Tender: CMRL-RSP-001-2024 - Reply to Bidder's Queries _ 01						
Sl.No	**Section No.**	**Clause No./ Page No.**	**Description of Clause**	**Tenderer's Query**	**CMRL Reply to Prebid Quieries**	**Addendum/Corrigendum**
1		7.2 Page No. 10	**Similar Work means:** Works on design, manufacture, supply, installation, testing and commissioning of public address and passenger information system in Metro rolling stock (or) Metro Stations (or) Regional rolling stock (like RapidX), with LCD or LED based displays along with control system and interface with train/stations.	We would like to highlight that in the current tender qualification, Bidder having supplied public address and passenger information system, with LCD or LED based displays along with control system and interface to any Indian Metros or Metro stations or Regional rolling stock is only allowed and accordingly Bidder needs to provide documents for the same. However, we have supplied the required solution in various Indian Metro/Railways but not as separate project so no specific document for the same is available with us. In this regard, we request CMRL to allow Bidder to provide credentials and the extract of RFP/tender clause of complete Rolling stock also with public address and passenger information system with LCD or LED based displays along with control system and interface, similar to other spare tender issued earlier by CMRL. Accordingly, request CMRL to modify Similar Work means definition as follows: " Works on design, manufacture, supply, installation, testing and commissioning of Roling Stock having public address and passenger information system in Metro rolling stock (or) Metro Stations (or) Regional rolling stock (like RapidX), with LCD or LED based displays along with control system and interface with train/stations."	Refer to: **Addendum_01 S/No. 03**	Yes
2	4. Technical Specification	8.8 Page No. 31	The Contractor shall provide the CMRL full access to the source code of the display system software. The source code shall be handed over to CMRL one month prior to the end of Defect Liability Period. It shall be in a readable and editable format, written in a recognized programming language. It should be well-documented and easily understood by software developers.	We would like to highlight that we will not be able to provide the full access to the source code of the display system software. However, we will provide a software tool for maintaining and modifying route-related information. Kindly confirm.	Refer to: **Addendum_01 S/No. 15**	Yes
3	4. Technical Specification	4.2 Page No. 25	**Scope of Work** The scope of work also includes comprehensive hands-on training to be provided by the Contractor to the CMRL Rolling stock staff. The training should empower CMRL staff to carry out these modifications, without relying on the contractor, at no additional cost. Any software tools necessary for conducting these modifications should be provided to CMRL at the beginning of the warranty stage.	We request CMRL to clarify the type of training required in mentioned clause. Further, we request CMRL to clarify what kind of modifications are envisaged in the said clause.	Please refer Section 4 - Technical Specification, Clause 13 for details on Training. Tender Conditions prevail.	No
4	4. Technical Specification	2. Page No. 24	**2. PURPOSE OF MODIFICATION IN TRAINS :** The solution may also be extendable to future extensions of the said corridors/lines and interchanges.	We request CMRL to clarify on the number of stations, lines, corridors and interchanges that are envisaged for the future extensions. Also, we request CMRL to clarify the timelines because of the rapid evaluation of new technologies/upgradations especially in electronics field.	The extension is roughly estimated to be around 20 km on either ends of each corridor. Details can be dealt under design stage. Tender conditions prevail.	No
5	4. Technical Specification	6.5 Page No. 26	**REQUIREMENTS OF LED BACKLIT-LCD, BASED DRM DISPLAY (DRMD):** Each DRMD Display Module including wiring and any fitment enclosures shall not exceed the weight of 10 kg while mounting on the existing FRP door panel of the train.	Referring to said clause, wiring harness weight to be excluded from the weight of the DRMD Display Module. Also, we would to like to highlight the weight (which includes DRM and mounting assembly) for the below two options of display sizes: 1. For the size of 36 inches the weight will be 12Kg approx. 2. For the size (previous offered solution) of 47.8 inches the weight will be 18Kg approx.	Refer to: **Addendum_01 S/No.07**	Yes
6	4. Technical Specification	6.6 Page No. 26	**REQUIREMENTS OF LED BACKLIT-LCD, BASED DRM DISPLAY (DRMD):** The proposed system shall identify all the modes of the train operation, including train Vacuum Circuit Breaker (VCB) open condition.	As per the said clause we understand "identify" means the same as "operate" and the expectation here is that the system will indicate the mode of train operation. Kindly confirm our understanding.	Refer to: **Addendum_01 S/No.08**	Yes

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7	5. APPENDIX TO TECHNICAL SPECIFICATION	APPENDIX ATT-TS-01 Page No. 40	**LAYOUT FOR INSTALLING THE DISPLAY SCREENS** Single Stretch display of minimum 28 inch to maximum 36- inch diagonal shall be accommodated in the available space of DRM slot. Remaining space shall be concealed evenly in both sides.	In previous offered solution the size of the display provided was 47.8 inches. However, in the current tender the requirement of 36 inches display. Kindly confirm the exact size to be considered.	Refer to: **Addendum_01 S/No.19**	Yes
8	5. APPENDIX TO TECHNICAL SPECIFICATION	6.25 Page No. 27	All 16 displays in a train shall be integrated to display the passenger information in sync. The System shall allow download of data related to events, faults, and logs to the system's operation, including any errors or malfunctions, hardware and software failures that occur during use. Necessary provision for downloading the data including requirement of HMI, downloading port, etc. shall be designed and installed by the Contractor. The design document submission shall cover the compliance to this requirement in detail. The same shall be demonstrated during the prototype validation. Necessary training shall also be provided to CMRL personnel to use this feature effectively.	In the clause that states "Necessary provision for downloading the data, including the requirement of HMI, downloading port, etc." Kindly clarify the meaning of "requirement of HMI" in this clause.	Refer to: **Addendum_01 S/No.11**	Yes
9	5. APPENDIX TO TECHNICAL SPECIFICATION	7.2	FUNCTIONALITIES OF LED BACK-LIT LCD BASED DYNAMIC ROUTE MAP The functionalities of DRMD displays includes following route related information to passengers, but not limited to a. Current Metro Station, b. Next Arriving Metro Station, c. Destination Metro Station, d. Skip Station Information, e. Door Opening Side of Next Station f. Direction Of Travel g. Corridor Details h. Current Dynamic Location of The Train i. Distinguishing Completed Route with Forthcoming Route, j. Showing Important Landmark Areas Near to Stations in Geographical Map View. k. Complete Route of CMRL Network, l. Location Mapping and Any Other Important Information m. CMRL Phase 2 Network	Referring to the below points: " j. Showing Important Landmark Areas Near to Stations in Geographical Map View", "l. Location Mapping and Any Other Important Information " and "m. CMRL PH-2 Network " Since, the network of CMRL Phase-1 and Phase-2 are different, the phase-2 network related information's is not feasible to be included in the DRMD display. Alstom will be able to provide only the pre-defined images for point j., l. and m. Kindly confirm.	The point 'j', 'l', and 'm' will be predfined messages/content to be displayed. The functionalities of the DRMD system shall be finalised during the stage of Design Phase approval.	No
10	6. General Conditions of Contract	26. Page No. 59	**Limitation of Liability** 26.1. Notwithstanding anything contained in this Contract, to the maximum extent permitted under the Applicable Law, under no circumstance shall CMRL be liable for any indirect, incidental, exemplary, penal, consequential damages or losses of any kind or for any business interruption or loss of profits, business opportunities, or goodwill arising out of or in connection with this Contract, even if advised of the possibility thereof or even if within the knowledge of the Contractor. 26.2. Notwithstanding anything to the contrary contained in this Contract, in no event shall the aggregate and total liability of CMRL under this Contract for any and all damages, losses, claims and causes of actions (whether in contract, tort including negligence or otherwise) exceed hundred percent (100%) of the Contract Price. 26.3. The limitations set forth in Clauses 26.1 and 26.2 shall apply notwithstanding the failure of the essential purpose of any limited remedies set forth in this Contract. If Applicable Law precludes CMRL from disclaiming particular kind of damage or to cap the liability for certain types of actions or claims, then the above provisions will be deemed amended to confirm with the Applicable Law, and the balance of this Clause shall remain in full force and effect. 26.4. The Contractor has considered and find reasonable the foregoing allocation of risk, and the foregoing limitations in this Clause are an essential basis of the bargain between the Parties.	As per the mentioned clause we understand that it only limits the liability of CMRL. The same shall be applicable on both the parties and Contractors' liability should also be governed based on the same principles. We request CMRL to revise the clause as follows: "26.1 Notwithstanding anything contained in this Contract, to the maximum extent permitted under the Applicable Law, under no circumstance shall CMRL Parties be liable for any indirect, incidental, exemplary, penal, consequential damages or losses ofany kind or for any business interruption or loss of profits, business opportunities, or goodwill arising out of or in connection with this Contract, even if advised of the possibility thereof or even if within the knowledge of the Contractor other Party. 26.2. Notwithstanding anything to the contrary contained in this Contract, in no event shall the aggregate and total liability of CMRL Parties under this Contract for any and all damages, losses, claims and causes of actions (whether in contract, tort including n egligence or otherwise) exceed hundred percent (100%) of the Co ntract Price. 26.3. The limitations set forth in Clauses 26.1 and 26.2 shall apply notwithstanding the failure of the essential purpose of any limited remedies set forth in this Contract. If Applicable Law precludes CMRL Parties from disclaiming particular kind of damage or to cap the liability for certain types of actions or claims, then the above provisions will be deemed amended to confirm with the Applicable Law, and the balance of this Clause shall remain in full force and	Tender Conditions prevail.	No

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11	6. General Conditions of Contract	28.1.3 Page No. 60	**Termination for convenience** In the event of termination of the Contract under Clause 28.1.1, CMRL shall pay to the Contractor the relevant part of the Contract Price, properly attributable to the part of the Works rendered by the Contractor and accepted by CMRL, as on the date of termination.	Referring to the mentioned clause, the payment should also cover Work in Progress and the payments to be made to the suppliers. Hence, we request CMRL to modify the clause as per below: In the event of termination of the Contract under Clause 28.1.1, CMRL shall pay: (a) the amounts payable for any work carried out for which a price is stated in the Contract; (b) the Cost of Plant and Materials ordered for the works which have been delivered to the Contractor, or of which the Contractor is liable to accept delivery; (c) any other cost or liability which in the circumstances was necessarily, as well as reasonably, incurred by the Contractor in the expectation of completing the works; (d) the cost of removal of temporary works and contractors equipment from the site and the return of these items to the Contractors works in his country (or to any other destination at no greater cost); and (e) the cost of repatriation of the Contractors staff and labour employed wholly in connection with the works at the date of termination.	Tender Conditions prevail.	No
12	6. General Conditions of Contract	13 Page No. 50 & 51	**Penalties** 13.2. Penalty on account of train withheld at depot/mainline: In case of with-hold of train in depot/mainline due to DRMD equipment failure or DRMD system issue or non-availability of equipment for replacement/corrective action for more than 3 continuous days, a penalty of INR 50,000 (Indian Rupees Fifty Thousand only) will be imposed and deducted from the forthcoming bills. 13.6. Penalty with regards to up-time requirements for the DRMD system: a. In case of any service disruption of DRMD for a period of 5 minutes or more, is observed during operation in revenue service, the same shall be considered as A1 type of failure. Penalty of Rs. 50,000 is applicable in case of more than 10 (ten) A1 type failures occur per train per calendar month.	As per the mentioned clause, there is no individual cap on each and every penalty. Hence, we request CMRL to limit the individual penalties and confirm.	Tender Conditions prevail.	No
13	9. Contract Forms Annexure-CF-04 Schedule of Payment	Note 3. Page No. 106	Customs duty applicable on any imported components / parts / equipment required for carrying out the Works are deemed to be included in the base price. Any change in rate of custom duty due to Change in law / legislation is not applicable and the Contractor is not entitled for any claim or whatsoever on this account.	Kindly request CMRL to delete this clause. " Customs duty applicable on any imported components / parts / equipment required for carrying out the Works are deemed to be included in the base price. Any change in rate of custom duty due to Change in law / legislation is not applicable and the Contractor is not entitled for any claim or whatsoever on this account." Any change in rate of custom duty due to Change in law / legislation shall also be interpreted as per clause 5.3 " The Contract Price shall be adjusted to take account of any increase or decrease in Cost resulting from a change in the Applicable Laws of the Country (including the introduction of new Laws and the repeal or modification of existing Laws) or in the judicial or official governmental interpretation of such Laws, made after the Base Date, which affect the Contractor in the performance of obligations under the Contract."	Tender Conditions prevail.	No

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14	9. Contract Forms Annexure-CF-02 Contract Agreement	2. h) Page No. 103	Contract Agreement The following documents shall be deemed to form and be read and construed as part of this Agreement. The priority of the documents shall be as follows, viz: a) The Contract Agreement, along with schedules, b) The Letter of Acceptance (LoA) vide [insert letter no and date]. Acceptance of Letter of Acceptance (LOA) by [Insert Contractor name, letter no and date]. c) Letter of Technical Bid and Letter of Price Bid submitted by [insert contractor name]. d) [insert addendums issued] e) The General Conditions and its Annexures f) Technical Specifications and its Annexures g) Pricing Document & Financial Bid	The priority of Responses to Pre-bid queries should be over all the other documents to the extent amended or clarified by the customer to avoid confusion on the interpretation of clauses and execution of contract. Hence, request you to change the priority of responses to Prebid queries from h) to a).	Refer to: **Addendum_01 S/No. 25**	Yes
15	6. General Conditions of Contract	9.6 Page No. 49	Unless otherwise specifically provided elsewhere in the Contract, the variation of -30% to +50% shall be applicable to the scope of Works defined.	We request CMRL to delete negative variation of -30%. As the prices are negotiated by the contractor with their suppliers based on the total scope of work only. Hence, any decrease in the quantity will impact the prices. Also, as +50% variation quantity is too onerous for us. We request that the variation quantity shall be limited upto +15% only. Further, we would like to highlight that the variation should have a time limit and it should not be applied in case of extension of	Refer to: **Addendum_01 S/No. 20**	Yes
16	6. General Conditions of Contract	29 Page No. 62	CONTRACTOR'S LIABILITY AND INDEMNITY	As per the referred clause, there is no equivalent clause for CMRL to indemnify the contractor. Hence, we request CMRL to include the clause as mentioned below: "CMRL shall indemnify and hold harmless the Contractor, the Contractors personnel, and their respective agents, against and from all claims, damages, losses and expenses (including legal fees and expenses) in respect of (1) bodily injury, sickness, disease or death, which is attributable to any negligence, willful act or breach of the Contract by the CMRL; or (2) any other liability or loss arising out of obligations of CMRL under the contract"	Tender Conditions prevail.	No
17	6. General Conditions of Contract	30.1 Page No. 64	Force Majeure "**Force Majeure**" shall mean any of the following events or circumstances or combination of the following events or circumstances which (i) are beyond the reasonable control of the affected Party; (ii) the affected Party could not reasonably have anticipated or provided for before entering into the Contract; (iii) could not have been prevented by best industry practice; (iv) is unavoidable notwithstanding the reasonable care of the Party affected; and (v) has not resulted from the negligence of the affected Party or the failure of such Party to perform its obligations under the Contract and which or any consequences of which, have a direct, material and adverse effect upon the performance by the affected Party of its relevant obligations under the Contract: (a) war, hostilities or warlike operations (whether a state of war be declared or not), invasion, act of foreign enemy and civil war; (b) earthquake, volcanic activity, fire, flood or inundation, tidal wave, typhoon or cyclone, hurricane, storm, lightning, or nuclear or other natural disasters.	We understand that the events of Force Majeure are limited and include only two scenarios. We request CMRL to change the language as mentioned below: "Force Majeure shall mean any event or circumstance **including but not limited to following events** or combination of the following events or circumstances"	Tender Conditions prevail.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
18	6. General Conditions of Contract	30.2 iv) Page No. 64	Force Majeure any hindrance created by any third party in respect of any access right or right of use in respect of the CMRL premises.	Please include the below mentioned clause at the end of clause 30.9: "30.10 If the Contractor is prevented from performing any of his obligations under the Contract due to delay in providing site access or train access and suffers delay and/or incurs cost by reason of such delay, the Contractor shall be entitled to: (a) an extension of time for any such delay, if completion is or will be delayed; and (b) payment of any such cost incurred." Also request CMRL to remove 30.2 (iv) in view of the above mentioned suggested clause.	Tender Conditions prevail.	No
19	6. General Conditions of Contract	30.3 Page No. 64	If either Party is prevented, hindered or delayed from or in performing any of its obligations under the Contract by an event of Force Majeure, then it shall notify the other in writing of the occurrence of such event and the circumstances thereof immediately following the date of commencement of any event of Force Majeure and in any event within seven (7) days of the day of occurrence of such event.	As the timeline of 7 days to notify either party of Force Majeure related circumstances is short. We request CMRL to change the notification requirement days as mentioned below: " *If either Party is prevented, hindered or delayed from or in performing any of its obligations under the Contract by an event of Force Majeure, then it shall notify the other in writing of the occurrence of such event and the circumstances thereof immediately following the date of commencement of any event of Force Majeure and in any event within twenty one (21) days of the day of occurrence of such event."*	Tender Conditions prevail.	No
20	6. General Conditions of Contract	31.2.5 Page No. 66	The Conciliator shall be paid a fee of Rs. 25000/- per sitting plus Rs.3000/- towards local transport charges for each day of proceedings. An outstation member shall be reimbursed the air fare by economy class and hotel accommodation additionally. Applicable Taxes, if any, shall be reimbursed as per actuals. The expenditure shall be shared equally by both the Parties.	We request CMRL to clarify the responsibility of paying the amount as mentioned in said clause will be under whose scope CMRL or Contractor.	The tender clause states that *"The expenditure shall be shared equally by both the Parties."* Tender condition prevails.	No
21	6. General Conditions of Contract	31.3.2 Page No. 67	Parties mutually agree that any such appointment / nomination / selection of arbitrator(s) under this clause shall be made from the List of Arbitrators maintained by CMRL, consisting of independent persons, who shall meet with the requirements relating to the independence or impartiality of arbitrators referred to in the Fifth and Seventh Schedules, read with Section 12, sub-sections (1) (a), (b) and (5) of the Arbitration and Conciliation Act, 1996.	As per the said clause there is a " List of Arbitrators maintained by CMRL" mentioned in the clause. We request CMRL to provide the mentioned list to contractor. Also please confirm whether there will be any changes in the list by CMRL at any point of time without prior information and approval of contractor.	The mentioned list will be provided by CMRL to the Contractor during contract signing/execution stage. The list is maintained by the CMRL. Changes to the list may occur and shall be carried out by CMRL. Tender conditions prevail.	No
22	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT		Request for mobilisation advance	Mobilisation advance is required by Contractor to mobilise the resources for the project and initiate sourcing of equipment which requires substantial cost. In absence of advance payment will significantly increase the finance cost for the contractor which intern will have significant impact on our final bid price. In this regard we request CMRL to provide Advance payment equal to the amount of **15%** of the Contract price within 15 days from the date of Contract agreement.	Tender Conditions prevail.	No
23	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT	7.1 Page No. 71	**Apportioned amount for stage/milestone payment**	We request CMRL to modify the milestone payments as follows: 1. Apportioned amount for KD1 Stage 1: 10% of the total Contract Price, after completion of KD 1 Stage 1. 2. Apportioned amount for KD1 Stage 2 & 3: 10% of the total Contract Price, after completion of KD 1 stage 2 and 3. DLP: 0% (DLP being the contractual obligation of Contractor. Contractor has to complete the 24 months DLP from the Completion of implementation and acceptance of CMRL on the last train. Hence, no payment milestone shall be kept for it).	Tender Conditions prevail.	No
24	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT	7.1 Page No. 71	**Apportioned amount for stage/milestone payment** Stage 4	We request CMRL to provide the payment of apportioned amount for KD2 till KD6 Stage 4 shall be done after delivery/supply instead of competition of implementation phase.	Tender Conditions prevail.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
25	8. Bidding Forms	Annexure- BF-05 Page No. 85	BANKER'S GUARANTEE FOR EMD	As per the bank's comment on the BG Format. The below Notwithstanding Clause is suggested by bank to be added in the end of the BG Format. Kindly confirm. Notwithstanding anything contained herein: 1. Our liability under this bank guarantee shall not exceed_____ 2. This bank guarantee shall be valid up to _____ (e date) 3. We are liable to pay the guaranteed amount or any part under this bank guarantee only and only if you serve upon us a written claim or demand on or before _____(claim expiry date	Refer to: **Addendum_01 S/No.23**	Yes
26	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT	7.1 Page No. 71		We request CMRL to confirm the availability of four (4) trainset each month for retrofit.	Tender Conditions prevail.	No
27	4. TECHNICAL SPECIFICATION	11.5.1 Page No. 35	STAGES OF IMPLEMENTATION OF WORKING PROPOSAL Stage 5 shall commence for trains whose Stage-4 is marked as complete and approved by CMRL. Date of end of Stage 5, will be a single date for all 52 trains, which is twenty-four (24) months from the date of acceptance/completion of stage 4 for the last train of the fleet.	As per the stated clause, the DLP of most of the trains will be more than 24 months, we request CMRL to cap the DLP for each trains at 24 month, accordingly modify the clause as mentioned below. " Stage 5 shall commence for trains whose Stage-4 is marked as complete and approved by CMRL. Date of end of Stage 5, will be a single date for all 52 trains, which is twenty-four (24) months from the date of acceptance/completion of stage 4 for the last each train of the fleet."	Tender Conditions prevail.	No
28	4. Technical Specification	6.5 Page No. 26	REQUIREMENTS OF LED BACKLIT-LCD, BASED DRM DISPLAY (DRMD): Each DRMD Display Module including wiring and any fitment enclosures shall not exceed the weight of 10 kg while mounting on the existing FRP door panel of the train.	Referring to said clause, request CMRL to exclude the weight of wiring harness from the weight of the DRMD Display Module. Also, as per our experience we would to like to highlight that 47.8 inches display requirement (including DRM and mounting assembly) will be ~18Kg approx.	Refer to: **Addendum_01 S/No. 07**	Yes
29	6. GENERAL CONDITIONS OF CONTRACT	23.1 Page No. 57	Within 21 days from the date of issue of Letter of Acceptance, it shall be obligatory for the Contractor to obtain at his own cost and submit necessary proofs or evidence such premium invoice or other official correspondence towards to CMRL, the following insurance covers: (a) Commercial General Liability Insurance (b) Professional Indemnity Insurance (c) Workmen Compensation Insurance	We request CMRL to allow the contractor to submit the necessary proof of Insurance's in minimum of 30 days, as the timeline of 21 days is very stringent for submission of all the documents.	Refer to: **Addendum_01 S/No. 21**	Yes
30	6. GENERAL CONDITIONS OF CONTRACT	23.1 Page No. 57	The contractor shall provide the complete original insurance policies to employer within 45 days of LoA.	We request CMRL to allow the contractor to submit Original Insurance's in minimum of 70 days, as the timeline of 45 days is very stringent for submission of all the documents.	Tender Conditions prevail.	No
31	6. GENERAL CONDITIONS OF CONTRACT	23.2 Page No. 58	During the subsistence of this Contract, the Contractor shall obtain and maintain at his own expense, adequate insurance with regards to all its obligations under this Contract, including Commercial General Liability (CGL) Insurance, @ 5% of Accepted Contract amount covering bodily injury or death suffered by third parties (including the CMRL's Personnel) and loss of or damage to property (including the CMRL's property) and Professional Indemnity Insurance, @3% of Accepted Contract amount covering for the financial consequences of professional negligence, following a breach of professional duty by way of neglect, error or omission and workmen compensation (if applicable) in accordance with the applicable statutory requirements.	As per the stated clause, we would like to highlight that we shall provide the CGL & PII Insurance certificates covering this project from our Master Policies instead of obtaining a project specific policy. Kindly confirm.	Project specific policies are required. Tender Conditions prevail.	No

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32	4. TECHNICAL SPECIFICATION	7.8 e. Page No. 30	FUNCTIONALITIES OF LED BACK-LIT LCD BASED DYNAMIC ROUTE MAP The DRMD system shall be customizable, allowing the CMRL to add or remove information and customize the display as per the requirements. Customisations shall include, but not limited to: a. Addition/deletion/modification of station b. Addition/deletion/modification of route (Different start and destination stations) c. Modification of station names d. Modification of text messages e. Addition/deletion/modification of new/existing any GIFs, images, videos with respect to passenger announcement. f. Addition/deletion/modification of any pre-defined/emergency/special messages. g. Addition/modification/deletion of lines.	Referring to point no. e. of the referred clause, we understand that only video without any audio/sound to be provided with respect to passenger announcement. Kindly Confirm	Broadcasting any separate audio is not a part of this tender. However, as required in the tender, the Contractor shall ensure that the proposed DRMD system displays content is synchronization with the audio announcements made in the train. Tender Conditions prevail.	No
33	3. INSTRUCTIONS TO TENDERERS & Annexure-BF-13		33. Preference to Make in India products The minimum local content to qualify as a Class 1 local supplier is 50% and Class 2 local supplier is 20%. If the bidder wants to avail the Purchase preference, the bidder must upload a certificate regarding the percentage of the local content and the details of locations at which the local value addition is made along with their bid, failing which no purchase preference shall be granted. The margin of purchase preference shall be 20%. The 'Undertaking for Minimum local content' shall be submitted by the bidder as per the prescribed form in Annexure-BF-13. UNDERTAKING FOR MINIMUM LOCAL CONTENT We hereby jointly and severally certify in accordance with clause '9.a' of the Order no. P- 45021/2/2017-PP (BE-II) of Ministry of Commerce and Industry, Department of Promotion of Industry and Internal Trade (DPIIT) {formerly Department of Industrial Policy and Promotion (DIPP)}, Government of India dated 16.09.2020 that the item(s) offered meets the minimum local content of 60% (as specified in MoHUA Order No.K-14011/08/2017/MRTS-Coord dated 14th October 2020)	Minimum local content requirement in clause "33. Preference to Make in India products" and " Annexure-BF-13" is contradictory, request CMRL to confirm the minimum local content requirement to avail the Purchase Preference.	Refer to: **Addendum_01 S/No. 24**	Yes
34	Annexure-BF-13		The details including name of vendor, location and percentage of local content will be provided within 15 days of issue of LoA.	The timeline of 15 days to provide the name of vendor, location & percentage of local content is very stringent. Hence, we request CMRL to modify the duration to minimum 90 days within issue of LoA. Kindly confirm	Tender Conditions prevail.	No
35	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT	7.1 Page No. 71	Time for completion (from Commencement Date)	The duration of 10 weeks to complete the Stage 2 provided in tender is very stringent and not possible for contractor to meet this timeline for "Stage 2- Demonstration phase – Demonstration of Prototype in one train." Hence, we request CMRL to modify the duration to minimum 29 weeks for completion. Kindly Confirm.	Refer to: **Addendum_01 S/No.22**	Yes
36	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT	7.1 Page No. 71	Time for completion (from Commencement Date)	The duration of 10 weeks to complete the Stage 4 KD2 provided in tender is very stringent and not possible for contractor to meet this timeline for "Stage 4 KD2 Implementation phase in First Set of 10 trainsets". Hence, we request CMRL to modify the duration to minimum 17 weeks for completion. Kindly Confirm.	Refer to: **Addendum_01 S/No.22**	Yes

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37	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT	7.1 Page No. 71	Time for completion (from Commencement Date)	The duration of 10 weeks to complete the Stage 4 KD3 provided in tender is very stringent and not possible for contractor to meet this timeline for "Stage 4 KD3 Implementation phase in First Set of 10 trainsets". Hence, we request CMRL to modify the duration to minimum 17 weeks for completion. Kindly Confirm.	Refer to: **Addendum_01 S/No.22**	Yes
38	7. APPENDIX TO GENERAL CONDITIONS OF CONTRACT	7.1 Page No. 71	Time for completion (from Commencement Date)	The duration of 8 weeks to complete the Stage 4 KD4, KD5 and KD6 provided in tender is very stringent and not possible for contractor to meet this timeline for "Stage 4 KD4, KD5 and KD6 Implementation phase". Hence, we request CMRL to modify the duration to minimum 15 weeks for completion. Kindly Confirm.	Refer to: **Addendum_01 S/No.22**	Yes
39	PURPOSE OF MODIFICATION IN TRAINS:		Existing Dynamic Route Maps (DRM) hardware cannot be utilized for displaying the stations' details of Phase 1 Extension section i.e., Washermanpet Metro Station to Wimco Nagar Depot Metro station. The Route details of trains operated in this Phase 1 extension section, is not available to the passengers. The entire route including the Phase 1 Extension stations is currently not displayed in the trains leading to passenger inconvenience. The Contractor shall design and implement the concept of displaying the route maps and to meet all the route related requirements of existing corridors of CMRL phase-I project along with new extension of phase-I project i.e., stations between Chennai Airport Metro To Wimco Nagar Depot Metro; Puratchi Thalaivar Dr. M.G.Ramachandran Central Metro To St. Thomas Mount Metro and the inter-corridor operations between Corridor 1 and Corridor 2 (CMRL route map is attached to Technical Specification as . The solution may also be extendable to future extensions of the said corridors/lines and interchanges.	We will need an interfacing document with the TCMS / TIMS/MVB of the train. Interface document should detail route running information ; interchange of DRM health (if required by CMRL). Kindly confirm is this information will be available. Dimensional tolerances in length and width of the DRMD display area may kinldy be permitted as +/-20mm on either side to allow usage of standard modules. Most Important: Display area of the DRMD to whcih compatibility is sought may kindly be defined.	(a) As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMD*s. This shall be complied by the Contractor without any pre-conditions. (b) Dimension details of the display are available in Annexure ATT-TS-01, which is revised at **S.No. 19 of Addendum (01).**	Yes
40	4. Technical Specification	Scope of Work, 4.1 Page No. 25	4.1 The Contractor shall be responsible for the Design, Supply, Installation, Testing, Commissioning, and Warranty service of LED backlit LCD iated equipment in all 52 trains of CMRL. This system is to visually broadcast automatic route-related information in synchronization with the existing passenger information system, for operation in CMRL Phase 1 and Phase 1 extension sections.	Total Training hours may kindly be frozen.	Refer to: **Addendum_01 S/No. 18**	Yes
41	4. Technical Specification	Scope of Work, 4.2 Page No. 25	4.2 The scope of work also includes comprehensive hands-on training to be provided by the Contractor to the CMRL Rolling stock staff. The training should empower CMRL staff to carry out these modifications, without relying on the contractor, at no additional cost. Any software tools necessary for conducting these modifications should be provided to CMRL at the beginning of the warranty stage.	Total Training hours may kindly be frozen.	Refer to: **Addendum_01 S/No. 18**	Yes
42	4. Technical Specification	Scope of Work, 4.3 Page No. 25	4.3 The Contractor shall submit both hardcopies and soft copies of the operation manual, training manual, comprehensive troubleshooting manual, and any other maintenance manuals to CMRL.	Total Training hours may kindly be frozen.	Refer to: **Addendum_01 S/No. 18**	Yes
43	4. Technical Specification	Scope of Work, 4.4 Page No. 25	4.4 The scope of work shall also include supply of spare parts, which shall be complete two train- set materials of the proposed system. The Contractor shall also provide 1 set of all special tools required for the maintenance of the proposed system within the quoted cost of the Contract.	Total Training hours may kindly be frozen.	Refer to: **Addendum_01 S/No. 18**	Yes

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
44	4. Technical Specification	6.1, Page No. 26	REQUIREMENTS OF LED BACKLIT-LCD, BASED DRM DISPLAY (DRMD): 6.1 The Contractor shall be responsible for Design, Supply, Installation, Testing, Commissioning and Warranty service of LED backlit LCD based Dynamic Route Map Display System and related equipment in all 52 trains of CMRL for providing visual broadcasting of automatic route related information in synchronous with the existing passenger information system for operation in CMRL Phase 1 and Phase 1 extension sections. Detailed workflow shall be followed as per Stage implementation mentioned in Technical Specification clause 11.	Kindly relax the lifetime to 75000 hours to permit usage of available railway grade display systems. 6.1: Kindly confirm if EN45545 HL2 or HL3 compliance is required.	No relaxation on lifetime of display is allowed. Tender condition prevails. The display shall be complaint to EN45545 HL3. **Refer S.No. 10 of Addendum_01.**	Yes
45	4. Technical Specification	6.2, Page No. 26	6.2 The Contractor shall provide 16 numbers of LCD screens with LED backlit display per train for all 52 trainsets (4-car train) for providing the automatic route related information and provision for displaying the entire dynamic route map of CMRL phase 1 and phase 1 extension stations. Contractor can also propose other alternatives for display screens such as LED backlit TFT screens or any similar/latest technology display screens, compliant to railway standards, which will be subject to the approval of CMRL.		No query is raised by the Bidder in their submission.	No
46	4. Technical Specification	6.3, Page No. 26	6.3 The Contractor shall install these "display screen" in dedicated space available for existing DRM in each car, which is 4 displays per car. Hence, 16 displays shall be accommodated in each train for all 52 trains.		No query is raised by the Bidder in their submission.	No
47	4. Technical Specification	6.4, Page No. 26	6.4 The layout and maximum suitable dimensions for the proposed displays are mentioned in attachment ATT-TS-01 to Technical Specification.		No query is raised by the Bidder in their submission.	No
48	4. Technical Specification	6.5, Page No. 26	6.5 Each DRMD Display Module including wiring and any fitment enclosures shall not exceed the weight of 10 kg while mounting on the existing FRP door panel of the train.		No query is raised by the Bidder in their submission.	No
49	4. Technical Specification	6.6, Page No. 26	6.6 The proposed system shall identify all the modes of the train operation, including train Vacuum Circuit Breaker (VCB) open condition.		No query is raised by the Bidder in their submission.	No
50	4. Technical Specification	6.7, Page No. 26	6.7 The proposed system shall prioritize minimizing energy consumption and maximizing energy efficiency. The Contractor is required to submit the load calculations for the entire system of one train to the CMRL. Once approved, these calculations will be implemented in the prototype train.	For 6.7 and 6.8: We suggest a full load efficiency of the DC-DC convertor may kindly be defined as 90% (minimum).	Tender Conditions prevail.	No
51	4. Technical Specification	6.8, Page No. 26	6.8 All DRMD displays shall operate through the present Auxiliary power supply system (APS) of the train. The details such as capacity of APS, etc. shall be provided by CMRL during the design stage. The proposed system shall ensure that the train's existing battery is not overloaded during any of the operational modes.	For 6.7 and 6.8: We suggest a full load efficiency of the DC-DC convertor may kindly be defined as 90% (minimum).	Tender Conditions prevail.	No
52	4. Technical Specification	6.9, Page No. 26	6.9 The system should use energy-efficient LCD screens and drivers, and the software should be optimized to reduce energy consumption. The system should be certified to meet relevant energy efficiency and quality standards, such as Energy Star, ISO 9001, and ISO 14001.		No query is raised by the Bidder in their submission.	No
53	4. Technical Specification	6.10, Page No. 26	6.10 The minimum contrast ratio required is 1000:1, ensuring that the display has clear and vivid images.		No query is raised by the Bidder in their submission.	No
54	4. Technical Specification	6.11, Page No. 26	6.11 The minimum refresh rate should be 60 Hz, providing a smooth and seamless display of content. It should display a minimum of 16 million colours, allowing users to view high-quality and vibrant images.		No query is raised by the Bidder in their submission.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
55	4. Technical Specification	6.12, Page No. 26	6.12 The operating temperature range should be between 0°C to 60°C, ensuring that the display can function in various environments. The storage temperature range should be between - 20°C to 60°C, allowing the display to be stored in different conditions.		No query is raised by the Bidder in their submission.	No
56	4. Technical Specification	6.13, Page No. 26	6.13 The minimum display lifetime is required to be 100,000 hours, ensuring the longevity of the display screen.		No query is raised by the Bidder in their submission.	No
57	4. Technical Specification	6.14, Page No. 27	6.14 The Contractor shall ensure all displays to have proper passenger viewing in all conditions of interior lighting and during all times of the day and night. As the trains operate in open elevated section and in tunnel section, displays shall be capable of displaying the content in a clear manner in sun light, in train's interior lighting and in dark environment. Displays shall be equipped with Automatic brightness adjustments by means of ambient light sensors. The display information shall be visible in a clear view in various conditions of exterior sunlight brightness and interior saloon light conditions.		No query is raised by the Bidder in their submission.	No
58	4. Technical Specification	6.15, Page No. 27	6.15 All the displays shall provide proper view to both seated and standee passengers even in case of exterior light glazing.		No query is raised by the Bidder in their submission.	No
59	4. Technical Specification	6.16, Page No. 27	6.16 Passengers inside any location of train shall be able to clearly view the route information from the installed displays inside the train. The viewing angle of the displays needs to be such that the information is readable from all parts of the train interior from at-least any one display.		No query is raised by the Bidder in their submission.	No
60	4. Technical Specification	6.17, Page No. 27	6.17 Text on the displays shall be legible for at-least 178 degree viewing angle.		No query is raised by the Bidder in their submission.	No
61	4. Technical Specification	6.18, Page No. 27	6.18 All the display screens should withstand train vibrations, existing train ride acceleration deceleration, exterior sunlight, Local environment, and external temperature, etc., and shall comply with the requirements of EN 50155. Compliance details shall be provided during design submission stage.		No query is raised by the Bidder in their submission.	No
62	4. Technical Specification	6.19, Page No. 27	6.19 The display screens shall be positioned and installed inside the train in the existing DRM slot. Before the installation of new displays, the Contractor shall remove the existing Dynamic Route Maps (DRMs) and shall be handed over to CMRL without any damage.		No query is raised by the Bidder in their submission.	No
63	4. Technical Specification	6.20, Page No. 27	6.20 Among 52 trains, 42 trains (TS01 to TS42) have existing steel brackets for mounting of old Dynamic Route Maps. For the remaining 10 trains (TS43 to TS52), steel brackets are fitted to FRP panel. These could be utilized for fixing of new displays. Pictures of DRM mounting are provided in attachment ATT-TS-03 to Technical Specification. Bidders may visit the train to verify the actual panels.		No query is raised by the Bidder in their submission.	No
64	4. Technical Specification	6.21, Page No. 27	6.21 The materials and components used in the display shall comply with the fire safety requirements of EN 45545, including flame spread, heat release, smoke generation, and toxicity. Compliance details shall be part of design submission.		No query is raised by the Bidder in their submission.	No
65	4. Technical Specification	6.22, Page No. 27	6.22 The display shall have a minimum level of protection against solid objects, water, and dust, in accordance with the requirements of IEC 60529.	6.22: Kindly clarify the IP rating as per IEC 60529. Considering the mounting location, we feel it should be IP54. Kindly confirm. A lower rating shall result in dust accumulation on the DRM.	Refer to: **Addendum_01 S/No.09**	Yes
66	4. Technical Specification	6.23, Page No. 27	6.23 The display shall meet the ergonomic requirements of ISO 9241-303, including legibility, contrast, and colour. The display shall be designed to minimize eye strain and fatigue for users.		No query is raised by the Bidder in their submission.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
67	4. Technical Specification	6.24, Page No. 27	6.24 The Contactor shall continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs.	6.24: Kindly confirm if the MVB interfacing documentation is available from the OEM of the train. This will help us understand scope of work.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs.* This shall be complied by the Contractor without any pre-conditions. Any related documents available with CMRL will be shared to the successful bidder after the award of Contract.	No
68	4. Technical Specification	6.25, Page No. 27	6.25 All 16 displays in a train shall be integrated to display the passenger information in sync. The System shall allow download of data related to events, faults, and logs to the system's operation, including any errors or malfunctions, hardware and software failures that occur during use. Necessary provision for downloading the data including requirement of HMI, downloading port, etc. shall be designed and installed by the Contractor. The design document submission shall cover the compliance to this requirement in detail. The same shall be demonstrated during the prototype validation. Necessary training shall also be provided to CMRL personnel to use this feature effectively.	6.25: Is HMI to be provided by us or the existing HMI to be used? HMI supplier support availability may kindly be confirmed if the same is to be done with the existing HMI.	Clause 6.25 is modified. Refer to: **Addendum_01 S/No. 11** If any supplier details regarding the existing train systems are required, the same will be communicated to the successful Contractor after the contract is awarded.	Yes
69	4. Technical Specification	6.26, Page No. 28	6.26 The data collected by the system should be stored, with timestamp, in a secure and reliable manner, using appropriate data storage technologies to ensure the integrity and confidentiality of the data.		No query is raised by the Bidder in their submission.	No
70	4. Technical Specification	6.27, Page No. 28	6.27 The data collected by the system should be accessible to authorized personnel only, such as maintenance staff, who may review the data to identify and troubleshoot issues.		No query is raised by the Bidder in their submission.	No
71	4. Technical Specification	6.28, Page No. 28	6.28 The system should allow for easy retrieval of data related to specific events, faults, or logs, including the ability to filter and search the data based on various criteria.		No query is raised by the Bidder in their submission.	No
72	4. Technical Specification	6.29, Page No. 28	6.29 The system shall have a backup mechanism in place to ensure that data collected by the system is not lost due to hardware failures or other issues.		No query is raised by the Bidder in their submission.	No
73	4. Technical Specification	6.30, Page No. 28	6.30 The DRMD system shall have a provision for upload of software to the system. The system shall allow the CMRL personnel to upload the software from a single location in a car, which will then be automatically propagated to all the DRMs. The system shall have a secure and reliable method for uploading the software. Necessary provision for uploading the data including requirement of HMI, uploading port, etc. shall be designed and installed by the Contractor.	6.30: We will supply a train control unit that will be interfaced with MVB and will work as a single point data uploading point from all DRM. It can be interfaced with a touch HMI for showing travel information and devices health etc. Kindly confirm suitability.	Tender Conditions prevail.	No
74	4. Technical Specification	6.31, Page No. 28	6.31 The DRMD system shall have the provision to receive manual updates related to software upgrades, bug fixes, and security patches. The system shall have a reliable and secure communication channel for receiving updates.		No query is raised by the Bidder in their submission.	No
75	4. Technical Specification	6.32, Page No. 28	6.32 It shall be under the scope of the Contractor to establish any inter-car connection (software or hardware), if required by the design.		No query is raised by the Bidder in their submission.	No
76	4. Technical Specification	6.33, Page No. 28	6.33 If the Contractor requires to lay network cables between cars by means of additional Jumper cables, the same shall be with railway rolling stock standard cleats and mounting brackets which shall withstand the vibration, shock and other things and shall comply to the EN 50155:2007.		No query is raised by the Bidder in their submission.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
77	4. Technical Specification	6.34, Page No. 28	6.34 The Contractor shall study and propose the methodology for interconnection of Network inside the car and the car-to-car communication as per the above condition. Same shall be implemented based on approval from CMRL.		No query is raised by the Bidder in their submission.	No
78	4. Technical Specification	6.35, Page No. 28	6.35 The connecting jumper cables and other electrical conduits between cars shall be secured with adequate spacing between the adjacent train components, adjacent cables/conduits/hoses to prevent chafing during train operating and coupling/un-coupling condition and shall be effectively sealed for ingress of water, dust, and fire.		No query is raised by the Bidder in their submission.	No
79	4. Technical Specification	6.36, Page No. 28	6.36 In future, there would be a possibility of further extension of CMRL Phase 1 and Phase 1 Extension sections. This could involve procurement of new trains of similar design or addition of intermediate cars in the existing trains to convert it from 4 car to 6 car. There can be a possibility of further increase in number of digital displays for any other reasons. With this point in consideration, the design proposal, equipment, terminals, and software of new DRMD system shall be configurable and accessible by CMRL for any future extension projects or for additional cars or for additional displays as specified above.	6.36 this feature calls for DRMD to ideally require their own train data backbone, preferably ethernet based, please confirm permissibility of spare port available in the existing IV couplers.	There are no spare ports available. As per the clause No. 1.5 of Section 3, Instructions to Tenderers, Bidders may carry out extensive site visit for Tender proposed locations and analysis at their own cost, before submitting their respective Bids. CMRL shall provide necessary permission for such site visits based on reasonable prior request in writing. Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions.	No
80	4. Technical Specification	7.3, Page No. 29	7.3 The DRMD system shall have the provision to receive automatic updates related to the train's route and timing. The system shall update the information automatically in real-time, based on the train's progress. The route information, station information, shall be updated and displayed prominently on the LED Backlit LCD display (DRMD displays) with clear and legible fonts. The system shall have a reliable and secure communication channel for receiving updates.	Route information will be updated using Ethernet Network on existing couplers. Kindly confirm.	Tender Conditions prevail.	No
81	4. Technical Specification	7.4, Page No. 29	7.4 The DRMD system shall display the train's route information, including the start and end stations, the intermediate stations, the distance between stations, and the estimated time of arrival at each station.		Tender Conditions prevail.	No
82	4. Technical Specification	7.5, Page No. 29	7.5 The DRMD system shall display the current station information, including the station name, and the upcoming stations.		Tender Conditions prevail.	No
83	4. Technical Specification	7.6, Page No. 29	7.6 Audio announcements are made inside the train through the existing passenger announcement system of the train. The proposed DRMD system shall ensure that the displayed content is synchronized with the audio announcements made in the train pertaining to route-related information for each station. The Contractor shall be provided by CMRL with a comprehensive list of audio announcements for each station within the CMRL network during Stage 1 (Stages of execution of this project is provided under section 11 of this document). The system shall effectively demonstrate the synchronization between the displayed content and the corresponding audio announcements during Stage 2 of the project.	MVB/ TCMS/TIMS interfacing will be required to ensure integration. Kindly advise if protocol document from train OEM is available.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs.* This shall be complied by the Contractor without any pre-conditions. Any related documents available with CMRL will be shared to the successful bidder after the award of Contract.	No
84	4. Technical Specification	7.7, Page No. 29	7.7 In case of emergency, the DRMD system shall have the provision to display emergency information, including evacuation instructions and emergency contact numbers, with prominent and clear fonts and colours to attract passengers' attention.		No query is raised by the Bidder in their submission.	No
85	4. Technical Specification	7.8, Page No. 29	7.8 The DRMD system shall be customizable, allowing the CMRL to add or remove information and customize the display as per the requirements. Customisations shall include, but not limited to:		No query is raised by the Bidder in their submission.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
86	4. Technical Specification	8.8, Page No. 31	shall be provided with Perpetual License rights to CMRL. It shall not make CMRL pay for any additional cost during the entire lifetime of the DRMD system 8.8 The Contractor shall provide the CMRL full access to the source code of the display system software. The source code shall be handed over to CMRL one month prior to the end of Defect Liability Period. It shall be in a readable and editable format, written in a recognized programming language. It should be well-documented and easily understood by software developers.	Source code is confidential and cannot be provided unless costed for. This clause is tantamount to a TOT. We suggest an Escrow based mechanism whereby the source code can be made available to CMRL in special events, such as insolvency , non provisioning of service by supplier etc. We will not be able to handover the source code of the system and would prefer not to bid. It is legally incorrect to ask for source code, without ensuring a compliance to ISO 27001; any theft of source code from CMRL , for example, can make CMRL liable for unlimited damages by the OEM, whereas source code would not add much value to the maintainability of the system. Please note that software licenses of any OEM will not permit you to use the software for hardware units beyond the presecribed quantity or make copies of source or object code. Severe Intellectual Property liabilities can befall CMRL due to any violations arising out of oversight by employee. It is hence most humbly prayed that need for source code may kindly be done away with in entirety. Liability of vendor for maintaining the software for the life of the project (12 years) may instead be defined, which achieves the net purpose.	Refer to: **Addendum_01 S/No. 15**	Yes
87	4. Technical Specification	8.9, Page No. 31	8.9 CMRL shall have the right to modify, enhance, and maintain the source code to meet specific requirements and optimize system performance. Ongoing support and updates for the source code should be provided by the successful bidder.	We can provide updates and support, if an AMC is provided post supply. However source code cannot be handed over. Kindly reconsider request.	Refer to: **Addendum_01 S/No. 16**	Yes
88	4. Technical Specification	8.10, Page No. 31	8.10 The successful bidder shall also supply necessary tools and guidelines for compiling and deploying modified source code onto the display system.		Refer to: **Addendum_01 S/No. 17**	Yes
89	4. Technical Specification	10.3, Page No. 31	10.3 Bidder is free to propose any suitable network for operation of all the requirements of this tender. However, this new network shall not disturb the functionalities or performance of the existing equipment/network in trains.	We propsoe to provide an independent ethernet network using new couplers in case existing couplers cannot accomodate a 4 core cable. or wireless IV couplers. Kindly confirm permissibility.	Tender conditions prevail.	No
90	4. Technical Specification	10.4, Page No. 31	10.4 In case of requirement of laying of additional network cable between cars, the same is allowed to be done by means of additional Jumper cables complied with railway rolling stock standard cleats and mounting brackets. However, bidder may test and could utilize the existing Ethernet network inside coach without affecting any functionalities of the train.		Tender conditions prevail.	No
91	4. Technical Specification	10.5, Page No. 31	10.5 All the cables and wiring which shall be installed in train shall be fitted considering the proper bending radius and proper cable routing procedures.		Tender conditions prevail.	No
92	6. GENERAL CONDITIONS OF CONTRACT	28.1.2, Page No. 60	28.1.2. Upon receipt of notice of termination under Clause 28.1.2, the Contractor shall either immediately or upon the date specified in the notice of termination: a. cease all further work, except for such work as CMRL may specify in the notice of termination for the sole purpose of protecting the on-going Works critical for passengers, or any work required to leave the site in a clean and safe condition. b. Remove all materials, rubbish, debris of any kind from the site and	Dispatch clearance provided shall not be covered by Termination clause.	Tender conditions prevail.	No
93	4. Technical Specification	4.1 Page No:25	The Contractor shall be responsible for the Design, Supply, Installation, Testing, Commissioning, and Warranty service of LED backlit LCD based Dynamic Route Map Display and associated equipment in all 52 trains of CMRL. This system is to visually broadcast automatic route-related information in synchronization with the existing passenger information system, for operation in CMRL Phase 1 and Phase 1 extension sections.	DRM system shall work as per communication protocol to be shared by CMRL.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs*. This shall be complied by the Contractor without any pre-conditions.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
94	4. Technical Specification	Clause No:6.5 Page No:26	Each DRMD Display Module including wiring and any fitment enclosures shall not exceed the weight of 10 kg while mounting on the existing FRP door panel of the train.	Please allow tolerance +/- 2 kg. Outside box is metalic in nature so variance in weight shall be considered.	Refer to: **Addendum_01 S/No. 07**	Yes
95	4. Technical Specification	Clause No:6.6 Page No:26	The proposed system shall identify all the modes of the train operation, including train Vacuum Circuit Breaker (VCB) open condition	Purpose to Integrate train operation mode (VCB) is not clear. How DRM will capture this information. It is subjected to Data Availibility in MVB. If this information is available in MVB, provision to display it on DRM will be made	Refer to: **Addendum_01 S/No. 08**	Yes
96	4. Technical Specification	Clause No:6.24 Page No:27	The Contactor shall continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs	Capturing route related information and sync DRM with the same is subjected to availibility communication protocol. CMRL shall provide Communication protocol to the L1 Bidder.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs.* This shall be complied by the Contractor without any pre-conditions.	No
97	4. Technical Specification	Clause No:6.25 Page No:27-28	All 16 displays in a train shall be integrated to display the passenger information in sync. The System shall allow download of data related to events, faults, and logs to the system's operation, including any errors or malfunctions, hardware and software failures that occur during use. Necessary provision for downloading the data including requirement of HMI,downloading port, etc. shall be designed and installed by the Contractor. The design document submission shall cover the compliance to this requirement in detail. The same shall be demonstrated during the prototype validation. Necessary training shall also be provided to CMRL personnel to use this feature effectively.	Requirement of HMI/Master Control Unit is not reflecting in BOQ/Scope of Supply. This will affect the final costing for different bidders. Some may add HMI/MCU and some may not.	Refer to: **Addendum_01 S/No.11**	Yes
98	4. Technical Specification	Clause No:6.30 Page No:28	The DRMD system shall have a provision for upload of software to the system. The system shall allow the CMRL personnel to upload the software from a single location in a car, which will then be automatically propagated to all the DRMs. The system shall have a secure and reliable method for uploading the software. Necessary provision for uploading the data including requirement of HMI, uploading port, etc. shall be designed and installed by the Contractor.	Requirement of HMI/Master Control Unit is not reflecting in BOQ/Scope of Supply. This will affect the final costing for different bidders. Some may add HMI/MCU and some may not.	Refer to: **Addendum_01 S/No. 12**	Yes
99	4. Technical Specification	Clause No:6.32 Page No:28	It shall be under the scope of the Contractor to establish any inter-car connection (software or hardware), if required by the design	Per Coach how many Network Ports are available? In case of limlited network port ,Network switch shall be included in BOQ with Spec and make.. if atleast one network port is available in each car then car to car connectivity is not required. otherwise, contractor shall use jumpers. (Confirmation required on jumper availibility Spec, Make and type of jumpers shall be required)	Tender conditions prevail.	No
100	4. Technical Specification	Clause No:6.32 Page No:28	If the Contractor requires to lay network cables between cars by means of additional Jumper cables, the same shall be with railway rolling stock standard cleats and mounting brackets which shall withstand the vibration, shock and other things and shall comply to the EN 50155:2007.		Tender conditions prevail.	No
101	4. Technical Specification	Clause No:6.32 Page No:28	The Contractor shall study and propose the methodology for interconnection of Network inside the car and the car-to-car communication as per the above condition. Same shall be implemented based on approval from CMRL		Tender conditions prevail.	No
102	4. Technical Specification	Clause No:8.8 Page No:31	The Contractor shall provide the CMRL full access to the source code of the display system software. The source code shall be handed over to CMRL one month prior to the end of Defect Liability Period. It shall be in a readable and editable format, written in a recognized programming language. It should be well-documented and easily understood by software developers	Source code can not be shared as it is IPR for any OEM. We shall provide the best configuration tool which will cater all the possibilities of configuration/ addition/ modification/ deletion requirements	Refer to: **Addendum_01 S/No. 15**	Yes
103	4. Technical Specification	Clause No:7.1 Page No:71	Stage2: Demonstration Phase- 10 Weeks	Demonstration of prototype requires 20 weeks Min. Once offered prototype isapproved (Stage1) Contractor shall start the procurement activity as per approved prototype's BOM. There are few imported contents which are high lead time items hence marginal time is required on stage 2	Refer to: **Addendum_01 S/No. 22**	Yes

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
104	Apendix to General Conditions of Contract: List of Key Dates	Clause No:7.1 Page No:71	Stage4: Implementation phase - sets of 10 trainsets each	Implementation required full custody of trains. One Trainset requires full custody of min 3-4 weeks of time After completion of work on few lots of trainset, duration could be reduced in remaining lots.	Refer to: **Addendum_01 S/No.22**	Yes
105	3. Instructions to Tenderers	7.1, Page 10	**Evaluation and Qualifiation Ctiteria** **Average Annual Turnover** Average annual financial turnover for any 3 financial years out of last 5 years should be atleast INR 5,00,00,00,000 (INR Five Crore Only) Please refer Annexure-BF-07 (Form 1)	Kindly clarify the minimum turnover requirement as the figures and text description do not match	Refer to: **Addendum_01 S/No. 02**	Yes
106	3. Instructions to Tenderers	7.2, Page 10	Previous Work Experience (Annexure-BF-06) The Tenderer shall predominantly be in the business related to works on design, manufacture, supply, installation, testing and commissioning of passenger information system in Metro Rolling Stock with LED or LCD based dynamic route maps along with control system and interface with train, either in India or Abroad or both. Work experience of having satisfactorily completed Similar Works during last 10 years, in India or Abroad or both, ending last day of previous months to which the Tender is published, shall be as follows: a) Three similar completed works each costing not less than the amount equal to Rs. 6 Cr. Or b) Two similar completed works each costing not less than the amount equal to Rs. 7.5 Cr. Or c) One similar completed works costing not less than the amount equal to Rs. 12 Cr. Similar Work means: Works on design, manufacture, supply, installation, testing and commissioning of public address and passenger information system in Metro rolling stock (or) Metro Stations (or) Regional rolling stock (like RapidX), with LCD or LED based displays along with control system and interface with train/stations	Request you to kindly consider changing the threshold for previous work experience for point : C). One similar completed works costing not less than the amount equal to Rs. 12 Cr. To One similar completed works costing not less than the amount equal to Rs. 10 Cr. including tax	Tender Conditions prevail.	No
107	4. Technical Specification	6.12, Page No :26	The operating temperature range should be between 0°C to 60°C, ensuring that the display can function in various environments. The storage temperature range should be between -20°C to 60°C, allowing the display to be stored in different conditions.	Request to consider changing the temperature range from 0 - 60 degrees to 0 - 50 only. All telecom PIDS equipment specifies this range. Furthermore, the industry standard for such paneal also follow this temperature range.	Tender conditions prevail.	No
108	4. Technical Specification	6.13, Page No : 27	The minimum display lifetime is required to be 100,000 hours, ensuring the longevity of the display screen.	Request to consider changing the lifetime from 100000 to 60000 hours. The industry standard for such LCD panels is 60000 hours.	Tender conditions prevail.	No
109	4. Technical Specification	6.24, Page No : 27	The Contactor shall continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs.	We will need the document that explains the structure of the data being received.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs*. This shall be complied by the Contractor without any pre-conditions. Any related documents available with CMRL will be shared to the successful bidder after the award of Contract.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
110	4. Technical Specification	7.6, Page No: 29	Audio announcements are made inside the train through the existing passenger announcement system of the train. The proposed DRMD system shall ensure that the displayed content is synchronized with the audio announcements made in the train pertaining to route-related information for each station. The Contractor shall be provided by CMRL with a comprehensive list of audio announcements for each station within the CMRL network during Stage 1 (Stages of execution of this project is provided under section 11 of this document) The system shall effectively demonstrate the synchronization between the displayed content and the corresponding audio announcements during Stage 2 of the project.	Our understanding is as below. 1. The train information data to passenger announcement system is already existing. The PA System is capable of announcing specific audio messages when there is an update on the train status. This announcement is based on the data fields received from the ATS. 2. The content of the above announcement audio files will be shared with NUSyn. The same ATS triggers will be received by NUSyn via the MVB. The displays within the coach need to show text messages correspnding to the data fields received from the ATS. This text message should correspond to the above mentioned audio messages. If the above is correct we can provide the same. We does not provide new PA systems within the coach. When there is a text scroll and an audio announcement both will start at the same time. However the speed of the scroll cannot be the same as the audio message because it will be too fast for passengers to read. Text scrolls are typically slower than the audio messages	Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Tender Conditions Prevail.	No
111	4. Technical Specification	7.7, Page No: 29	In case of emergency, the DRMD system shall have the provision to display emergency information, including evacuation instructions and emergency contact numbers, with prominent and clear fonts and colours to attract passengers' attention.	This can be done provided we get the fire alarm trigger via the MVB.	Emergency may not be restricted to Fire scenarios. All emergency messages available via MVB to be displayed.	No
112	4. Technical Specification	8.1, Page No: 30	Signalling & Rolling Stock variables are available in the train's Multifunction Vehicle Bus (MVB). The Contractor shall continuously capture the automatic route related information available in the train to display the route related information in the DRMD screens and the displaying information shall be synchronised with the existing/available audio announcements in the train.	Can be done as discussed in the point related to audio above. This is possible if both audio system and display systems are getting the data from the same MVB source.	Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Tender Conditions Prevail.	No
113	4. Technical Specification	8.7, Page No :31	The Contractor shall provide the CMRL full access to the source code of the display system software. The source code shall be handed over to CMRL one month prior to the end of Defect Liability Period. It shall be in a readable and editable format, written in a recognized programming language. It should be well-documented and easily understood by software developers.	Source code is property of OEM. Currently application is built on licensing mechanism which means source code is owned and maintained by OEM. Application development is a highly techical task which software companies specialize in. This means it is not possible to create software which anyone and everyone can make changes and still expect it to work.	Refer to: **Addendum_01 S/No. 15**	Yes
114	4. Technical Specification	Page No: 31	CMRL shall have the right to modify, enhance, and maintain the source code to meet specific requirements and optimize system performance. Ongoing support and updates for the source code should be provided by the successful bidder.	As mentioned above application development is a highly specialized software development task for which you need a software company with programmers.	Refer to: **Addendum_01 S/No. 16**	Yes
115	4. Technical Specification	Page No: 31	The successful bidder shall also supply necessary tools and guidelines for compiling and deploying modified source code onto the display system.	OEM will maintain the source code. The modifications will be done by us and compiled application will be handed over to CMRL. OEM can give CMRL instrictions and user manuals that shows how to deoploy and configure the application.	Refer to: **Addendum_01 S/No. 17**	Yes
116	4. Technical Specification	Page No : 31	The audio announcements and the display information in the DRMD shall be synchronized. This shall be in-line for both Tamil and English languages.	Already discussed in the above points related to audio and text announcements. Dependency is on same data being received by both audio system and Nusyn system. Both audio and text will start at the same time but text will take longer to scroll.	Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Tender Conditions Prevail.	No
117	4. Technical Specification	Clause No. 4.1; Page 25	The Contractor shall be responsible for the Design, Supply, Installation, Testing, Commissioning, and Warranty service of LED backlit LCD based Dynamic Route Map Display and associated equipment in all 52 trains of CMRL. This system is to visually broadcast automatic route-related information in synchronization with the existing passenger information system, for operation in CMRL Phase 1 and Phase 1 extension sections.	Request to share the required pitch details of proposed LED backlit LCD based Dynamic Route Map Display.	The Contractor shall propose pixel pitch based on the requirement provided in tender. The same will be subject to review and approval of CMRL during design stage.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
118	4. Technical Specification	Clause No. 4.1; Page 25	The scope of work also includes comprehensive hands-on training to be provided by the Contractor to the CMRL Rolling stock staff. The training should empower CMRL staff to carry out these modifications, without relying on the contractor, at no additional cost. Any software tools necessary for conducting these modifications should be provided to CMRL at the beginning of the warranty stage.	Request to share the tentative no. of trainees to which Comprehensive training to be provided.	Refer to: **Addendum_01 S/No. 05, 06 & 18**	No
119	4. Technical Specification	Clause No. 5; Page 25	CMRL Existing Network	1. Request to confirm our understanding that in phase 1 there are two Corridors(Corridor 1 & Corridor 2) Corridor 1- Existing Stations(17Nos.) + Phase 1 Extension Stations(9Nos.) Corridor 2- Existing stations(17Nos.)	The information is clearly available in Section 4. Technical Specification, Clause 5 of the tender document.	No
120	4. Technical Specification	Clause No.6.12; Page 26	The operating temperature range should be between 0°C to 60°C, ensuring that the display can function in various environments. The storage temperature range should be between -20°C to 60°C, allowing the display to be stored in different conditions.	The operating temperature upto +55°C will suffice the requirement of ensuring functionality of displays as the these will be mounted inside the train.	Tender conditions prevail.	No
121	4. Technical Specification	Clause No. 6.21; Page 27	The materials and components used in the display shall comply with the fire safety requirements of EN 45545, including flame spread, heat release, smoke generation, and toxicity. Compliance details shall be part of design submission.	1. Request to confirm our understanding that contractor has to provision all the material/components/wiring(fire reatrdant) as per EN 45545(HL2 Compliant).	Refer to: **Addendum_01 S/No. 10**	Yes
122	4. Technical Specification	Clause No. 6.25; Page 27	All 16 displays in a train shall be integrated to display the passenger information in sync. The System shall allow download of data related to events, faults, and logs to the system's operation, including any errors or malfunctions, hardware and software failures that occur during use. Necessary provision for downloading the data including requirement of HMI,	Request to clarify whether Contractor has to provision HMI or not, if yes, below queries to be answered by CMRL. 1. Dimesions of HMI. 2. Specific Standard/Compliances to be followed for HMI. 3. Functionalities to be achieved from HMI.	Refer to: **Addendum_01 S/No. 11**	Yes
123	4. Technical Specification	Clause No. 6.26; Page 28	The data collected by the system should be stored, with timestamp, in a secure and reliable manner, using appropriate data storage technologies to ensure the integrity and confidentiality of the data.	1. Request to confirm our understanding that existing NTP server is avaliable in the train & same to be utilized for syncronisation of time stamp for proposed system time stamping as provision of GPS/NTP is not a part of present scope of contract. 2. Request to share the details of existing NTP server interface.	Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Tender Conditions Prevail.	No
124	4. Technical Specification	Clause No. 6.29; Page 28	The system shall have a backup mechanism in place to ensure that data collected by the system is not lost due to hardware failures or other issues.	Please clarify explicitly for which type of storage backup is required.	The Contractor shall propose type of the storage backup during the design stage for CMRL approval. Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Tender Conditions Prevail.	No
125	4. Technical Specification	Clause No. 6.30; Page 28	The DRMD system shall have a provision for upload of software to the system. The system shall allow the CMRL personnel to upload the software from a single location in a car, which will then be automatically propagated to all the DRMs. The system shall have a secure and reliable method for uploading the software. Necessary provision for uploading the data including requirement of HMI, uploading port, etc. shall be designed and installed by the Contractor.	Request to confirm our understanding that uploading/downloading port will be provisioned in the E-cabinet component end only. No need to extend same upto driver desk.	Refer to: **Addendum_01 S/No. 12**	Yes
126	4. Technical Specification	Clause No. 6.34; Page 28	The Contractor shall study and propose the methodology for interconnection of Network inside the car and the car-to-car communication as per the above condition. Same shall be implemented based on approval from CMRL.	Request to share the below details: 1. Existing wiring Diagram of train. 2. Existing PIS Netwotk Port Allocation & Spare Port Details. 3. Existing PIS System complete architecture with relevant interface details.	Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Any related documents available with CMRL will be shared to the successful bidder after the award of Contract.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
127	4. Technical Specification	Clause No.6.35; Page 38	The connecting jumper cables and other electrical conduits between cars shall be secured with adequate spacing between the adjacent train components, adjacent cables/conduits/hoses to prevent chafing during train operating and coupling/un-coupling condition and shall be effectively sealed for ingress of water, dust, and fire.	1. Request to confirm our understanding that existing contacts of 110VDC will be utilized for proposed equiments in the all cars of the train. No need to provision any contact/wiring/MCB's from contractor end. 2. Request to confirm our understanding that couplers along with spare pins are available for wiring between cars. No need to provision new couplers and associated accessories by Contractor.	As per the clause No. 1.5 of Section 3, Instructions to Tenderers, Bidders may carry out extensive site visit for Tender proposed locations and analysis at their own cost, before submitting their respective Bids. CMRL shall provide necessary permission for such site visits based on reasonable prior request in writing. Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Tender conditions prevail.	No
128	4. Technical Specification	Clause No. 6.36; Page 28	In future, there would be a possibility of further extension of CMRL Phase 1 and Phase 1 Extension sections. This could involve procurement of new trains of similar design or addition of intermediate cars in the existing trains to convert it from 4 car to 6 car. There can be a possibility of further increase in number of digital displays for any other reasons. With this point in consideration, the design proposal, equipment, terminals, and software of new DRMD system shall be configurable and accessible by CMRL for any future extension projects or for additional cars or for additional displays as specified above.	1. Request to confirm our understanding that Contractor has to provision the feasibility of expansion/upgradation in provisioned hardware/software for future. Any future upgradtion/modification in hardware & software shall be the responsibility of CMRL. 2. Request to clarify the requirement in explicitly which customer expects from the Contractor against the statement,"**This could involve procurement of new trains of similar design or addition of intermediate cars in the existing trains to convert it from 4 car to 6 car. There can be a possibility of further increase in number of digital displays for any other reasons"** as it seems like open statement.	Tender conditions prevails	No
129	4. Technical Specification	Clause No. 6.36; Page 28	In future, there would be a possibility of further extension of CMRL Phase 1 and Phase 1 Extension sections. This could involve procurement of new trains of similar design or addition of intermediate cars in the existing trains to convert it from 4 car to 6 car. There can be a possibility of further increase in number of digital displays for any other reasons. With this point in consideration, the design proposal, equipment, terminals, and software of new DRMD system shall be configurable and accessible by CMRL for any future extension projects or for additional cars or for additional displays as specified above.	Please confirm our understanding that contractor has to provision the feasibility of expansion in proposed DRMs. Any module development, software to achieve the expansion feasibility lies in Customer scope	Tender Conditions Prevails	No
130	4. Technical Specification	Clause No. 7.2; Page 29	The functionalities of DRMD displays includes following route related information to passengers, but not limited to a. Current Metro Station, b. Next Arriving Metro Station, c. Destination Metro Station, d. Skip Station Information, e. Door Opening Side of Next Station f. Direction Of Travel g. Corridor Details h. Current Dynamic Location of The Train i. Distinguishing Completed Route with Forthcoming Route, j. Showing Important Landmark Areas Near to Stations in Geographical Map View. k. Complete Route of CMRL Network, l. Location Mapping and Any Other Important Information	1. Request to confirm our understanding that live inputs pertaining to requirement mentioned in clause,"(h) Dynamic location of train" shall be the responsibility of TCMS. DRMs role is to display the same only. 2. Request to confirm our understanding that live inputs pertaining to requirement mentioned in clause from (a) to (f) shall be the responsibility of TCMS. DRMs role is to display the same only.	For the functionalities of DRMD displays, all the responsibilities lies with the Contractor.	No
131	4. Technical Specification	Clause No. 7.3; Page 29	The DRMD system shall have the provision to receive automatic updates related to the train's route and timing. The system shall update the information automatically in real-time, based on the train's progress. The route information, station information, shall be updated and displayed prominently on the LED Backlit LCD display (DRMD displays) with clear and legible fonts. The system shall have a reliable and secure communication channel for receiving updates.	1. Request to share the details of existing subsystem i.e. TCMS Interface Design along with necessary communication protocol details and interface feasibility of which interface is required achieve the functionality mentioned in the clause by the DRMs. 2. Request to share the details of existing variables and data mapping format which needs to be adopted for proposed DRM's.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs*. This shall be complied by the Contractor without any pre-conditions. Any related documents held by CMRL will be shared to the successful bidder after the award of Contract.	No

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
132	4. Technical Specification	Clause No. 7.6; Page 29	Audio announcements are made inside the train through the existing passenger announcement system of the train. The proposed DRMD system shall ensure that the displayed content is synchronized with the audio announcements made in the train pertaining to route-related information for each station. The Contractor shall be provided by CMRL with a comprehensive list of audio announcements for each station within the CMRL network during Stage 1 (Stages of execution of this project is provided under section 11 of this document). The system shall effectively demonstrate the synchronization between the displayed content and the corresponding audio announcements during Stage 2 of the project.	1. Request to share the details of existing subsystem ie. Audio system of train. 2. Request to share the existing ICD of Audio system & TCMS. 3. Request to share the existing ICD of Audio system & existing Display system for Syncronisation functionality.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs*. This shall be complied by the Contractor without any pre-conditions. Any related documents held by CMRL will be shared to the successful bidder after the award of Contract.	No
133	4. Technical Specification	Clause No. 7.7; Page 29	In case of emergency, the DRMD system shall have the provision to display emergency information, including evacuation instructions and emergency contact numbers, with prominent and clear fonts and colours to attract passengers' attention.	1. Request to confirm our understanding that all the triggers pertaining to emergency messages shall be triggered by TCMS only. DRM role is to display the message only. 2. Request to share the tentative content details of emergency messages which is to be displayed through DRMs. 3. Request to confirm our understanding that during emergency messages display, normal display views will not be functional during emergency messages display.	1. For the functionalities of DRMD displays, all the responsibilities lies with the Contractor. 2. Content will be finalised and approved during design approval stage. However, as per the clause No. 1.5 of Section 3, Instructions to Tenderers, Bidders may carry out extensive site visit, as required. 3. Details can be finalised during design approval stage.	Yes
134	4. Technical Specification	Clause No. 7.8; Page 29	The DRMD system shall be customizable, allowing the CMRL to add or remove information and customize the display as per the requirements. Customisations shall include, but not limited to: a. Addition/deletion/modification of station b. Addition/deletion/modification of route (Different start and destination stations) c. Modification of station names d. Modification of text messages e. Addition/deletion/modification of new/existing any GIFs, images, videos with respect to passenger announcement. f. Addition/deletion/modification of any pre-defined/emergency/special messages.	Request to clarify below: 1. Please share the tentative no. of Stations to be customized(addition) to freeze the requirement of clause. 2. Request to mention explicitly that functionality mentioned in clause to be achieved by HMI as asked in Clause 6.25 Page 27 or by external hardware as desired in Clause No. 14.10 Page No. 38.	1. The extension is roughly estimated to be around 20 km on either ends of each corridor. Details can be dealt under design stage. 2. For HMI related clarification, refer **Addendum_01, S.No. 11, 12 & 13**	Yes
135	4. Technical Specification	Clause No. 8.1; Page 30	Signalling & Rolling Stock variables are available in the train's Multifunction Vehicle Bus (MVB). The Contractor shall continuously capture the automatic route related information available in the train to display the route related information in the DRMD screens and the displaying information shall be synchronised with the existing/available audio announcements in the train.	1. Request to confirm our understanding that CMRL has the rights to allow the interface with existing MVB and variables/data mapping of same to be allowed to the bidder for utilizing for their proposed system without any legal/financial implication. 2. Request to share the ICD which comprises of list of variables and Data mapping format of Signalling & Rolling stock which would be used for proposed DRMs.	As detailed in clause Technical Specification Clause 6.4, 8.1 etc, it is the obligation of the Contractor to *continuously capture the automatic route related Signalling & Rolling stock variables' information available in the train's Multifunction Vehicle Bus (MVB) and utilise this information to display the automatic route related content in the proposed DRMDs*. This shall be complied by the Contractor without any pre-conditions. Any related documents held by CMRL will be shared to the successful bidder after the award of Contract.	No
136	4. Technical Specification	Clause No. 8.8; Page 31	The Contractor shall provide the CMRL full access to the source code of the display system software. The source code shall be handed over to CMRL one month prior to the end of Defect Liability Period. It shall be in a readable and editable format, written in a recognized programming language. It should be well-documented and easily understood by software developers.	Source codes are the intellactual property of supplier. So, it is not possible to share the source. Hence, remove all clauses relevant to souce code requirement. However, Contractor will provide the necessary DRM uploading & downloading/modification tools which will suffice the requirement.	Refer to: **Addendum_01 S/No. 15**	Yes

Sl.No	Section No.	Clause No./ Page No.	Description of Clause	Tenderer's Query	CMRL Reply to Prebid Quieries	Addendum/Corrigendum
137	4. Technical Specification	Clause No.10.1; Page 31	The Contractor shall propose the network for the LED backlit LCD based DRMD system to fulfil all the requirements of this technical specification. Necessary interfacing with existing train and signalling and telecom system shall be conducted by the successful bidder.	1. Request to share the details of existing subsystem along with necessary communication protocol details and interface feasibility of which interfaceis required achieve the functionality mentioned in the clause by the DRMs. 2. Request to share the existing wiring diagrams of train to understand the interface requirements and feasibility to utilize the existing infrastructure. 3. Request to share the details of interfaces to be done with Signalling & Telecom Contractor.	As per the clause No. 1.5 of Section 3, Instructions to Tenderers, Bidders may carry out extensive site visit for Tender proposed locations and analysis at their own cost, before submitting their respective Bids. CMRL shall provide necessary permission for such site visits based on reasonable prior request in writing. Requirements are clearly spelt out in the tender. The Contractor shall comply to all the requirements in the tender without any pre-conditions. Tender conditions prevail.	No
138	4. Technical Specification	Clause No.16.3; Page 38	All displays shall be rated for at-least IP 64 according to EN 60529 standard.	These displays will be mounted inside the train. So, proposed IP-54 will be enough to deliver the required functionality. IP-64 will increase the cost and will make heat dissipiation critical.	Refer to: **Addendum_01 S/No. 09**	Yes
139	4. Technical Specification	Clause No.16.4; Page 38	Memory and functioning of the MVB controller/server shall be designed for railway rolling stock applications and shall be service proven.	Request to clarify the statement as provision of any MVB Controller is not in scope of work.	Refer to: **Addendum_01 S/No. 05 & 06.**	Yes