

Chennai Metro Rail Limited
Tender Description: Design, Manufacture, Supply, Testing, Commissioning of Standard Gauge Metro Rolling Stock (210 cars) and Training of Personnel
Tender No. CMRL/PHASE II/SYS/CP26/ARE02/2021
Tender ID. 2021_CMMDB_640237_1

Clarifications to bidders queries

Sl. No.	Part/Section No.	Clause No.	Original Bid Condition	Bidder's Query (20 Aug 2021)	CMRL Response	Bidder's Query (28 Dec 2021)	CMRL Response (20 Jan 2022)	Bidder's Query (11 Mar 2022)	CMRL Response
1	Part 1 Section V Eligible Source Countries of Japanese ODA Loans	Eligible Source Countries of Japanese ODA Loans Eligible Nationality	8. With regard to Section A. (4) above, if the major components(s) of goods is(are) substantially manufactured by an Eligible Local Manufacturing Company, such components can be regarded and counted as Japanese origin even if the goods are not procured from Japan. Eligible Local Manufacturing Company(ies). Nor Eligible Developed countries' Manufacturing Company(ies).	We understand that the Bidder can define and propose the "major component(s) of goods" at his discretion. Please confirm.	YES, the bidder can propose the list and submit FORM SUB, which shall be inline with ERTS requirements & EQC 2.5.	Further to response from CMRL, we understand: (1) The Bidder should define and propose equipment and/or system as the major component(s) from the major items listed in EQC 2.5. (2) The major component(s) can be a core component of the equipment and/or system selected by the Bidder. Please confirm.	(1) Bidder can define and propose major components of goods at his discretion. However, bidder shall submit FORM SUB as listed for items in EQC 2.5. (2) No. It should be the system selected by the Bidder.	(1) Noted but please find our query in below (2). (2) FORM SUB includes eight (8) Major Items of Plant and Installation Services and Propulsion (Traction converter and Traction motors) is one of the Major Items. There is an ambiguity in the definition of Propulsion system (Traction Converter Inverter, Auxiliary Converter Inverter and Traction Motor) in EQC 2.5 and Propulsion system (Traction Converter Inverter and Traction Motor) in FORM SUB. Can we understand the Propulsion (Traction converter and Traction motors) in FORM SUB is constituted by POWER CONVERTER- INVERTER, Auxiliary Converter Inverter and TRACTION MOTORS? Please confirm our understanding, then please amend the FORM SUB. Can we define and propose the POWER CONVERTER- INVERTER as the major component at our discretion and procure the Auxiliary Converter Inverter and TRACTION MOTORS under our control? Please clarify.	2) Your understanding regarding Propulsion system meaning Power Converter - Inverter, Auxiliary Converter Inverter and Traction Motors is correct, your query is already addressed please refer to Point 21 of Addendum 2. Bidder can define and propose major components of goods at his discretion.
2	Part 2 Section VI	ERTS – System Requirements 2.1 2.4.1 2.4.2	2.1 For the purpose of these Specifications, "Proven Design" means the Car, System, Subsystem, Equipment or Components etc. Which shall comply with requirements specified in Section III of Part 1: Evaluation and Qualification Criteria of the contract document. 2.4.1 Car, system and subsystem designs shall be service proven. CMRL will evaluate the applicability of "service proven" according to the risk associated with each particular design. In general, "service proven" shall mean the system, subsystem equipment or components, etc. which shall comply with requirement's specified in Section III of Part 1: Evaluation and Qualification Criteria of the contract document. 2.4.2 To establish a design's service-proven history, the Contractor shall submit as part of the proposal specific details of the application history. The Contractor may offer, for approval, a design which is basically unchanged from a service-proven design, but which must be upgrade in design or manufacture to suit CMRL's requirements or for reliability purposes. The Contractor shall show, in detail, what has been changed in the equipment and why such changes will not adversely affect operation and performance. For proven design, the Contractor shall produce for CMRL's review and approval test documents from the other systems/projects for which the Contractor is providing the proven design application.	(1) We understand requirements of Section III of Part 1: Evaluation and Qualification Criteria are defined for the Employer to evaluate design and manufacturing capability of the Bidder and/or subcontractors. Service Proven requirements in these clauses are limiting the Bidder's Design & Build capability and performance. The Bidder will propose service proven product as much as possible, but please delink the EQC requirements and service proven requirements. (2) Please clarify whether Bidder can propose service-proven design of subcontractor for car body. In this case, Bidder to be system integrator of train set, procure car body from the subcontractor which is service proven in the subcontractor's past project.	(1) Tender Condition Prevails (2) No.	(1) Please delink the EQC requirements and service proven requirements.	(1) Tender condition prevails.	(1) Except client to procure existing platform as is, design changes are normally required for fit for the purpose and tender requirement. We are not able to propose service-proven design as is for this project, so please delink the EQC requirements and service proven requirements.	Here, Proven Design means the Car, System, Subsystem, Equipment or Components etc., which is running under satisfactory conditions certified by the Metro Operator is deemed as service proven. It is further clarified that the Contractor should provide service proven design for car, system and sub-system of Rolling Stock meeting the requirements in Part 1 - EQC. CMRL will not accept non-proven, new designs of car, system or sub-system. The service proven design or manufacturing can be upgraded to suit CMRL requirements. Hence bidder query for delinking of EQC requirement is not acceptable. Therefore, Tender Condition Prevails.
3	Part 1 Section V Eligible Source Countries of Japanese ODA Loans	Eligible Source Countries of Japanese ODA Loans Eligible Nationality	Part 1 Section V art 4. Minimum 90% of the Contract Price (Ref. Part 1 – Section IV – Bidding Forms – Cl. 4.2 – Sl. No. 15) shall be sourced from Japanese manufacturer/Companies for Goods and Services as it is mandatory requirement under this package	Please clarify whether the following Bidder's interpretation is correct. Assuming that a "Japanese Partner" (i.e. Japanese Rolling Stock manufacturing company) is the Design Authority of the full vehicle, the same is allowed to include in "Japanese ratio" calculation and consider as "Japanese goods" not only the "make" components that are directly manufactured but also all "buy" subsystems (e.g. HVAC, Brakes, doors ...) that are outsourced or procured from third parties which can be located either in India or in Japan or in any third country.	Japanese RSM as Design Authority for full vehicle	(1) As far as the Indian company defined in 12(c) of Section V ESC satisfies the requirement of EQC 2.4, we understand the Indian company can be design authority of Rolling Stock for this project. Please confirm. (2) In case of the above Indian company receives (i) major component(s) and (ii) technical cooperation and/or provision of design from the Japanese Rolling Stock manufacturing company as per Addendum No.1, total amount with taxes of Price Centre A, CST, FAI, CPT, C, D, E, G, H, plus part of the total amount with taxes of Price Centre F conducted by the Japanese company can be regarded and counted as Japanese origin("sourced from Japanese manufacturer/companies"). Please confirm. (3) The Bidder can use definition of the above (i) major component(s) based on CMRL's reply for Sl. No.1 in this sheet. Please confirm. (4) The Bidder understands that the above (ii) technical cooperation can be system integration support of part of Rolling Stock system and (ii) provision of design can be provision of part of the concept design of the Rolling Stock at Bidder's discretion. Please confirm. (5) We understand the Japanese Rolling Stock manufacturing company can be either a partner of the prime contractor or the sub-contractor.	1) Yes. 2) Japanese ratio for the captioned package shall be 90% if Japanese Company(ies) substantially manufactures major component(s) and Japanese Rolling Stock Manufacturing Company(ies) substantially engage with final assembly or the final refinement/processing by the Indian Company(ies) the manners including, but not limited to technical cooperation, commissioning of manufacturing or provision of design 3) Yes. 4) No. Technical cooperation shall be for complete Rolling Stock. 5) The Japanese Rolling Stock Manufacturing company must be the prime contractor or member of JV forming the Prime Contractor since they have to deliver technical cooperation of complete Rolling Stock.	4) We could not find any condition that "Technical cooperation shall be for complete Rolling Stock". 5) We could not find any condition that "the Japanese Rolling Stock Manufacturing company must be the prime contractor or member of JV forming the Prime Contractor". Also, as per clause 53 of Addendum 3, it is mentioned that JV Member / Sub-contractor is allowed. Your reconsideration of above (4)(5) would be appreciated.	4) Please be noted that the role of Japanese Rolling Stock Manufacturer is for complete Rolling Stock as per revised Tied loan condition issued in Addendum 1. 5) JRSM shall be part of JV member / Sub contractor to Indian Rolling Stock Manufacturer.
4	Addendum 3 Part 1 : Section IV Bidding Forms							It is requested delete the below paragraph from the Bidding form JRSM : Japanese Rolling Stock Manufacturer and issue amended bidding form. \ We M/s.....(Name of the Japanese Rolling Stock Manufacturing Company), hereby submit our credentials demonstrating Design, Manufacturing and Service Proven for Rolling Stock is attached herewith. New Clause 11. Form JRSM Japanese Rolling Stock Manufacturer We M/s..... Name of the Japanese Rolling Stock Manufacturing Company hereby submit our credentials demonstrating Design, Manufacturing and Service Proven for Rolling Stock is attached herewith. Signature Japanese Rolling Stock Manufacturer/rolling Stock Manufacturer Name of the Authorized person Signature of the Authorized person Designation of the Authorized person Designation of the Authorized person E-mail of the Authorized person E-mail of the Authorized person This form is applicable only for the Indian Rolling Stock Manufacturing Company as Prime Contractor/ Sub-Contractor.	As per revised Tied loan condition, Japanese Rolling Stock manufacturer participation is must. So the role of JRSM is issued in Addendum 3. Revising the tender condition according to bidder queries is not acceptable.