

MUMBAI METRO RAIL CORPORATION LIMITED

Mumbai Metro Line-3 Project

IFB No: MM3-CBS-DEQ-9-03B

Design, Manufacture, Supply, Installation, Testing & Commissioning of Catenary Maintenance Vehicle

Response to Bidders' Queries (SET-1)

Sr. No.	Type of Query (Technical, Contractual, Financial)	Part No. & Section No.	Clause No.	Page No.	Bid Document Clause Description	Bidder's Query /Clarification	MMRC Response	Remarks
6	Contractual	Part -2 Employer's Requirements, Section VI-A, General Specifications, Chapter 2	Clause 2.1.1	141	1 The Contractor shall prepare a programme, using CPM scheduling software Primavera Project Planner (P6) programme or MS Project of the latest version, which shall reflect the detailed planning undertaken for satisfactory completion of the Project. The targeted planning shall be realistic and achievable. 2. Planning, Program and Progress Monitoring	It may be noted that every firm has their own project management system. We request your good selves to kindly remove this clause from the tender and enable the tenderers to use their contract management system.	The Works program to be submitted shall detail the various stages and activities and their starting and ending times. This is necessary to know the planning and progress of the work. The Bidding Documents Conditions prevail.	
7	Contractual	Part -2 Employer's Requirements, Section VI-A, General Specifications, Chapter 2	Clause 2.3.1	141	Employer is implementing an Enterprise-wide cloud-based IT project titled "Integrated Project Management Platform". The IT project envisages following application stack	Considering the time taken during the training of these software and other complication which may arise we request you to kindly allow submission of documents through Email.	All contractors are required to follow the Integrated Project management Platform. The Bidding Documents Conditions prevail.	
8	Contractual	Part -2 Employer's Requirements, Section VI-A, General Specifications, Part 2, Chapter 3	Clause 3.1.1	144	Phase 1 plans shall cover 'Interface Management Plan', and Design submissions.	Delay damages caused due to finalization of Interface Management Plan may be clarified as it will involve other contractors also.	Interface Management Plan is one of the activities to be completed by the Contractor. Any delay on the part of the Contractor resulting in delay in the commissioning of CMV is liable to a penalty as specified in Appendix 1, Section VI-A, General Specifications, Part 2 of the RFP. The Bidding Documents Conditions prevail.	
9	Contractual	Part -2 Employer's Requirements, Section VI-A, General Specifications, Chapter 3	Clause 3.4.1	145	The Contractor shall prepare the Procurement plan detailing the list of items procured/ outsourced with their lead times and the procedure for procuring all these items in compliance to Quality standards and operational requirements meeting the Contractual obligations.	Since procurement, Design and manufacturing will be the sole responsibility of the contractor. Submission of procurement plan may be removed from the tender	Submission of all plans is mandatory. The Bidding Documents Conditions prevail.	
10	Contractual	Part -2 Employer's Requirements Section VI-A, General Specifications, Chapter 3	Clause 3.4.4	146	The Contractor shall prepare Delivery plan giving details of delivery methodology complying with the employer's requirements.	Delivery will be done as the key dates as stated in the contract. Submission of delivery plan may be waived off for indigenous supplier.	Delivery Plan shall indicate how the delivery shall be made. It is a mandatory requirement The Bidding Documents Conditions prevail.	
11	Technical	Part -2 Employer's Requirements, Section VI-A, General Specifications, Chapter 3	Clause 3.4.8 (a)	147	The EMC / EMI Control Plan shall describe the means of control for the design process and EMC submissions to be supplied to demonstrate that the CMV is compatible for electromagnetic compatibility and interference with currently accepted international practices and Employer's Specifications.	Since CMV is a maintenance vehicle and will be used for the maintenance of OHE. There will be no Electromagnetic field as the block will be taken for maintenance work. Your good selves are requested to kindly remove this clause from the tender	This is required to be finalized by the Contractor with the Interfacing Contractors. The Bidding Documents Conditions prevail.	
12	Technical	Part -2 Employer's Requirements, Section VI-A, General Specifications, Part 2 Chapter 3	Clause 3.7.1	148	The Contractor shall implement a RAM Plan and RAM report in accordance with the Employer's Requirements, Section VI-A, General Specifications and Section VI-B, Technical Specifications, Part 2, and EN 50126.	The vehicle will be manufactured in accordance to RDSO approved guideline and material will also be RDSO approved. Given the comprehensive nature of the RDSO approval process, it inherently covers all aspects of RAMS, including Reliability, Availability, Maintainability, and Safety. RDSO's expertise and authority supersede the need for additional RAMS documentation or compliance with external standards for the design of CMVs. The extensive evaluation conducted by RDSO ensures that the design already meets the necessary RAMS criteria, making it unnecessary to seek further RAMS-related activities or certifications	RAM Plan and RAM report shall be required to be submitted to provide assurance of the Reliability, Availability and Maintainability of the Vehicle. The Bidding Documents Conditions prevail.	

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13	Contractual	Part -2 Employer's Requirements, Section VI-A, General Specifications, Chapter 4	Clause 4.4	150	The Lead Interfacing Contractors are responsible for, but not limited to, the following, a) Preparing the Interface Management Plan and subsequent procedures, b) Preparing their Interface Sheets (IS), Interface Specification Forms (ISF) and Confirmation Co ordination Forms (CCF) and issuing same to the relevant Interface Contractors and PM, c) Co-ordinating with the relevant Interface Contractors to establish coordinated Combined Services Drawings (CSD) & Structural, Electrical and Mechanical (SEM) Drawings, d) Updating the IS from time to time and submitting the same to the PM for review.	Delay damages caused due to this may be on the prime interface contractor.	Delays only on the part of the Contractor resulting in delay in commissioning of vehicle shall be subject to levy of liquidated charges. The Bidding Documents Conditions prevail.	
14	Technical	Part -2 Employer's Requirements Section VI-A, General Specifications, Chapter 5	5.1.7	154	In the event that a statutory body (e.g., Government of India, Ministry of Railways; Research, Design, Standards Organization (RDSO); Commissioner of Metro Railway Safety, etc.) requires design information in a particular format, it shall be incumbent upon the Contractor to provide the same, as directed by the Project Manager.	Since, MMRC will take necessary action for certification of CMV from RDSO and we complied to provide all necessary documents for CMRS & RDSO approval. So, as per our ongoing projects in India Metro Sector for eg. "DMRC – they share us their RDSO requirements", similar we ask MMRC to share us their RDSO Particular format and requirements.	As this activity is required to be done after completion of manufacturing of the vehicle, the information as required shall be called for from the Contractor as needed at that stage. The Bidding Documents Conditions prevail.	
15	Contractual	Part -2 Employer's Requirements, Section VI-A, General Specifications, Part 2, Chapter 13	Clause 13.1.5	171	The Contractor shall identify principal source suppliers that can supply the proprietary Spares. For non proprietary items, the Contractor shall submit the list of alternate/ second source of suppliers during design stage.	The suppliers of spares may vary from time to time and the circumstance will be beyond of control of the contractor. Considering this the clause may be removed.	The Contractor shall submit the information as prevalent at the time of contract execution and later revise the information in case of change. The Bidding Documents Conditions prevail.	
16	Contractual	Part -2 Employer's Requirements, Section VI-A, General Specifications, Part 2 Chapter 14	Clause 14.3.3	174	The Contractor shall provide all necessary protective clothing, safety equipment, hand tools, ladders, trestles, power supply, and replacement equipment for the staff engaged on Site.	This clause may be more clarified as there will be the staff of other contractors also	All personal protective equipment (PPEs), viz, helmets, safety shoes and reflective jackets and any other aitem as considered necessary for safety at work shall be supplied by the Contractor to the Contractor's staff while working at Site. The Bidding Documents Conditions prevail.	
17	Contractual	Part -2 Employer's Requirements Section VI-A- General Specifications	APPENDIX 1	178	KD-1 : 70 days KD-2: 112 days KD-3: 336 days KD-4: 392 days KD-5: 420 days	KD-1 : 90 days KD-2: 240 days KD-3: 540 days KD-4: 600 days KD-5: 660 days	Please refer Addendum No. 2, Sr No 1	
18	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	1.11	210	Functional Guarantees- Reliability, Availability, Maintainability	The requirement of many functional parameters are diverse in nature. RAMS may be most applicable for passenger Rolling stock, which are required to run in revenue service continuously for passenger convenience and thus have to cover long running distances in a day whereas CMV is maintenance vehicle, whose working requirement is different from that of a passenger vehicle. A CMV is required to run at very low speed/standstill for maintenance & repair work during the restricted time of sanctioned Power block which are of small track length, We have supplied CMV's to various metro's without RAMS and are running sucessfully. Hence, you are kindly requested to exempt CMV from RAMS requirements.	The Reliability criteria requires at least 96% availability of CMV. This is considered necessary for timely availability of the maintenance vehicle.	
19	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	2.3 (m)	212	The Contractor shall submit RAMS Plan in accordance with Clause 3.7, Chapter 3, Section VI-A, Part 2.		RAMS plan requires reliability to be established with data and the reliability of its safety features of the equipment to be indicated. Both the above requirements are mandatory. The Bidding Documents Conditions prevail.	



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20	Technical	Part -2 Employer's Requirements, Section VI-B, General Specifications,	2.2 (d)	211	The vehicle shall be powered by adequately rated water-cooled diesel engine to meet all requirements for its operation.	Diesel railway vehicles have several harmful and extremely serious effects while operating in 100% closed tunnels like Mumbai Metro Line 3 "Mumbai Metro Rail Corporation Limited". 1. *Air Quality:* Diesel engines emit pollutants such as particulate matter (PM), nitrogen oxides (NOx), and carbon monoxide (CO). In a confined space like a tunnel, these emissions can lead to poor air quality, potentially causing health problems for passengers and tunnel workers.	The Bidding Documents Conditions prevail.	
21	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	2.3	211	Clause No. 2.3 "Scope of Work of CMV".	In similar project at NCRTC after getting LOA - contractor has asked NCRTC to provide Bogie. Is MMRCL is supplying the Bogie to the CMV contractor.	Bogies, as a part of the CMV, are to be supplied by the Contractor. The Bidding Documents Conditions prevail.	
22	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	2.3 (k)	212	The Contractor shall associate in the installation of Mobile Train Radio Equipment on board as per the details given in this Specifications (Clause No. 3.20) and in interface with STPT (Signalling & Telecom) Contractor.	Mobile Train Radio Equipment to be free supply from MMRC	All free supply items are listed in Clause 3.20 (b). The Bidding Documents Conditions prevail.	
23	Contractual	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	2.3(p)	212	The Contractor shall carryout maintenance of CMV during DLP of 24 months.	The defect liability period shall be 24 months from date of dispatch or 18 months from date of commssinoning , whichever is earlier. Due to delay in construction, depot setup and unavoidale circumstance. Hence the clause may be review.	The Bidding Documents Conditions prevail.	
24	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.1.1 (f)	213	Maximum height of CMV (With panto, platform in lowered condition) 3845mm	Maximum height of CMV (With Panto, platform in lowered condition) will be 3800 mm and one no. CMV order for MML3 under execution is with Maximum height of 3800 mm. Hence request to consider the same. The clause may please be reviewed and change it accordingly.	The height of CMV (With panto, platform in lowered condition) shall not be more than 3845 mm. The Bidding Documents Conditions prevail.	
25	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.1 (f)	213	Maximum height of CMV (With panto, platform in lowered condition) 3845 mm	3850 mm height is too low as this will leave very little headroom inside the cabin due to pantograph installed on the roof.	The Bidding Documents Conditions prevail.	
26	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.1 (j)	213	Pay load- Min 14 tons	10 tonnes payload may be considered instead of 14 tonnes.	The Bidding Documents Conditions prevail.	
27	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.3	215	Pantograph: (a) The car shall be provided with an easily removable Dummy type pantograph of the make and model used in MMRC rolling stock of MML3.	Dummy type pantograph to be free supply from MMRC.	The supply of dummy Pantograph shall remain in the scope of work of the Contractor. The Bidding Documents Conditions prevail.	
28	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.4 (a) (i)	215	One hydraulic Crane having capacity of 1 ton load at a distance of 5 meters with interchangeable bucket suitable for 2 persons with their tools, with a capacity of maximum of 500Kg. Details of the Crane and bucket are given in para 3.1.11.	Bucket capacity of 250-300 kg may be considered.	Please refer Addendum No. 2, Sr No 2	
29	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.4 (a) (iii)	215	One silent type generating set of adequate power rating with acoustic enclosure of minimum 40 KVA for lighting/ general utility shall be provided. The DG set should provide three-phase as well as single-phase supply.	A 10 kVA get should be sufficient for this application. Generally IR tower cars have 10 kVA Gensets only.	40 KVA DG set is the minimum requirement. The Bidding Documents Conditions prevail.	



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30	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.4 (a) (iv)	215	Compressor for the line tools with adequate delivery capacity of say, 1.5 cum/ min at 10 to 11 kgs/cm2 output capacity shall be provided.	NO separate compressor will be provided for line tools, instead connection from the Engine in-built compressor (Capacity 30 cfm x 2 = 60 cfm) will be taken and air stored in a separate reservoir for use of line tools. The same arrangement is provided in our earlier supplied CMV's to DMRC/MMRC Line-2 project. Hence request to consider the same arrangement. Offering separate compressor has no additional advantages and system will be more complex in terms of additional items, weight and maintenance.	Please refer Addendum No. 2, Sr No 3	
31	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.4 (a) (iv)	215	Compressor for the line tools with adequate delivery capacity of say, 1.5 cum/ min at 10 to 11 kgs/cm2 output capacity shall be provided.	Vehicle will be equipped with engine mounted compressor of 7 ksc to 8ksc capacity compressor. We hope that any additional compressor will not be required.		
32	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.6	216	The Engine & Transmission assembly shall preferably be from a single manufacturer supplied as integrated arrangement.	Single manufacturer for both the engine and Transmission will restrict the selection of aforesaid parts. So this clause may be reconsidered.	It is preferred, not mandatory, to have a single manufacturer of the Engine & Transmission. The Bidding Documents Conditions prevail.	
33	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.8 (b)	217	Hydrostatic transmission up to 10 km/h for moving during maintenance, device to disengage the hydromechanic transmission when hydrostatic transmission is in operation.	OHE cars or CMV's supplied by BEML are with Auto shift Hydraulic Transmission (Avtec CRT 5633) which runs to maximum design speed and creep speed up to 10 km/h during maintenance work. This Hydraulic Transmission (Avtec CRT 5633) is proven for both the speed potentials and running successfully in Indian Railways OHE cars and Metro CMV's. Hence, only Hydraulic Transmission will be provided. The clause may please be reviewed and change it accordingly.	Please refer Addendum No. 2. Sr No 4	
34	Technical	Part 2 - Employer's Requirements Sec VI-B - Technical Specifications	3.1.8 (b)	217	Hydrostatic transmission up to 10 km/h for moving during maintenance, device to disengage the hydro-mechanic transmission when hydrostatic transmission is in operation.	A speed of 10 kmph can be achieved by hydrodynamic transmission itself. So, hydro static transmission is not required.		
35	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.1.11 (a)	217	Nominal load of Crane with basket shall be 500 Kg and it should easily and conveniently carry two workers of normal built with their tools in bucket. The safe working load shall legibly be stamped on a non-vital part of the Bucket. An authentic test certificate shall be supplied.	As per OEM, Basket capacity available is 280 kg which is capable of carrying 2 persons with tools and same is supplied to DMRC/MML2 CMV's Project. Hence, the clause may please be reviewed and change it accordingly.	Please refer Addendum No. 2, Sr No 5	
36	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.1.12 (b)	218	The minimum height of the platform shall be 3 meters and extendable up to 5.5 meters. The platform shall be capable of 180-degree rotation. The vendor of the lifting platform and its design shall be submitted for approval of MMRC.	In order to attain extended height of 5.5 meters, the minimum height of the platform to be 3.3 meters not 3 meters from Rail level. The platform with minimum height of 3.3 meters & extended to 5.5 meters from rail level is already supplied to DMRC (3 nos.)/MML2 (One no.) & are working satisfactory. Hence, the clause may please be reviewed and change to " The minimum height of the platform shall be 3.3 meters ".	The height of the platform shall be 3 meters or more with extendable height up to 5.5 meters.	
37	Technical	Part 2 - Employer's Requirements Sec VI-B, Technical Specifications	3.1.12 (b)	218	The minimum height of the platform shall be 3 meters and extendable up to 5.5 meters. The platform shall be capable of 180-degree rotation. The vendor of the lifting platform and its design shall be submitted for approval of MMRC.	Minimum height of the platform as 3800 mm may be considered as this is within the maximum permissible limit.	The Bidding Documents Conditions prevail.	
38	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.2.4	219	Each vehicle should be provided with one automatic coupler with electric head on either ends of cars of suitable make, same as that used in Rolling Stocks of Mumbai Metro Line 3.	Automatic Coupler with or without electrical head to be free supply from MMRC.	Automatic Coupler shall be in the scope of the Contractor. The Bidding Documents Conditions prevail.	



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39	Contractual	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.2.7 (a) and others	220	Different Clauses prescribe RDSO specifications and drawings to be complied with.	Not applicable to us, being a foreign company (Outside India) – to manufacture and supply we have to follow "our railway country standards", so request you to add the clause as "Equivalent as per OEM Country Railway Standards". We can't manufacture and complied items equivalent to RDSO Specs.	The RFP permits alternative specifications and standards vide Clause 1.6 (b), Chapter 1, Section VI-A, Part 2. The responsibility of clearance of the vehicle by RDSO on technical considerations affected by the alternative standards shall remain with the Contractor. The Bidding Documents Conditions prevail.	
40	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.2.7 (a)	220	The vehicle shall have two 2-axle bogies of well proven design and RDSO approved design. It shall be of robust welded design suitable for taking the brake gear, final drive, suspension etc.	The model / drawing number of the RDSO approved bogie may be specified.	Please refer addendum No. 2, Sr No 6	
41	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.4.8	223	The MR pressure & break pipe pressure should be matching that on the of rolling stock. This will help in safe braking at the time of towing failed CMV with help of train. The brake system must be compatible with that of MMRC rolling stock so that the vehicle can be coupled with MMRC trains in case of failures/ emergency. Standalone VCD of approved make shall be provided.	Brake circuit details of the rolling stock will be required.	It is a part of Interface with the interfacing contractors. The Contractor is required to interface with Rolling Stock Contractor and obtain all required information. The Bidding Documents Conditions prevail.	
42	Technical	Part 2 - Employer's Requirements, Sec VI-B, Technical Specifications	3.18.1 (c)	230	The manufacturer should preferably have in-house facility and adequate skills to carry out squeeze test. The completed vehicle shall be subjected to squeeze test as per standard to ensure that it shall withstand a maximum end load of 100T without any signs or permanent distortion.	Squeeze test Certificate / Report conducted on similar equipment shall be submitted during design approval stage. Hence, Squeeze test will not be conducted once again.	The squeeze test certificate conducted earlier on a similar design vehicle is acceptable. The Bidding Documents Conditions prevail.	
43	Technical	Part 2 - Employer's Requirements Sec VI-B, Technical Specifications	3.19	231	The Contractor shall interface with concerned statutory authorities to obtain the certificates viz provisional speed certificate, and final speed certificate after oscillation trials at his cost (reimbursable on submission of documentary proof). It shall also be ensured that there are no infringements to Schedule of Dimension of Line 3 of Mumbai Metro.	BEML will support & provide all relevant drawings / documents related to CMV required for obtaining speed certificate & during CRS inspection. BEML will not interface directly with concerned statutory authorities for obtaining speed certificates.	The Contractor shall interact only through the Employer for such work. The Bidding Documents Conditions prevail.	
44	Contractual	Part 3 - Conditions of Contract and Contract Forms, Section IX - Contract Forms	3.2	353	(i) Ten percent (10%) of the total DDP (Delivery at MMRCL Site) amount as an advance payment within twenty-one (21) days after receipt of invoice, and an irrevocable advance payment security equivalent to 110% of the amount. (ii) Seventy-five percent (75%) of the total or pro rata DDP (Delivery at MMRCL Site) amount, upon delivery at MMRCL Site within forty-five (45) days after receipt of invoice and on submission of the documents: a. Signed/ Certified commercial invoice of supplies de (iii) Ten percent (10%) of the total or pro rata DDP (Delivery at MMRCL Site) amount of total price of Schedule No. 2 upon issue of the Completion Certificate, within forty-five (45) days after receipt of invoice. (iv) Five percent (5%) of the total or pro rata DDP amount of total price of Schedule No. 1 shall be paid in 8 equal quarterly instalments upon satisfactory completion of maintenance during the quarter of DLP, within forty-five (45) days after receipt of invoice.	1) An advance 10% with security equivalent to 100% of the amount made out in favour of the Employer. 2) 85% of total or prorata DDP (Delivery at MMRCL Site) amount, upon delivery at MMRCL Site within Thirty (30) days after receipt of invoice and on submission of the following documents: 3) Balance 5% issue of the Completion Certificate.	The Bidding Documents Conditions prevail.	



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45	Financial	Part 3 - Conditions of Contract and Contract Forms, Section IX, Contract Forms	Clause 3.5	355	Payment Procedure	This clause needs to be deleted as the constraints set for the release of payment is already defined in clause 3.2, 3.3 and 3.4 of section IX CONTRACT FORMS.	Clause 3.5 defines the payment procedure whereas other clauses define the amount of payment due at various stages of work. Bidding Documents conditions prevail.	
46	Contractual	Part 3 - Conditions of Contract and Contract Forms, Section IX - Contract Forms	Appendix 2	357	Employer may exercise the option to procure individual Spares listed in the Schedule No 7, Price Schedule, Section IV-B, Part 1 and DLP Spares listed in Section IV-B, Part 1 at any time up to twelve (12) years from the date of issue of Operational Acceptance Certificate. The price quoted for these spares shall remain fixed till the issue of Operational Acceptance Certificate.	Considering present Market scenario drastic changes in steel price and other commodity price. It is requested to supply of spares may be restricted to initial 2 years (warranty period). Further supply may be consider the exist prices. Hence, the clause may please be reviewed and change it accordingly.	All recommended spares to be listed by the Contractor in his Bid shall be subject to procurement with a Price Variation Clause. Bidding Documents conditions prevail.	
47	Contractual	Part 3 - Conditions of Contract and Contract Forms, Section IX - Contract Forms	Appendix 3	358	Insurance Requirements a) Cargo Insurance, b) Installation All Risks Insurance, c) Third Party Liability Insurance, d) Automobile Liability Insurance, e) Workers' Compensation, f) Employer's Liability, g) Professional Indemnity, h) Other Insurances	Considering all the said insurances the project cost may increases. Please review .	Bidding Documents conditions prevail.	

