATB Sub Clause 18.1(b) as under:</p> <p>“Documentary evidence of the Insurance cover of respective P&E along with the supply of P&E at Site as per Table-1 : Definition of sections and Time for Completion (at Page no-101-102/172)”</p>											
I	6	Page 2 of 9 of Addendum no-2	Item no-3.(a) of Addendum no-2 dated 09-04-2018	Schedule (at Page 132/172)	<p>In the fifth line of sub Para 3.(a) of Addendum no-2 dated 09-04-2018, Insert the following text after the Text “proof of insurance” ;</p> <p>“for high sea and inland transport in India”</p>											